OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS

MEETING AGENDA

MAY 19, 2022

12:00 - 1:30 PM

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting REVISED Agenda
May 19, 2022
12:00 – 1:30 p.m.
The Board of Directors will convene at the OTO offices.
The full agenda will be made available on the OTO website: ozarkstransportation.org.

Call to Order .....NOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda
(2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Public Comment Period for All Agenda Items ..... Tab 12
(5 minutes/Russell)
Individuals attending the meeting in person and requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Any public comment received since the last meeting has been included in the agenda packet under **Tab 12**.

D. Consideration of items on the Consent Agenda ..... Tab 1
(5 minutes/Russell)

1. March 17, 2022 Minutes
2. Financial Statements for 3rd Quarter 2021-2022 Budget Year
3. FY 2022-2025 TIP Administrative Modification Five
4. FY 2022-2025 TIP Amendment Five
5. Major Thoroughfare Plan Amendment
6. Federal Functional Classification Map Change Request

Any member may request removal of an item from the Consent Agenda at this time. Any item removed from the consent agenda will be considered at the end of the agenda. Abstentions may be noted for any item on the Consent Agenda.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE CONSENT AGENDA

E. Executive Director's Report
(10 minutes/Fields)
A review of staff activities since the last Board of Directors meeting will be given.

F. MoDOT Update
(10 minutes/MoDOT)
A MoDOT Staff member will give an update of MoDOT activities.

G. Legislative Reports
(10 minutes/Russell)
Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

A. FY 2023 Unified Planning Work Program and Budget..... Tab 2
(10 minutes/Parks)
The Draft Unified Planning Work Program that outlines work that will be completed by OTO during the next fiscal year is included for review and approval.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2023 UNIFIED PLANNING WORK PROGRAM AND TO AUTHORIZE ENTERING INTO THE ANNUAL MODOT CONTRACT

B. FY 2023 Operational Budget ..... Tab 3
(5 minutes/Parks)
The Draft FY 2023 Operational Budget is included for review and consideration.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2023 OPERATIONAL BUDGET

C. Resolution to Approve Line of Credit and New Account..... Tab 4
(5 minutes/Parks)
Approval of a Resolution authorizing a line of credit and a new bank account is requested.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE A RESOLUTION FOR A LINE OF CREDIT AND A NEW BANK ACCOUNT

D. OTO Growth Trends Report..... Tab 5
(15 minutes/Faucett)
Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. Public Participation Plan Annual Evaluation..... **Tab 6**
(10 minutes/Faucett)
Staff will present the findings of the annual evaluation of the Public Participation Plan.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. Federal Funds Balance Report ..... Tab 7
(5 minutes/Longpine)
Staff will present the Federal Funds Balance Report. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

G. Chadwick Flyer Crossing Study..... Tab 8
(10 minutes/Stevenson)
Staff will present the Chadwick Flyer Crossing Study for Board acceptance.

BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE CHADWICK FLYER CROSSING STUDY

H. Transit Coordination Plan..... Tab 9
(10 minutes/Thomason)
Staff will present the updated Transit Coordination Plan for Board approval.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE TRANSIT COORDINATION PLAN

I. Section 5310 American Rescue Plan Funds ..... Tab 10
(5 minutes/Thomason)
Staff will present recommendations for the Section 5310 funding included in the *American Rescue Plan*.

BOARD OF DIRECTORS ACTION REQUESTED TO AWARD OATS TRANSIT THE ENTIRE $50,792 OF AMERICAN RESCUE PLAN SECTION 5310 FUNDING

III. <u>Other Business</u>

A. Board of Directors Member Announcements
(5 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. Transportation Issues for Board of Directors Member Review
(5 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

C. Articles for Board of Directors Member Information ..... Tab 11
(Articles attached)

IV. <u>Adjourn meeting</u>. A motion is requested to adjourn the meeting. Targeted for **1:30 P.M.**

The next Board of Directors regular meeting is scheduled for Thursday, July 21, 2022 at 12:00 P.M. in person.

Attachments

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 reuníon.

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 or call (417) 865-3042.

TAB 1

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM I.D.

Consent Agenda

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Items included on the Consent Agenda:

1. March 17, 2022 Minutes
2. Financial Statements for 3rd Quarter 2021-2022 Budget Year
3. FY 2022-2025 TIP Administrative Modification Five
4. FY 2022-2025 TIP Amendment Five
5. Major Thoroughfare Plan Amendment
6. Federal Functional Classification Map Change Request

BOARD OF DIRECTORS ACTION REQUESTED:
Adoption of the consent agenda will result in approval of all items included.

A member of the Board of Directors is requested to make one of the following motions:

"Move to adopt the Consent Agenda."

OR

"Move to adopt the Consent Agenda with the following changes…"

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM I.D.

March 17, 2022 Meeting Minutes

Ozarks Transportation Organization
(Springfield, MO Area MPO)

CONSENT AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors March 17, 2022 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.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve the Board of Directors March 17, 2022 meeting minutes."

OR

"Move to approve the Board of Directors March 17, 2022 meeting minutes with the following corrections…"

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
MARCH 17, 2022

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in person and using the Zoom video conferencing platform. The meeting was also livestreamed on Facebook for public participation.

The following members were present:

Mr. Chuck Branch, Citizen-at-Large
Mr. Jerry Compton, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)
Mr. Skip Jansen, City Utilities Transit
Mr. Andrew Lear, City of Springfield
Mr. Lynn Morris, Christian County
Mr. James O'Neal, Citizen-at-Large
Mr. John Russell, Greene County (Chair)
Mr. Mike Schilling, City of Springfield
Ms. Martha Smartt, City of Strafford (a)
Mr. Dan Smith, City of Springfield (a)
Mr. Richard Walker, Springfield Citizen-at-Large
Mr. Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA
Mr. David Cameron, City of Republic (a)
Mr. Steve Campbell, MoDOT
Mr. Steve Childers, City of Ozark (a)
Mr. Brad Gray, City of Willard (a)
Ms. Debra Hickey, City of Battlefield
Mr. Rusty MacLachlan, Greene County
Mr. Bradley McMahon, FHWA
Ms. Stacy Reese, MoDOT (a)

Others Present: Mr. Ralph Phillips, Christian County; Ms. Sonya Anderson, Senator Roy Blunt's Office; Mr. Jeremy Pruett, Representative Billy Long's Office; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chairman Russell called the meeting to order at approximately 12:00 p.m.

I. Administration

A. Welcome and Roll Call

Member	Vote	Member	Vote
Mr. Chuck Branch	Present	Mr. Rusty MacLachlan	Absent
Mr. David Cameron	Absent	Mr. Lynn Morris	Present
Mr. Steve Childers	Absent	Mr. James O'Neal	Present
Mr. Jerry Compton	Present	Mr. John Russell via Zoom	Present
Mr. Travis Cossey	Present	Mr. Mike Schilling	Present
Mr. Brad Gray	Absent	Ms. Martha Smartt	Present
Ms. Debra Hickey	Absent	Mr. Dan Smith	Present
Mr. Skip Jansen	Present	Mr. Richard Walker	Present
Mr. Andrew Lear	Present	Mr. Brian Weiler	Present

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mr. Weiler moved to approve the March 17, 2022 agenda. Mr. Lear seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

C. Approval of January 20, 2022 Minutes

Mr. Lear moved to approve the minutes from the January 20, 2022 meeting. Mr. Jansen seconded the motion. Chairman Russell called for a vote of members in attendance and then a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

D. Public Comment Period for All Agenda Items

Chairman Russell advised there were public comments included in the packet. Chairman Russell asked for comments or questions.

E. Executive Director's Report

Ms. Fields reported that a lot of OTO's work lately has been centered around a federal discretionary grant. OTO staff is working with CMT on the I-44 INFRA Grant and are currently waiting for the federal notice to come out. RAISE grants are due in the middle of April.

The OTO Growth Trends report is delayed this year due to the Census data being released late.

OTO staff are currently wrapping up the Chadwick Flyer Crossing Study across US 65 in Christian County. Staff are also working on selecting an engineer for construction of the Chadwick Flyer Trail at the Lake Springfield and City Utilities property on the former rail line. Construction is targeted to be in 2023 for the 1.2-mile section.

The DED has a request for information for ARPA funds. OTO has put in a funding request for the Chadwick Flyer overpass as well as a request for the City of Springfield's portion.

The Board of Directors had requested a 5-year funding plan for Ozark Greenways' operation. In the past 2 years, OTO has funded them at $50,000 a year and are exploring ways to continue that funding. Staff will submit a plan to the Executive Committee in April with an identified funding source and amount.

Staff are continuing to work on next year's budget which should be presented at the next Board meeting. One highlight of the budget, OTO anticipates continuing funding studies of some kind. One possibility would be the FF extension. RAISE Grants will be considered again next year. Staff is requesting input from the Board of Directors for study ideas.

OTO is implementing new TIP software. The next round of the TIP will look different.

Staff continue to monitor the Bipartisan Infrastructure Law funding amounts and implementation. Ms. Fields serves as the Policy Committee Chair for the Association of MPOs. Their primary task is advising the DOT on the best way to implement some of the policies. They also monitor the discretionary programs and notices of funding availability.

The North Highway 13 Study is currently out for online public meeting. The consultants wrapped up their study with 5 to 7 alternative options for the interchange and improvements to that corridor. They are all on the website North13Study.com with a survey open until Monday, March 21st where the public can make suggestions. This interchange is included in the I-44 INFRA Grant.

The FF Study in Battlefield is kicking off this week. The study is working towards what the road would look like, what it would function like, and what the access would look like.

F. MoDOT Update

MoDOT staff were unable to attend, so Ms. Fields shared an update provided by Steve Campbell with MoDOT. MoDOT's primary focus is to deliver the Construction Program. There were already a lot of projects within the STIP which require design, right of way, and construction. MoDOT continues to work on a draft Statewide Transportation Improvement Program with an expected completion date in May. It will then be open for public comment with adoption following in July.

In the Southwest District for FY 2022 to-date, they have awarded $115 million worth of projects which averages 1.8% over their estimated costs.

MoDOT will be letting the Long Creek Bridge in April. MoDOT has added a new Project Manager to the team which will put them at 6, though still 3 short of what they need. MoDOT's biggest challenge is turnover. Operations staff are hopeful the snow is over and will start working on litter pickup.

G. Legislative Reports

Ms. Anderson with Senator Blunt's Office stated the government has been operating under a continuing resolution which was set to expire last Friday. The House and Senate passed an appropriations bill and the President signed it on Tuesday. This was a $1.5 trillion Bill that funds the government through September 2022. It also includes $782 billion in defense funding which is a 6% increase over FY 2021. Senator Blunt helped secure approximately $265 million for projects that are specific to Missouri. As far as the Department of Transportation as a whole, this bill includes $775 million for RAISE Grants, $350 million for essential air services, $18.5 billion for federal aviation, and $60.7 billion for the Federal Highway Administration. This legislation also includes $486 million for the Reconnect Pilot Program that will help underserved areas have access to broadband. RAISE Grant applications are due April 15th. Ms. Fields and Ms. Anderson have been keeping in contact regarding OTO's RAISE Grant application. The Appropriations Bill included $14 billion in aid for Ukraine.

Mr. Pruett with US Representative Long's Office shared the government is no longer under the continuing resolution. The government is funded until September. In September, the process will probably start over again. There were transportation earmarks that were submitted through the House Bill and passed through the House Bill. The Senate created their own version of the transportation earmarks portion of the Bill. All of the transportation earmarks that were passed through the House were never touched by the Senate so all of them were dropped.

III. New Business

A. Financial Statements for 2nd Quarter 2021-2022 Budget Year

Mr. Cossey stated that included for consideration were the second quarter financial statements for the 2021-2022 budget year. This period includes October 1, 2021 through December 31, 2021. The second quarter expenses total 34.1 percent of budget. The revenue was 42.8 percent of budget. Mr. Cossey highlighted the OTO Operational Financial Statements and the OTO UPWP Financial Statements for the Board of Directors.

Mr. Lear made a motion to accept the Second Quarter Financial Statements for the 2021-2022 Budget Year. Ms. Smartt seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

B. FY 2022-2025 TIP Amendment Four

Ms. Longpine reported that four items were included as part of Amendment Four to the FY 2022-2025 Transportation Improvement Program.

1. *New* Farm Road 223 Bridge Replacement over Little Sac River (GR2210-22A4)
   Greene County is adding a project using BRO funding to replace a bridge over Little Sac River for a total programmed amount of $660, 000.

2. *New* Greene County Bridge Projects on FR 102/150/171 (GR2211-22A4)
   Greene County is adding a bundle of bridge projects using BRO funding for a total programmed amount of $735,000:
   - Farm Road 102 Replacement over branch of S. Dry Sac River ($300,000)
   - Farm Road 150 Replacement over Wilson's Creek ($360,000)
   - Farm Road 171 Rehabilitation/Repair over the Little Sac River ($75,000)

3. *Revised* Scoping for safety & Operational Improvements on Sunshine St (SP1802-22A4)
   Changing the scope from Glenstone to Bedford to Glenstone to Farm Road 199 and removing funding from FY 2025 in the amount of $2,000 for a new total programmed amount of $6,000.

4. *Revised* Chestnut Expressway Safety Scoping (SP1812-22A4)
   Changing the scope from Kansas Expressway to Glenstone to I-44 to Glenstone, with no change in the programmed amount.

Mr. Cossey made a motion to approve Amendment 4 to the FY 2022-2025 Transportation Improvement Program. Mr. Smith seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

C. Overview of the Bipartisan Infrastructure Law (IIJA)

Ms. Longpine shared that the Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act, was signed into law on November 15, 2021. This bill reauthorized the surface transportation program, as well as created several new programs to provide investments in a variety of infrastructure. Ms. Longpine provided an overview of the relevant provisions contained in the Bipartisan Infrastructure Law.

This was informational only. No action required.

D. OTO 2023-2027 Recommended STIP Project List

Ms. Fields reported that each year following the OTO annual project prioritization, MoDOT works to develop cost estimates for projects to work toward programming said projects. Once estimates are developed and the amount of available funding is projected, local MoDOT staff works with the Technical Planning Committee to determine the best and most feasible projects to program with available funds. MoDOT will consider OTO's Recommended STIP Project List when developing the FY 2023-2027 Draft Statewide Transportation Improvement Program. The Draft is typically published for public comment in May and the Missouri Highways and Transportation Commission will adopt the STIP in July. The Draft will be provided as soon as available. Ms. Fields reviewed OTO's Recommended STIP Project List.

This was informational only. No action required.

E. Federal Discretionary Grant Support

Ms. Fields stated the USDOT announced the Notice of Funding Availability for the Rebuilding Americas Infrastructure and Sustainability and Equity (RAISE) Grants in February and is expected to release the Infrastructure for Rebuilding America (INFRA) notice soon. It is expected that several other programs will run concurrently with INFRA.

The Ozarks Transportation Organization is contracting with Crawford, Murphy, & Tilley (CMT) to prepare a grant for rebuilding, improving safety, improving pedestrian connections, and adding capacity to I-44, branded as FIX I-44. Generally, the project is planned to be over $120 million with a request of approximately $70 million. The project will also include the I-44/13 interchange improvement project. As OTO continues to work through the details, the scope and costs are evolving. MoDOT will be the project applicant.

OTO is also working with the City of Republic to apply for a RAISE Grant for the MM Corridor of Opportunity. OTO staff is writing the grant application. The request will be for a grant of $25 million for a $55 million project that will realign MM with an overpass for the BNSF railroad, as well as create

5 lanes from US60 to I-44 and provide a trail and sidewalks. As OTO continues to work through the details, the scope and costs are evolving. The City of Republic will be the project applicant.

The City of Springfield is applying for a RAISE Grant for the Jefferson Avenue Footbridge. The request is for a project of up to $8 million. The bridge is on the National Register of Historic Places and is currently closed until it can be fixed. The City of Springfield had originally planned to utilize STBG-U funds until the project bids far exceeded expectations.

In the event any of the above projects are eligible for additional types of federal discretionary grants, the resolution of support will be valid for any federal grant.

Mr. Compton made a motion to approve the included resolutions and certifications as provided. Mr. O'Neal seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. John Russell	Aye

After calling for a vote of members in attendance and members via Zoom, the motion passed unanimously.

III. Other Business

A. Board of Directors Member Announcements
Mr. Russell shared that Greene County has the Kansas Extension underway.

B. Transportation Issues for Board of Directors Member Review
There were no issues for the Board of Directors member review.

C. Articles for Board of Directors Member Information
Chairman Russell noted there were articles of interest included in the packet for the members to review as time allows.

IV. Adjourn meeting

With no further business to come before the Board, Mr. Lear made a motion to adjourn the meeting. Mr. Jansen seconded the motion. Chairman Russell called for a vote of members in attendance and then for a roll call vote of members attending via Zoom.

Members attending via Zoom	Vote
Mr. John Russell	Aye

After calling for a vote of member in attendance and members via Zoom, the motion passed unanimously. The meeting adjourned at 12:48 p.m.

_____

David Cameron
OTO Secretary

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM I.D.

Financial Statements for the Third Quarter 2021-2022 Budget Year

Ozarks Transportation Organization
(Springfield, MO Area MPO)

CONSENT AGENDA DESCRIPTION:

Included for consideration are the third quarter financial statements for the 2021-2022 Budget Year. This period includes January 1, 2022, through March 31, 2022. The third quarter expenses total 24% of budget. The revenue was 26% of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements. Services for studies nor the trail construction have been billed and will be carried over in the next fiscal year.

Section One – OTO Operational Financial Statements

- *Balance Sheet*
  The current outstanding liabilities include:
  - $3,544.19 – Purchasing Card
  - $419.31 – FSA Accounts
  - $0.00 – In outstanding checks
  - $3,963.50 – **Total**

- *Operating Fund Balance Report* shows the OTO has a fund balance of $505,584.88 at the end of March. This balance is within the 3-6 month range set for expenses.

- *Profit and Loss Statement*
  During this period, expenses exceeded revenue in the amount of -$61,932.28.

- *Budget vs. Actual*
  The OTO budgeted expenses in the amount of $2,742,381.22 for the budget year. Actual expenses at the end of the third quarter are $658,560.18. This is 24% of budgeted expenses. Year-to-date revenue exceeded expenses in the amount of $50,747.35.

Section Two – OTO UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet*
  The UPWP Financial statements include the amount in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 51.7%.

  The OTO utilized $7,176.12 of in-Kind match income during the third quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- *Unified Planning Work Program Progress Report – 3rd Quarter*
  This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to accept the Third Quarter Financial Statements for the 2021-2022 Budget Year.”

OR

“Move to return to staff the Third Quarter Financial Statements for the 2021-2022 Budget Year in order to…”

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

Ozarks Transportation Organization
Balance Sheet
As of March 31, 2022

	Mar 31, 22
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	400,256.78
Southern Bank--Money Market	20,944.24
Southern Bank-Sm Bus Checking	88,347.36
Total Checking/Savings	509,548.38
Total Current Assets	509,548.38
TOTAL ASSETS	**509,548.38**
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	3,544.19
Total Credit Cards	3,544.19
Other Current Liabilities	
Total Other Current Liabilities	419.31
Total Current Liabilities	3,963.50
Total Liabilities	3,963.50
Equity	
Unrestricted Net Assets	454,837.53
Net Income	50,747.35
Total Equity	505,584.88
TOTAL LIABILITIES & EQUITY	**509,548.38**

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2022

	Jan - Mar 22	
Ordinary Income/Expense		
Income		
Other Types of Income		
Interest Income	400.95	
Miscellaneous Revenue	61.17	
Total Other Types of Income		462.12
OTO Revenue		
Consolidated Planning Grant CPG	172,439.28	
Total OTO Revenue		172,439.28
Total Income		172,901.40
Gross Profit		172,901.40
Expense		
Building		
Building Lease	13,515.00	
Common Area Main Exp	4,035.00	
Infill Costs	1,300.64	
Maintenance	2,778.82	
Office Cleaning	987.00	
Utilities	996.21	
Total Building		23,612.67
Commodities		
Office Supplies/Furniture	-3,540.85	
OTO Promotional Items	737.40	
Public Input Promotional Items	798.02	
Publications	39.99	
Total Commodities		-1,965.44
Information Technology		
Data Storage/Backup	1,017.00	
IT Maintenance Contract	2,132.92	
Software	2,516.69	
Webhosting	83.85	
Total Information Technology		5,750.46
Operating		
Copy Machine Lease		
Lease Interest Expense	48.00	
Lease Principal Expense	405.75	
Maintenance for Copier	156.00	
Toner & Overages	84.00	
Total Copy Machine Lease		693.75
Dues/Memberships	2,475.00	
Education/Training/Travel	1,669.00	
Food/Meeting Expense	635.01	
Postage/Postal Services	7.38	
Staff Mileage Reimbursement	339.81	
Telephone/Internet	1,282.99	
Total Operating		7,102.94
Personnel		
Mobile Data Plans	630.00	
Payroll Services	955.60	
Salaries and Fringe	186,956.95	
Total Personnel		188,542.55

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2022

	Jan - Mar 22	
Services		
Long Range Plan Update	5,250.00	
Professional Services (Legal &	6,540.50	
Total Services		11,790.50
Total Expense		234,833.68
Net Ordinary Income		-61,932.28
Net Income		**-61,932.28**

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 1, 2021 through May 10, 2022

	Jul 1, '21 - May 10, 22	Budget	$ Over Budget	% of Budget	
Ordinary Income/Expense					
Income					
Other Types of Income					
Interest Income	1,274.66	4,000.00	-2,725.34	31.9%	
Miscellaneous Revenue	303.42	0.00	303.42	100.0%	
Total Other Types of Income	1,578.08	4,000.00	-2,421.92		39.5%
OTO Revenue					
Consolidated Planning Grant CPG	542,521.29	903,089.00	-360,567.71	60.1%	
CRRSSA Funds	0.00	1,132,750.00	-1,132,750.00	0.0%	
Local Jurisdiction Match Funds	165,208.16	285,208.16	-120,000.00	57.9%	
Surface Trans Block Grant	0.00	396,800.00	-396,800.00	0.0%	
Total OTO Revenue	707,729.45	2,717,847.16	-2,010,117.71		26.0%
Total Income	709,307.53	2,721,847.16	-2,012,539.63		26.1%
Gross Profit	709,307.53	2,721,847.16	-2,012,539.63		26.1%
Expense					
Bank Fees	0.00	20.00	-20.00		0.0%
Building					
Building Lease	40,545.00	54,060.00	-13,515.00	75.0%	
Common Area Main Exp	12,105.00	18,000.00	-5,895.00	67.3%	
Infill Costs	2,000.00	2,000.00	0.00	100.0%	
Maintenance	2,878.82	4,000.00	-1,121.18	72.0%	
Office Cleaning	3,296.00	4,500.00	-1,204.00	73.2%	
Utilities	2,170.89	3,500.00	-1,329.11	62.0%	
Total Building	62,995.71	86,060.00	-23,064.29		73.2%
Commodities					
Office Supplies/Furniture	2,727.70	7,000.00	-4,272.30	39.0%	
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%	
OTO Promotional Items	2,438.70	3,500.00	-1,061.30	69.7%	
Public Input Promotional Items	798.02	2,500.00	-1,701.98	31.9%	
Publications	406.99	1,500.00	-1,093.01	27.1%	
Total Commodities	6,371.41	17,000.00	-10,628.59		37.5%
Information Technology					
Computer Upgrades/Equip Replace	7,086.78	8,000.00	-913.22	88.6%	
Data Storage/Backup	3,051.00	4,800.00	-1,749.00	63.6%	
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%	
IT Maintenance Contract	7,445.93	11,000.00	-3,554.07	67.7%	
Software	4,082.57	6,000.00	-1,917.43	68.0%	
Webhosting	485.32	2,300.00	-1,814.68	21.1%	
Total Information Technology	22,151.60	37,600.00	-15,448.40		58.9%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 1, 2021 through May 10, 2022

	Jul 1, '21 - May 10, 22	Budget	$ Over Budget	% of Budget
Insurance				
Directors & Officers	2,195.00	3,000.00	-805.00	73.2%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,792.00	2,800.00	-8.00	99.7%
Workers Compensation	1,174.00	1,700.00	-526.00	69.1%
Total Insurance	6,161.00	10,500.00	-4,339.00	58.7%
Operating				
Copy Machine Lease				
Lease Interest Expense	144.00	200.00	-56.00	72.0%
Lease Principal Expense	1,217.25	1,650.00	-432.75	73.8%
Maintenance for Copier	468.00	650.00	-182.00	72.0%
Toner & Overages	252.00	3,200.00	-2,948.00	7.9%
Total Copy Machine Lease	2,081.25	5,700.00	-3,618.75	36.5%
Dues/Memberships	5,000.34	9,000.00	-3,999.66	55.6%
Education/Training/Travel	2,589.00	23,000.00	-20,411.00	11.3%
Food/Meeting Expense	3,062.96	4,300.00	-1,237.04	71.2%
Legal/Bid Notices	1,385.54	1,500.00	-114.46	92.4%
Postage/Postal Services	7.38	1,800.00	-1,792.62	0.4%
Printing/Mapping Services	381.75	5,000.00	-4,618.25	7.6%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	1,219.51	3,500.00	-2,280.49	34.8%
Telephone/Internet	3,678.41	5,500.00	-1,821.59	66.9%
Total Operating	19,406.14	60,800.00	-41,393.86	31.9%
Personnel				
Mobile Data Plans	1,712.37	2,800.00	-1,087.63	61.2%
Payroll Services	2,244.86	3,000.00	-755.14	74.8%
Salaries and Fringe	492,090.49	729,001.22	-236,910.73	67.5%
Total Personnel	496,047.72	734,801.22	-238,753.50	67.5%
Services				
Audit	3,845.00	5,000.00	-1,155.00	76.9%
Legislative Education	3,477.31	7,500.00	-4,022.69	46.4%
Long Range Plan Update	5,629.39	10,000.00	-4,370.61	56.3%
Professional Services (Legal &	27,474.90	65,000.00	-37,525.10	42.3%
TIP Tool Maintenance	0.00	9,600.00	-9,600.00	0.0%
Trail Construction	0.00	1,200,000.00	-1,200,000.00	0.0%
Trans Consult/Model Services	5,000.00	496,000.00	-491,000.00	1.0%
Travel Sensing & Time Serv Proj	0.00	2,500.00	-2,500.00	0.0%
Total Services	45,426.60	1,795,600.00	-1,750,173.40	2.5%
Total Expense	658,560.18	2,742,381.22	-2,083,821.04	24.0%
Net Ordinary Income	50,747.35	-20,534.06	71,281.41	-247.1%
Net Income	**50,747.35**	**-20,534.06**	**71,281.41**	**-247.1%**

Ozarks Transportation Organization

Operating Fund Balance Report

FY 2022

Monthly Ending Balance

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2020	$339,225.23	$150,786.15	$152,831.30	$642,842.68
8/31/2020	$399,444.15	$150,818.17	$74,210.20	$624,472.52
9/30/2020	$399,559.07	$130,848.75	$78,066.18	$608,474.00
10/31/2020	$399,677.85	$130,875.66	$75,350.39	$605,903.90
11/30/2020	$399,792.80	$70,897.83	$118,636.02	$589,326.65
12/31/2020	$399,911.57	$100,910.20	$75,471.35	$576,293.12
1/31/2021	$400,030.43	$70,924.71	$98,558.23	$569,513.37
2/28/2021	$400,137.83	$70,935.59	$87,295.78	$558,369.20
3/31/2021	$400,256.78	$20,944.24	$88,347.36	$509,548.38
4/30/2021				$0.00
5/31/2021				$0.00
6/30/2021				$0.00

Balance After Liabilities

Southern Bank & ICS Balances 03/31/2021	$509,548.38
Outstanding Checking Withdrawals	$0.00
Other Outstanding Liabilities	-$3,963.50
Total Equity 03/31/2022	**$505,584.88**

FY 2021-22 UPWP Budget	**$1,324,861.22**
3 months of expenses	**$331,215.31**
6 months of expenses	**$662,430.61**

OTO UPWP
Financial Reports

Same as OTO Operational Financial Reports but includes In-Kind Income/Expense to match Unified Planning Work Program (OTO Consolidated Planning Grant) Budget.

Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2022

	Jan - Mar 22	
Ordinary Income/Expense		
Income		
Other Types of Income		
In-Kind Match, Donated Direct C	7,176.12	
Interest Income	400.95	
Miscellaneous Revenue	61.17	
Total Other Types of Income		7,638.24
OTO Revenue		
Consolidated Planning Grant CPG	172,439.28	
Total OTO Revenue		172,439.28
Total Income		180,077.52
Gross Profit		180,077.52
Expense		
Building		
Building Lease	13,515.00	
Common Area Main Exp	4,035.00	
Infill Costs	1,300.64	
Maintenance	2,778.82	
Office Cleaning	987.00	
Utilities	996.21	
Total Building		23,612.67
Commodities		
Office Supplies/Furniture	-3,540.85	
Public Input Promotional Items	798.02	
Publications	39.99	
Total Commodities		-2,702.84
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	5,552.03	
Member Attendance at Meetings	1,624.09	
Total In-Kind Match Expense		7,176.12
Information Technology		
Data Storage/Backup	1,017.00	
IT Maintenance Contract	2,132.92	
Software	2,516.69	
Webhosting	83.85	
Total Information Technology		5,750.46
Operating		
Copy Machine Lease		
Lease Interest Expense	48.00	
Lease Principal Expense	405.75	
Maintenance for Copier	156.00	
Toner & Overages	84.00	
Total Copy Machine Lease		693.75
Dues/Memberships	1,846.85	
Education/Training/Travel	1,271.00	
Food/Meeting Expense	635.01	
Postage/Postal Services	7.38	
Staff Mileage Reimbursement	339.81	
Telephone/Internet	1,282.99	
Total Operating		6,076.79

Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2022

	Jan - Mar 22	
Personnel		
Mobile Data Plans	630.00	
Payroll Services	955.60	
Salaries	186,956.95	
Total Personnel		188,542.55
Services		
Long Range Plan Update	5,250.00	
Professional Services (Legal &	6,540.50	
Total Services		11,790.50
Total Expense		240,246.25
Net Ordinary Income		-60,168.73
Net Income		**-60,168.73**

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2021 through March 2022

	Jul '21 - Mar 22	Budget	$ Over Budget	% of Budget	
Ordinary Income/Expense					
Income					
Other Types of Income					
In-Kind Match, Donated Direct C	33,071.89	96,000.00	-62,928.11	34.4%	
Interest Income	1,274.66	0.00	1,274.66	100.0%	
Miscellaneous Revenue	303.42				
Total Other Types of Income	34,649.97	96,000.00	-61,350.03		36.1%
OTO Revenue					
Consolidated Planning Grant CPG	542,521.29	903,089.00	-360,567.71	60.1%	
Local Jurisdiction Match Funds	165,208.16	188,208.16	-23,000.00	87.8%	
Surface Trans Block Grant	0.00	156,800.00	-156,800.00	0.0%	
Total OTO Revenue	707,729.45	1,248,097.16	-540,367.71		56.7%
Total Income	742,379.42	1,344,097.16	-601,717.74		55.2%
Gross Profit	742,379.42	1,344,097.16	-601,717.74		55.2%
Expense					
Building					
Building Lease	40,545.00	54,060.00	-13,515.00	75.0%	
Common Area Main Exp	12,105.00	18,000.00	-5,895.00	67.3%	
Infill Costs	2,000.00	2,000.00	0.00	100.0%	
Maintenance	2,878.82	4,000.00	-1,121.18	72.0%	
Office Cleaning	3,296.00	4,500.00	-1,204.00	73.2%	
Utilities	2,170.89	3,500.00	-1,329.11	62.0%	
Total Building	62,995.71	86,060.00	-23,064.29		73.2%
Commodities					
Office Supplies/Furniture	2,659.88	7,000.00	-4,340.12	38.0%	
OTO Promotional Items	341.95	0.00	341.95	100.0%	
Public Input Promotional Items	798.02	2,500.00	-1,701.98	31.9%	
Publications	406.99	1,500.00	-1,093.01	27.1%	
Total Commodities	4,206.84	11,000.00	-6,793.16		38.2%
In-Kind Match Expense					
Direct Cost - MoDOT Salaries	21,411.63	60,000.00	-38,588.37	35.7%	
Member Attendance at Meetings	11,660.26	36,000.00	-24,339.74	32.4%	
Total In-Kind Match Expense	33,071.89	96,000.00	-62,928.11		34.4%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2021 through March 2022

	Jul '21 - Mar 22	Budget	$ Over Budget	% of Budget	
Information Technology					
Computer Upgrades/Equip Replace	7,086.78	8,000.00	-913.22	88.6%	
Data Storage/Backup	3,051.00	4,800.00	-1,749.00	63.6%	
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%	
IT Maintenance Contract	7,445.93	11,000.00	-3,554.07	67.7%	
Software	4,082.57	6,000.00	-1,917.43	68.0%	
Webhosting	485.32	2,300.00	-1,814.68	21.1%	
Total Information Technology	22,151.60	37,600.00	-15,448.40		58.9%
Insurance					
Directors & Officers	2,195.00	3,000.00	-805.00	73.2%	
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%	
Professional Liability	2,792.00	2,800.00	-8.00	99.7%	
Workers Compensation	1,174.00	1,700.00	-526.00	69.1%	
Total Insurance	6,161.00	10,500.00	-4,339.00		58.7%
Operating					
Copy Machine Lease					
Lease Interest Expense	144.00	200.00	-56.00	72.0%	
Lease Principal Expense	1,217.25	1,650.00	-432.75	73.8%	
Maintenance for Copier	468.00	650.00	-182.00	72.0%	
Toner & Overages	252.00	3,200.00	-2,948.00	7.9%	
Total Copy Machine Lease	2,081.25	5,700.00	-3,618.75		36.5%
Dues/Memberships	4,245.07	9,000.00	-4,754.93	47.2%	
Education/Training/Travel	2,191.00	23,000.00	-20,809.00	9.5%	
Food/Meeting Expense	2,897.82	4,300.00	-1,402.18	67.4%	
Legal/Bid Notices	1,385.54	1,500.00	-114.46	92.4%	
Postage/Postal Services	7.38	1,800.00	-1,792.62	0.4%	
Printing/Mapping Services	381.75	5,000.00	-4,618.25	7.6%	
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%	
Staff Mileage Reimbursement	1,219.51	3,500.00	-2,280.49	34.8%	
Telephone/Internet	3,678.41	5,500.00	-1,821.59	66.9%	
Total Operating	18,087.73	60,800.00	-42,712.27		29.7%
Personnel					
Mobile Data Plans	1,712.37	2,800.00	-1,087.63	61.2%	
Payroll Services	2,244.86	3,000.00	-755.14	74.8%	
Salaries	492,090.49	729,001.22	-236,910.73	67.5%	
Total Personnel	496,047.72	734,801.22	-238,753.50		67.5%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2021 through March 2022

	Jul '21 - Mar 22	Budget	$ Over Budget	% of Budget
Services				
Audit	3,845.00	5,000.00	-1,155.00	76.9%
Long Range Plan Update	5,629.39	10,000.00	-4,370.61	56.3%
Professional Services (Legal &	27,474.90	65,000.00	-37,525.10	42.3%
TIP Tool Maintenance	0.00	9,600.00	-9,600.00	0.0%
Trans Consult/Model Services	5,000.00	196,000.00	-191,000.00	2.6%
Travel Sensing & Time Serv Proj	0.00	2,500.00	-2,500.00	0.0%
Total Services	41,949.29	288,100.00	-246,150.71	14.6%
Total Expense	684,671.78	1,324,861.22	-640,189.44	51.7%
Net Ordinary Income	57,707.64	19,235.94	38,471.70	300.0%
Net Income	**57,707.64**	**19,235.94**	**38,471.70**	**300.0%**

CRRSSA
Chadwick Trail Construction



Ozarks Transportation Organization
CRRSSA Chadwick Trail Cons Profit & Loss Budget vs. Actual
July 2021 through March 2022

	Jul '21 - Mar 22	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
CRRSSA Funds	0.00	1,132,750.00	-1,132,750.00	0.0%
Local Jurisdiction Match Funds	0.00	67,250.00	-67,250.00	0.0%
Total OTO Revenue	0.00	1,200,000.00	-1,200,000.00	0.0%
Total Income	0.00	1,200,000.00	-1,200,000.00	0.0%
Gross Profit	0.00	1,200,000.00	-1,200,000.00	0.0%
Expense				
Services				
Trail Construction	0.00	1,200,000.00	-1,200,000.00	0.0%
Total Services	0.00	1,200,000.00	-1,200,000.00	0.0%
Total Expense	0.00	1,200,000.00	-1,200,000.00	0.0%
Net Ordinary Income	0.00	0.00	0.00	0.0%
Net Income	**0.00**	**0.00**	**0.00**	**0.0%**

STBG
North Highway 13
Trail Study



Ozarks Transportation Organization
STBG - N Hwy 13 Trail Study Profit & Loss Budget vs. Actual
July 2021 through March 2022

	Jul '21 - Mar 22	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
Local Jurisdiction Match Funds	0.00	29,750.00	-29,750.00	0.0%
Surface Trans Block Grant	0.00	240,000.00	-240,000.00	0.0%
Total OTO Revenue	0.00	269,750.00	-269,750.00	0.0%
Total Income	0.00	269,750.00	-269,750.00	0.0%
Gross Profit	0.00	269,750.00	-269,750.00	0.0%
Expense				
Services				
Trans Consult/Model Services	0.00	300,000.00	-300,000.00	0.0%
Total Services	0.00	300,000.00	-300,000.00	0.0%
Total Expense	0.00	300,000.00	-300,000.00	0.0%
Net Ordinary Income	0.00	-30,250.00	30,250.00	0.0%
Net Income	**0.00**	**-30,250.00**	**30,250.00**	**0.0%**

Ozarks Transportation Organization

Unified Planning Work Program Third Quarter Report
Period January 1, 2022 to March 31, 2022

Task 1 – OTO General Administration (75% Complete)

1.1 Financial and Contract Management

OTO prepared and presented the FY2022 2nd quarter financial report. The OTO third-party accountant maintained the monthly budget and accounting functions. The OTO obtained quotes for data acquisition and a copy machine. Prepared the Purchasing Policy Revision and presented to OTO Executive Committee for approval. Presented the draft FY 2023 Operational and UPWP Budgets to the Executive Committee for review in February 2022.

1.2 Financial Audit

The FY 2021 Financial Statement Audit was presented and accepted by the Board of Directors in January 2022.

1.3 Unified Planning Work Program

Staff prepared the FY 2022 UPWP 2nd quarter report and submitted to MoDOT. Invoices were submitted for December, January, and February 2022. Drafted the FY 2023 UPWP, including incorporation of updated guidance regarding planning emphasis areas and 2.5 percent safety set-aside. Presented the draft FY 2023 UPWP Budget for Executive Committee Review in February. Conducted a meeting of the UPWP Subcommittee in March to review the draft FY 2023 UPWP.

1.4 Travel and Training

Staff attended the following training during the 3rd Quarter:

REMI Presentation 1/6
Air Quality Monitoring for Communities 1/11
Unique Entity ID (SAM) Webinar 1/12/22
FHWA National Virtual MPO Peer Exchange on Target-Setting Coordination 1/18
FTA Triennial Review Virtual Workshops 1/18-28
Grant Pro-isms: Catchy, Succinct, and Clever Ways to Explain Grants Webinar 1/26
EPA Advance – Use of Built and Green Infrastructure for Air Quality 1/26
Esri Training MOOC | Do-It-Yourself Geo Apps 1/26 - 2/23
From Complete Streets to Complete Networks: A Data-Driven, Performance-Based, Multimodal Planning Tool 2/3
Stakeholder Briefing on FY22 RAISE Grants Webinar 2/3
Using TREDIS MBCA for Grant Applications 2/24
Planning2050 Webinar: Geospatial Analytics while planning for resilience, climate change and social equity 3/4
MO DOT Partner Collaboration Webinar 3/14
FHWA Workshop on Methods to Improve Freight Performance, Reliability, and Bottlenecks 3/21
EPA Advance – Estimating the Multiple Benefits of Green infrastructure 3/23

BRIC Monthly Webinar: Leveraging Federal Funding to Expand Access to Safe Opportunities 3/23
How to Apply for the FY22 Multimodal Project Discretionary Grant Opportunity Webinar 3/29
AMPO GIS & Data Viz Coffee Chat 3/30
MO APA Board Meetings
Ozark Mountain Section APA Executive Committee Meetings
OSITE Section Meetings
AMPO Policy Committee Meetings
AMPO Awards Committee Meetings
MPTA Meetings
MoDOT's LPA Person of Responsible Charge Certification
AASHTO Reading Plans (Basic)
AASHTO PCC Inspection
AASHTO CWA compliance
AASHTO Env Triggers: Water Resources

1.5 General Administration and Personnel

Finalized legal review of the Engineering Services Contract for the Chadwick Flyer Phase 3 project. Biweekly payrolls were prepared and processed. W2s were processed and distributed. 1099 Miscellaneous forms were processed and distributed.

1.6 Electronic Support for OTO Operations

Created Highway MM: Corridor of Opportunity Logo. Staff continued to maintain the www.ozarkstransportation.org, www.giveusyourinput.org, www.ototrailstudy.com, and www.letsgosmart.org websites and maintained the Twitter and Facebook accounts with online updates. Software subscriptions were maintained. Staff coordinated with IT company for support as needed.

Developed virtual meeting pages and updated project pages for the North Hwy 13 Corridor Study. Developed I-44 and Highway MM: Corridor of Opportunity public comment and information webpages.

1.7 MPO Compliance and Certification

Prepared the Disadvantaged Business Enterprise Plan for the OTO.

Task 2 – Coordination and Public Engagement (81% Complete)

2.1 OTO Committee Support

Two Board of Directors, one Executive Committee, and one Technical Planning Committee meetings were conducted. Agendas, minutes, and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and present relevant items.

The following items were approved:

- Prior Meeting Minutes
- FY 2021 Independent Financial Statement Audit Report
- 2021 Action Items
- Amendment 3 to FY 2022-2025 Transportation Improvement Program
- Federal Functional Class Change Requests

- Statement of Priorities on Pedestrian and Bicycle Infrastructure
- FY 2021-2022 2nd Quarter Financial Statements
- Amendment 4 to FY 2022-2025 Transportation Improvement Program
- Federal Discretionary Grant Support Resolutions and Certifications
- Appointment of UPWP Subcommittee
- Appointment of TIP Subcommittee
- OTO Procurement Manual

The following items were reviewed:

- Budget Proposal
- OTO 2023-2027 Recommended STIP Project List
- September 30, 2021 Federal Funds Balance Report
- Administrative Modifications 2, 3, and 4 to the FY 2022-2025 Transportation Improvement Program
- Overview of the Bipartisan Infrastructure Law

Held one Bicycle and Pedestrian Advisory Committee meeting. Topics of discussion included a US Bike Route 51 presentation, draft Implementation Report, I-44 trail alignments, TAP funding, and STIP Prioritization factors.

Held one Local Coordinating Board for Transit meeting. Topics of discussion included the Transit Coordination Plan update process and status of previously awarded Section 5310 vehicles.

Held one Traffic Incident Management Committee meeting. Topics of discussion included the planned regional TIM exercise, TIM performance measures, and future committee action.

2.2 Stakeholder Education and Outreach

Nixa Rotary
Various Area Chamber Meetings
Southwest Missouri Council of Governments Board and Transportation Advisory Committee
Community Partnership of the Ozarks Let's Go Smart Transportation Collaborative
SGF Yields
Community Focus Report Steering Committee
Southwest Missouri Coalition for Roadway Safety
Springfield Transportation Advisory Board
Ozark Greenways Technical Planning Committee
Network for Progress
Sustainable Development Goal Stakeholder Workshop

MoDOT Coordination Meetings continued to be held between OTO Staff and MoDOT Southwest District staff to discuss projects and issues in the region. OTO staff also participated on statewide Planning Partner calls with MoDOT leadership, as well as the annual Statewide Planning Partner meeting. Attended MHTC workshops and meetings.

2.3 Public Involvement

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Shared public comment with Technical Planning Committee, Board of Directors, and any relevant agencies, as well as responded to public comment as appropriate. Implemented the Public Participation Plan by sending out meeting notices and press releases. Retrieved and compiled data metrics for the annual public participation plan evaluation.

Issued Press Releases and public comment solicitation on the OTO website and social media outlets for:

- FY 2022-2025 Transportation Improvement Program Amendment 3
- Federal Functional Classifications
- Statement of Priorities and On the Path to Connected Pedestrian and Bicycle Networks
- Fix I-44 Community Open House
- MM Corridor of Opportunity Open House
- North Highway 13 Corridor Study Public Meeting #1
- FY 2022-2025 Transportation Improvement Program Amendment 4
- North Highway 13 Corridor Study Public Meeting #2

The second set of public meetings were held for the North 13 Corridor Study, including a virtual meeting and an in-person meeting where the public was presented with design alternatives for the North 13 corridor.

Attended a public meeting hosted by the City of Republic on the Shuyler Creek Trail project. Shared information about the regional trail planning process and how the plan was developed.

2.4 Civil Rights Compliance

Maintained page on OTO website to house Civil Rights and Title VI related plans and data, as recommended in the OTO Certification Review Final Draft Report.

DBE Plan was finalized and forwarded to MoDOT.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for in-kind match reporting. A total of 50.22 committee member hours were reported.

Task 3 – Planning and Implementation (79% Complete)

3.1 Long Range Transportation Plan

Developed a planning product matrix and reviewed implementation items for *Destination 2045*. Researched available data and tools to review projects for implementation challenges, including EJ Screen and OTO's in-house tools. Conducted further review and research on street typologies and implementation in the OTO region.

3.2 Performance Measures

OTO continued to participate on the MoDOT Performance Measures Coordination calls. Feedback was provided on MoDOT Safety Measure assumptions.

3.3 Congestion Management Process Implementation

Staff researched methods to gather congestion data, including starting the process of acquiring congestion-related data.

3.4 Federal Function Classification Maintenance and Updates

Six applications for changes in Federal Functional Classification were approved by the Board of Directors. The City of Springfield applied to reclassify four streets and the City of Willard applied to reclassify two.

3.5 Active Transportation Planning and Implementation

The statement of priorities on sidewalks and on street bike/ped infrastructure was finalized and a brief report highlighting local implementation of these priorities was also finalized and approved by the Board of Directors in the 3rd quarter.

Factors for prioritizing multimodal projects for the STIP were developed and reviewed with the Bicycle and Pedestrian Advisory Committee.

Attended Ozark Greenway's Technical Committee meetings. Used the meetings as opportunities to solicit input on potential alignments for the I-44 trail and the Route 66 trail near US 65. Discussed future trail planning needs with Ozark Greenways staff.

Attended bi-weekly project team meetings for the Chadwick Flyer US 65 Crossing study to review trail alignments, possible crossing locations, and methods for crossing at each proposed location.

Began data collection for the CY 2021 Bicycle and Pedestrian Implementation Report.

Attended MoDOT Core Team kickoff meetings for projects J8P3236 and SU0101 and provided information about bike/ped public comments and other multimodal considerations.

Developed model ordinances and online mapping resources related to regional trails and tracking gaps and implementation.

Met with MoDOT project managers on the Rt. ZZ trail project.

Staff serves as co-chair of the Community Partnership of the Ozarks Let's Go Smart: Transportation Collaborative. Activities included discussion of a youth bicycle safety program, infrastructure and organizational updates, and planning a Bike, Walk, Wheel Week Walk and Talk.

3.6 Freight Planning

Provided feedback on final draft of the statewide freight and rail plan.

3.7 Air Quality Planning

Participate with the Ozarks Clean Air Alliance. OCAA meets monthly and monitors local air quality, reviews MDNR activities, monitors MDNR VW Trust funding opportunities, and during this quarter has worked on electric vehicle planning. Activity included meeting with the Missouri Statewide EV Plan

implementation efforts. Developed a partnership with St. Louis Clean Cities and their grant to promote EVs throughout Missouri.

Reviewed weekly ozone monitor reports. Participate in EPA Advance Program Partner Meetings, including webinars on Air Quality Monitoring and Green Infrastructure.

3.8 Demographic and Geographic Data Management

Compiled and shared peak hour volume, RITIS INRIX speed analytics, land-use stats, population and employment, and volume by vehicle type data for I-44 INFRA Grant application segments with grant writing consultant. Updated local jurisdiction building permits through December 2021 and geocoded for mapping. Updated online building permit map for the Growth Trends Dashboard and published to ArcGIS Online. Edited and updated OTO building footprint data set. Retrieved Parcel updated data from Christian Assessor and Greene County Highway Dept. Packaged roadway, accident, and elevation data for Highway FF Study. Packaged and shared OTO 2040 model scenarios with consultant for use in preparing Forward SGF transportation chapter. Retrieved the highest 500-hr counts from 2021 at permanent counter along I-44 from MoDOT Central Office for INFRA grant consultant. Coordinated and retrieved model run scenario data from consultants to develop the Hwy MM RAISE Grant benefit/cost analysis. Shared roadway and Major Thoroughfare Plan shapefiles with SMCOG for Greene County Land-Use Study. Shared roadway network data with UrbanSDK for integration into data applications.

- Updated maps for City of Utilities Transit Title VI plan update with 2020 ACS estimates for minority, limited English proficiency, and low income population areas.
- Prepared Pedestrian Connectivity map for the I-44 INFRA Grant public meeting.
- Prepared Hwy MM land use map and Highway MM RAISE Grant funding sheet maps.
- Prepared a map of the most commented-on problem areas in the OTO.
- Updated the CU Chadwick Flyer Plan View map.
- Prepared Building Permit and Migration maps for the OTO Growth Trends Report.
- Prepared origin/destination maps for the North Hwy 13 Corridor Study

3.9 Support for Jurisdictions' Plans

Participated in Forward SGF workshop, as well as staff discussion on transportation recommendations.

Coordinated with the Southwest Missouri Council of Governments for work on the Greene County US 60 Land Use Plan.

Task 4 – Project Selection and Programming (70% Complete)

4.1 Project Programming

Conducted public input for FY 2022-2025 TIP Amendments 3 and 4, presented to the Board of Directors, and forwarded to MoDOT for U.S. DOT approval. Staff approved and presented FY 2022-2025 TIP Administrative Modification 5.

Implemented a new TIP Tool. Trained OTO members on use of new TIP Tool. Updated the TIP Wiki for using the new tool. Conducted a call for projects for the FY 2023-2026 Transportation Improvement Program.

4.2 Federal Funds Tracking

Monitored OTO funding balances. Reviewed obligation requests for current information with MoDOT. Reviewed and monitored new funding amounts and programs available through the Bipartisan Infrastructure Law.

4.3 STIP Prioritization and Scenarios

Held two special Technical Committee meetings to select priorities for the 2023-2027 STIP. Presented the OTO STIP priorities list and potential programming spreadsheet to the Board and forwarded to MoDOT in development of the FY 2023-2027 STIP. Developed multimodal factors for use in future STIP prioritizations.

Task 5 – OTO Transit Planning (75% Complete)

5.1 Operational Planning

Updated Procurement Manual and submitted to FTA for review.

5.2 Transit Coordination Plan and Implementation

Developed a draft of the TCP. Held TCP discussions during the Local Coordination Board for Transit meeting.

5.3 Program Management Plan Implementation

Continued to discuss 5310 administration with MoDOT. Reviewed outstanding vehicles with MoDOT and the Local Coordinating Board for Transit.

5.4 Data Collection and Analysis

Reviewed supporting information for Transit Coordination Plan.

5.5 Community Support

Attended and supported the Missouri Public Transit Association meetings.

5.6 ADA/Title VI Appeal Process

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. No appeals were received.

Task 6 – CU Transit Planning (70% Complete)

6.1 Operational Planning

CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant, MO-2019-006: As of March 31, 2021, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. Two 1% security projects at the Transit Center have been completed - the bullet resistant glass at the Transit Center customer service window and the security fencing. The remaining funds will be used to purchase (5) solar bus lights for stops without shelters in dark areas. It is anticipated this project will be complete by the end of the utility fiscal year, or Q1 2023 of the State FY.

CU's FY 2018/2019/2020 Section 5310 grants, MO-2019-010 for Division Street Sidewalk has been completed and the grant is closed.

CU's FY2020 Section 5307 CARES grant, MO-2020-012: As of December 31, 2021, City Utilities has requested $2,000,000 in operating reimbursement from the CARES Act grant for FY22, bringing the total reimbursed to $6,000,000. City Utilities is budgeting $2,000,000 in reimbursement annually until the grant is complete, which is anticipated to be Q2 FY23. City Utilities is following FTA guidance and utilizing this funding for operating expenses such as fuel, admin labor and operations labor, however, any expense normally eligible under the Section 5307 programs is eligible.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant, MO-2020-001: This competitive grant was awarded to CU on July 26th, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two chargers and will be combined with a VW Trust award from the Missouri Department of Natural Resources. The electric buses were delivered in July 2021. The only remaining item on this grant is for workforce development training which is anticipated to be complete in Q4.

CU's FY 2019 Section 5339 grant, MO-2021-005: This grant will be utilized for bus training simulators, 2 hybrid electric paratransit minivans and digital signage. The TIP was voted to be amended September 18th, 2019 to revise the document for the changes to planned expenditures for the FY 2019 Section 5339 grant. The simulator was delivered in August 2021. The small fleet paratransit hybrid minivans have been a challenge to locate with current specs – the first RFP was not successful. CU is broadening the scope and hope to re-issue in FY22 when the market is more favorable. The funds for the transit digital signage have been reassigned to a future grant for the purchase of AE vehicles in 2024.

CU's FY2021 Section 5307 grant, MO-2021-011: As of December 31, 2021, 100% of the preventive maintenance and short-range transit planning funds have been reimbursed. There is still operating assistance and 1% safety and security funds that will be spent during FY2022.

6.2 ADA Accessibility Planning

CU's FY 2018/2019/2020 Section 5310 grant, MO-2019-010, the Division Street sidewalk on the south side of Division Street between Kansas Expressway and West Avenue has been completed.

FY21 and FY22 5310 funding has not yet been obligated. However, it is anticipated CU will be using these funds to add ADA approved landing pads at bus stops and sidewalks to make the system more accessible.

6.3 Transit Fixed Route/Regional Service Analysis Implementation

No permanent route modifications have been made in the quarter. All fixed routes are consistently evaluated to make improvements as needed.

6.4 Service Planning

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing.

CU is active in OTO and community committees involving discussions on Transit.

6.5 Financial Planning

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually.

CU is active in OTO and community committees involving discussions on Transit.

In Q3, Transit participated in preparing the current and long-range budgets for the FY23 Operating Plan.

6.6 Competitive Contract Planning

City Utilities Purchasing department ensures that CU Transit awards bids to the most competitive contracts and that all FTA guidelines and requirements are followed. In the future, CU is considering studying opportunities for transit cost reductions using third-party and private sector providers for a portion of the paratransit bus service.

6.7 Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly.

6.8 Transit Coordination Plan Implementation

CU has implemented the Transit Coordination Plan due to receiving Section 5310 grant funding. The OTO provides annual training for applicants, including CU each fiscal year and provides the media outreach.

6.9 Program Management Plan Implementation

CU does not have to do a Program Management Plan for Section 5339 grant funding. The OTO does do a Program Management Plan for the region's Section 5310 grant program.

6.10 Data Collection and Analysis

CU collects and analyzes ridership data monthly for transit planning purposes.

CU has submitted the annual National Transit Database report and is awaiting notification of its approval.

CU is scheduled to have the FY22 Triennial Review on 6/17/2022 and is currently working with the contractor to provide all requested information.

Task 7 – Ad Hoc Studies and Projects (55% Complete)

7.1 Route FF through Battlefield Study

A kick-off meeting for the Route FF study was held on 1/27. The team discussed growth patterns, past transportation plans, traffic patterns, and expectations for this study. Bi-weekly coordination meetings began in March. The study is planned to be completed in Fall 2022.

7.2 Chadwick Flyer Highway Crossing Study

Several bi-weekly team meetings have been held between CMT and OTO staff. Possible alignments have been reviewed, as have possible crossing methods for each possible crossing location. Consultant drafted final reports for the study.

7.3 North 13 Corridor Study

One core team meeting was held for the North 13 study. The team discussed various design proposals and offered feedback prior to sharing the designs with the public. Several public involvement activities were also completed in conjunction with the corridor study. A virtual meeting and an in-person open

house were held to present seven design alternatives to the public. A design survey was also developed and made available during the public meetings. Additional core team meetings are planned.

Weekly coordination meetings have also been held between CMT and the OTO. Input on the Origin/Destination analysis, public involvement strategies, design alternatives, and core team agendas were discussed.

7.4 Transportation Consultant/Modeling Services

Modeling was conducted as part of other studies, such as the MM RAISE Grant, but no stand-alone modeling services were used during this quarter.

7.5 Grant Applications

Finalized the Highway MM RAISE Grant BCA and Application for MoDOT review and funding support. Highway MM Public Input meeting was held on February 28 at the Republic Community Center in Republic, MO.

Consultant contract for I-44 INFRA grant submission was finalized. Meeting and review of the proposed I-44 grant budget and scope. Initial BCA for application was prepared for MoDOT and staff review. I-44 INFRA grant public meeting was held on March 1 at the Library Station in Springfield, MO.

7.6 Other Studies in Accordance with LRTP

Continued project management for the Nixa Main Street from Tracker Road to CC Highway improvement project:

- Submitted RER and received MoDOT initial response
- Coordinated with Nixa and MoDOT to get City Council Ordinance passed to allow Nixa to execute Program Agreement with MoDOT

Developed a draft Intergovernmental agreement with Ozark to provide project management assistance for their Chadwick Flyer Phase II improvement project:

- Began the process of submitting Programming Data form and FFATA for project
- Developed draft timeline for MoDOT's LPA project delivery process
- Developed draft RER

7.7 Administration of CRRSAA funded projects

Coordinated programming of projects and project sponsors.
Continued management of the Chadwick Flyer Phase 3 project including:

- Advertised RFQ and made consultant selection for Engineering Services
- Submitted draft Engineering Services Contract to MoDOT for final review and approval

Task 8 – Operations and Demand Management (75% Complete)

8.1 Traffic Incident Management Planning

Held one Traffic Incident Management Committee meeting, discussing the planned regional TIM exercise, TIM performance measures, and future committee action.

8.2 Intelligent Transportation Systems Coordination
Reviewed real-time data solutions.

8.3 Travel Sensing and Travel Time Services
Continued to partner with the City of Springfield and MoDOT in the implementation of travel time sensors throughout the region.

8.4 Coordinate Employer Outreach Activities
No employer outreach activities took place during the quarter.

8.5 Collect and Analyze Data to Determine Potential Rideshare Demand
No activity during this quarter.

Task 9 – MoDOT Studies and Data Collection (75% Complete)
9.1 MoDOT Transportation Studies and Data Collection
MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 119 staff hours were completed.

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM I.D.

Administrative Modification 5 to the FY 2022-2025 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

CONSENT AGENDA DESCRIPTION:

There is one item included as part of Administrative Modification 5 to the FY 2022-2025 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 (2023) (MO2301-22AM5)
   Increasing Springfield's share from $430,000 to $470,000, adding $32,000 in STBG-U and $8,000 in local.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

22 March 2022

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 Five to the OTO FY 2022-2025 Transportation Improvement Program (TIP) on March 22, 2022. The adoption included demonstration of fiscal constraint. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure

Administrative Modification 5 to the FY 2022-2025 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

There is one item included as part of Administrative Modification 5 to the FY 2022-2025 Transportation Improvement Program.

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Changes in a project's programmed amount less than 25% (up to $2,000,000)

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   Increasing Springfield's share from $430,000 to $470,000, adding $32,000 in STBG-U and $8,000 in local.

E) Cost Shares Section

TIP # MO2301-22AM5 ITS OPERATIONS AND MANAGEMENT (2023)

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 # 8Q3208
Federal ID #

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Area Wide Project

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

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
MoDOT	State	PMT	$0	$154,200	$0	$0	$154,200
MoDOT-AC	State	PMT	$0	$616,800	$0	$0	$616,800
FHWA (STBG-U)	Federal	OPER	$0	$376,000	$0	$0	$376,000
LOCAL	Local	OPER	$0	$94,000	$0	$0	$94,000
Totals			**$0**	**$1,241,000**	**$0**	**$0**	**$1,241,000**

22AM5

Notes
Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

Prior Cost	$0
Future Cost	$0
Total Cost	$1,241,000

E) Cost Shares Section

TIP # MO2301-20A5 ITS OPERATIONS AND MANAGEMENT (2023)

Route Various
From Various
To Various
Location
Federal Agency
Project Sponsor MoDOT
Federal Funding Category Advance Construction
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? **EJ?**
STIP # 8Q3208
Federal ID #

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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MoDOT	State	PMT	$0	$154,200	$0	$0	$154,200
MoDOT-AC	State	PMT	$0	$616,800	$0	$0	$616,800
FHWA (STBG-U)	Federal	OPER	$0	$344,000	$0	$0	$344,000
LOCAL	Local	OPER	$0	$86,000	$0	$0	$86,000
Totals			**$0**	**$1,201,000**	**$0**	**$0**	**$1,201,000**

ORIGINAL

Notes
Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

Prior Cost	$0
Future Cost	$0
Total Cost	$1,201,000

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

		Federal											Local		Other	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRRSSA)	FRA (CRISI)	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2022																			
BA2201-22	$32,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	**$40,000**
BA2202-22A3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
CC0901	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$10,000**
CC1703	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$10,000**
CC1802	$0	$0	$0	$0	$0	$0	$358,400	$0	$0	$0	$0	$0	$0	$0	$0	$89,600	$0	$0	**$448,000**
CC1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
CC1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
CC2101-20A5	$0	$224,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$24,900	$0	$0	**$249,000**
CC2102-20A7	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$79,200	$0	$316,800	**$396,000**
CC2103-20A7	$368,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$92,000	$0	$0	$0	$0	$0	**$460,000**
EN1706	$0	$0	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
EN1803-20A6	$2,560,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$640,000	$0	$0	$0	$0	$0	**$3,200,000**
EN1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$407,200	$0	$0	$0	$0	$0	$0	$101,800	$0	$0	**$509,000**
EN1904-20AM6	$0	$0	$0	$0	$0	$244,000	$0	$0	$0	$0	$0	$0	$61,000	$0	$0	$0	$0	$0	**$305,000**
EN1914-19AM2	$0	$0	$0	$0	$0	$0	$0	$0	$358,400	$0	$0	$0	$0	$0	$0	$89,600	$0	$0	**$448,000**
EN2002-20A5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
EN2003-20AM5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$268,600	$0	$1,074,400	**$1,343,000**
EN2005-20	$0	$0	$0	$0	$0	$0	$0	$0	$183,200	$0	$0	$0	$0	$0	$0	$45,800	$0	$0	**$229,000**
EN2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$78,600	$0	$314,400	**$393,000**
EN2007-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	**$2,000**
EN2008-20AM6	$792,949	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$294,000	$0	$0	$0	$0	$0	**$1,086,949**
EN2009-20A3	$217,461	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$54,365	$0	$0	$0	$0	$0	**$271,826**
EN2010-22AM3	$277,979	$0	$0	$0	$0	$509,392	$0	$0	$0	$0	$0	$0	$196,843	$0	$0	$0	$0	$0	**$984,214**
EN2011-20A3	$253,283	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$63,321	$0	$0	$0	$0	$0	**$316,604**
EN2103-20A5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$55,400	$0	$221,600	**$277,000**
EN2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,000	$0	$44,000	**$55,000**
EN2203-22AM1	$269,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$863,750	$67,250	$0	$0	$0	$0	$0	**$1,200,000**
EN2204-22AM1	$181,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$573,750	$45,250	$0	$0	$0	$0	$0	**$800,000**
EN2205-22AM1	$384,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,246,730	$96,150	$0	$0	$0	$0	$0	**$1,727,480**
GR1403-18A1	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	**$20,000**
GR1707-17A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$0	**$1,000**
GR1801-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$2,000**
GR1901-20AM6	$14,735,589	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,264,411	$0	$0	$0	$0	$0	**$22,000,000**
GR1902-20AM6	$3,246,479	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,253,521	$0	$0	$0	$0	$0	**$4,500,000**
GR1907-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	**$2,000**
GR1912-19	$0	$0	$0	$200,000	$0	$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	$0	$800	$0	$0	**$4,000**
GR2004-20	$0	$0	$0	$0	$0	$0	$2,400	$0	$0	$0	$0	$0	$0	$0	$0	$600	$0	$0	**$3,000**
GR2007-20	$0	$0	$0	$0	$0	$0	$32,000	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	**$40,000**
GR2209-22	$0	$0	$0	$0	$0	$0	$264,800	$0	$0	$0	$0	$0	$0	$0	$0	$66,200	$0	$0	**$331,000**
GR2010-20A1	$0	$0	$0	$0	$0	$0	$0	$0	$121,600	$0	$0	$0	$0	$0	$0	$30,400	$0	$0	**$152,000**
GR2011-20A5	$0	$0	$0	$0	$0	$0	$0	$0	$47,200	$0	$0	$373,500	$0	$0	$0	$11,800	$373,500	$0	**$806,000**
GR2101-20	$0	$0	$0	$240,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$60,000	$0	**$300,000**
GR2105-20A5	$480,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$120,000	$0	$0	$0	$0	$0	**$600,000**
GR2106-20A5	$560,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$140,000	$0	$0	$0	$0	$0	**$700,000**
GR2201-22	$0	$0	$0	$0	$0	$0	$45,000	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$50,000**
GR2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	**$2,000**
GR2203-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,400	$0	$17,600	**$22,000**
GR2204-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	**$2,000**
GR2205-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$6,400	**$8,000**
GR2206-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$57,800	$0	$231,200	**$289,000**
GR2207-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	**$2,000**
GR2208-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
GR2210-22A4	$0	$0	$0	$0	$528,000	$0	$0	$0	$0	$0	$0	$0	$132,000	$0	$0	$0	$0	$0	**$660,000**
GR2211-22A4	$0	$0	$0	$0	$588,000	$0	$0	$0	$0	$0	$0	$0	$147,000	$0	$0	$0	$0	$0	**$735,000**
MO1105	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$292,000	$0	$0	**$292,000**
MO1405	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	**$15,000**
MO1719-18A5	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
MO1720	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
MO1721-18A5	$0	$54,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$0	**$60,000**
MO1722	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
MO1723	$0	$0	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
MO1905-22A1	$0	$0	$0	$0	$32,000	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	**$40,000**
MO2008-20	$0	$180,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,100	$0	$0	**$201,000**
MO2104-20AM10	$360,000	$0	$0	$0	$0	$0	$0	$0	$541,600	$0	$0	$0	$90,000	$0	$0	$135,400	$0	$0	**$1,127,000**
MO2106-20A7	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$201,800	$0	$807,200	**$1,009,000**
MO2107-20A7	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$21,200	$0	$84,800	**$106,000**
MO2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$54,600	$0	$218,400	**$273,000**
MO2203-22	$0	$45,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$50,000**
MO2204-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$43,800	$0	$394,200	**$438,000**
MO2205-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$24,000	**$30,000**
MO2206-22	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
MO2207-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,200	$0	$4,800	**$6,000**
MO2208-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$48,000	$0	$192,000	**$240,000**
MO2209-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
MO2210-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
MO2211-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$111,000	$0	$444,000	**$555,000**
MO2212-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
MO2214-22A3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
MS2201-20A10	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,536,748	$0	$0	$0	$0	$0	**$3,536,748**
NX1704	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
NX2101-20AM7	$1,873,146	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$468,286	$0	$0	$0	$0	$0	**$2,341,432**
NX2102-20A5	$437,506	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$109,376	$0	$0	$0	$0	$0	**$546,882**
NX2201-20A8	$1,530,550	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$382,638	$0	$0	$0	$0	$0	**$1,913,188**
NX2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
NX2203-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OK2002-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$80,000	**$100,000**
OK2102-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
OK2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$20,000	**$25,000**
OK2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
OK2203-22	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
OK2204-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OK2205-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OK2206-22A2	$55,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$13,800	$0	$0	$0	$0	$0	**$69,000**
OT1901-22A2	$92,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$23,200	$0	$0	$0	$0	$0	**$116,000**
RG0901-22A3	$0	$1,457,151	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$161,906	$0	$0	**$1,619,057**
RP1701	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$5,000**
RP1703-22A3	$0	$0	$0	$0	$0	$0	$0	$0	$252,735	$0	$0	$0	$184,562	$0	$0	$63,184	$0	$0	**$500,481**
RP1704-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$120,000	$0	$480,000	**$600,000**
RP2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
RP2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$6,400	**$8,000**

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

		Federal											Local		Other	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	FHWA(BUILD)	FHWA(CRRSSA)	FRA (CRISI)	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
RP2203-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$6,400	**$8,000**
SP1405-18A1	$0	$0	$0	$0	$0	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$0	**$100,000**
SP1413-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$53,400	$0	$213,600	**$267,000**
SP1419-18A1	$0	$0	$135,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	**$150,000**
SP1708	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
SP1709	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
SP1710	$0	$0	$0	$0	$0	$0	$938,400	$0	$0	$0	$0	$0	$0	$0	$0	$234,600	$0	$0	**$1,173,000**
SP1802-22A4	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
SP1811-18	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$10,000**
SP1812-22A4	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$2,000**
SP1815-20A5	$965,346	$0	$0	$0	$0	$0	$736,254	$0	$0	$0	$0	$0	$241,337	$0	$0	$184,063	$0	$0	**$2,127,000**
SP1816-20A6	$106,572	$0	$0	$0	$0	$0	$278,228	$0	$0	$0	$0	$0	$26,643	$0	$0	$69,557	$0	$0	**$481,000**
SP1817-20A6	$183,735	$0	$0	$0	$0	$0	$274,665	$0	$0	$0	$0	$0	$45,934	$0	$0	$68,666	$0	$0	**$573,000**
SP1818-20AM5	$1,160,800	$0	$0	$0	$0	$0	$1,883,200	$0	$0	$0	$0	$0	$573,200	$0	$0	$470,800	$0	$0	**$4,088,000**
SP1902-20AM5	$129,949	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$32,487	$0	$0	$0	$0	$0	**$162,436**
SP1903-19	$0	$0	$0	$0	$0	$0	$697,600	$0	$0	$0	$0	$0	$0	$0	$0	$174,400	$0	$0	**$872,000**
SP1904-19	$0	$0	$0	$0	$0	$0	$1,175,200	$0	$0	$0	$0	$0	$0	$0	$0	$293,800	$0	$0	**$1,469,000**
SP1906-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$1,600	**$2,000**
SP1908-19A2	$0	$0	$0	$0	$0	$0	$603,200	$0	$0	$0	$0	$0	$0	$0	$0	$150,800	$0	$0	**$754,000**
SP1909-19A2	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP1910-19A2	$0	$0	$0	$0	$0	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$0	**$100,000**
SP1911-19A2	$0	$0	$0	$0	$0	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$0	**$100,000**
SP2002-20	$0	$0	$0	$0	$0	$0	$7,200	$0	$0	$0	$0	$0	$0	$0	$0	$1,800	$0	$0	**$9,000**
SP2003-20A7	$0	$677,000	$0	$0	$0	$0	$0	$315,000	$5,791,200	$0	$0	$0	$67,500	$0	$0	$1,628,300	$0	$0	**$8,479,000**
SP2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$600	$0	$2,400	**$3,000**
SP2008-20	$0	$0	$0	$0	$0	$0	$1,348,000	$0	$0	$0	$0	$0	$0	$0	$0	$337,000	$0	$0	**$1,685,000**
SP2009-20AM5	$0	$0	$0	$0	$0	$0	$611,200	$0	$0	$0	$0	$0	$0	$0	$0	$152,800	$0	$0	**$764,000**
SP2013-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
SP2014-20A7	$1,288,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$322,000	$0	$0	$0	$0	$0	**$1,610,000**
SP2015-20A5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$19,278,422	$0	$0	$4,819,606	$0	$0	$0	$0	$0	**$24,098,028**
SP2016-20AM6	$760,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$190,000	$0	$0	$0	$0	$0	**$950,000**
SP2101-20A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$341,000	$0	$0	**$341,000**
SP2102-20A5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$159,000	$0	$0	**$159,000**
SP2103-20A5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$576,000	$0	$0	**$576,000**
SP2104-20A7	$1,600,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400,000	$0	$0	$0	$0	$0	**$2,000,000**
SP2114-20A5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,500,000	$0	$0	$1,500,000	$0	$0	**$5,000,000**
SP2201-20	$0	$0	$0	$800,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200,000	$0	**$1,000,000**
SP2202-20A5	$1,344,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$336,000	$0	$0	$0	$0	$0	**$1,680,000**
SP2203-22	$0	$0	$0	$0	$0	$0	$323,200	$0	$0	$0	$0	$0	$0	$0	$0	$80,800	$0	$0	**$404,000**
SP2204-22	$0	$0	$0	$0	$0	$0	$5,475,200	$0	$0	$0	$0	$0	$0	$0	$0	$1,368,800	$0	$0	**$6,844,000**
SP2205-22	$0	$0	$0	$0	$0	$0	$7,818,400	$0	$0	$0	$0	$0	$0	$0	$0	$1,954,600	$0	$0	**$9,773,000**
SP2206-22	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$5,000**
SP2207-22	$0	$0	$0	$0	$0	$0	$123,200	$0	$0	$0	$0	$0	$0	$0	$0	$30,800	$0	$0	**$154,000**
SP2208-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$6,400	**$8,000**
SP2209-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$6,400	**$8,000**
SP2210-22	$0	$0	$0	$0	$0	$0	$4,800	$0	$0	$0	$0	$0	$0	$0	$0	$1,200	$0	$0	**$6,000**
SP2211-22	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
SP2212-22	$0	$0	$0	$0	$0	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$0	**$100,000**
SP2213-22	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
SP2214-22	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	**$20,000**
SP2215-22	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2216-22	$240,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$60,000	$0	$0	$0	$0	$0	**$300,000**
SP2217-22A1	$0	$0	$0	$0	$0	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$0	**$100,000**
SP2218-22A3	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$10,000**
SP2219-22A3	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2220-22A3	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
ST2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$24,000	$0	$96,000	**$120,000**
ST2202-20A10	$481,362	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$186,494	$0	$0	$0	$0	$0	**$667,856**
SUBTOTAL	$36,967,306	$2,659,751	$135,000	$1,240,000	$1,148,000	$753,392	$23,704,547	$315,000	$7,762,335	$19,278,422	$2,684,230	$373,500	$26,293,922	$0	$0	$12,511,276	$683,500	$5,627,000	$142,137,181
2023																			
BA2202-22A3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
CC0901	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$10,000**
CC1703	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$10,000**
CC1802	$0	$0	$0	$0	$0	$0	$3,477,600	$0	$0	$0	$0	$0	$0	$0	$0	$869,400	$0	$0	**$4,347,000**
CC1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
CC1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
CC2102-20A7	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,038,000	$0	$4,152,000	**$5,190,000**
EN1706	$0	$0	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
EN1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$1,503,200	$0	$0	$0	$0	$0	$0	$375,800	$0	$0	**$1,879,000**
EN2002-20A5	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,200	$0	$40,800	**$51,000**
EN2003-20AM5	$0	$0	$0	$0	$0	$0	$0	$329,000	$0	$0	$0	$0	$0	$0	$0	$722,200	$0	$2,559,800	**$3,611,000**
EN2005-20	$0	$0	$0	$0	$0	$0	$0	$0	$1,093,600	$0	$0	$0	$0	$0	$0	$273,400	$0	$0	**$1,367,000**
EN2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$354,600	$0	$1,418,400	**$1,773,000**
EN2007-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,000	$0	$28,000	**$35,000**
EN2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$55,400	$0	$221,600	**$277,000**
GR1403-18A1	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	**$20,000**
GR1707-17A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$0	**$1,000**
GR1801-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$2,000**
GR1902-20AM6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000,000	$0	$0	$0	$0	$0	**$4,000,000**
GR1907-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$368,800	$0	$1,475,200	**$1,844,000**
GR2003-20	$0	$0	$0	$0	$0	$0	$9,600	$0	$0	$0	$0	$0	$0	$0	$0	$2,400	$0	$0	**$12,000**
GR2004-20	$0	$0	$0	$0	$0	$0	$1,428,000	$0	$0	$0	$0	$0	$0	$0	$0	$357,000	$0	$0	**$1,785,000**
GR2007-20	$0	$0	$0	$0	$0	$0	$2,585,600	$0	$0	$0	$0	$0	$0	$0	$0	$646,400	$0	$0	**$3,232,000**
GR2010-20A1	$0	$0	$0	$0	$0	$0	$0	$0	$122,400	$0	$0	$0	$0	$0	$970,000	$93,600	$0	$0	**$1,186,000**
GR2201-22	$0	$0	$0	$0	$0	$0	$49,500	$0	$0	$0	$0	$0	$0	$0	$0	$5,500	$0	$0	**$55,000**
GR2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,200	$0	$4,800	**$6,000**
GR2203-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$277,400	$0	$1,109,600	**$1,387,000**
GR2204-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,200	$0	$4,800	**$6,000**
GR2205-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$104,400	$0	$417,600	**$522,000**
GR2207-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,200	$0	$4,800	**$6,000**
GR2208-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
MO1105	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$292,000	$0	$0	**$292,000**
MO1405	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	**$15,000**
MO1719-18A5	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
MO1720	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
MO1721-18A5	$0	$54,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$0	**$60,000**
MO1722	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
MO1723	$0	$0	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
MO1905-22A1	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	**$20,000**
MO2203-22	$0	$90,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$100,000**
MO2205-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$81,600	$0	$326,400	**$408,000**

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

		Federal											Local		Other	State			
PROJECT	**FHWA (STBG-U)**	**FHWA (SAFETY)**	**FHWA (I/M)**	**FHWA (130)**	**FHWA (BRO)**	**FHWA (TAP)**	**FHWA (NHPP)**	**FHWA (STAP)**	**FHWA (STBG)**	**FHWA(BUILD)**	**FHWA(CRRSSA)**	**FRA (CRISI)**	**LOCAL**	**LOCAL-AC**	**OTHER**	**MoDOT**	**MoDOT-GCSA**	**MoDOT-AC**	**TOTAL**
MO2206-22	$0	$0	$0	$0	$0	$0	$28,000	$0	$0	$0	$0	$0	$0	$0	$0	$7,000	$0	$0	**$35,000**
MO2207-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$184,800	$0	$739,200	**$924,000**
MO2209-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$41,200	$0	$164,800	**$206,000**
MO2210-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
MO2212-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$113,000	$0	$452,000	**$565,000**
MO2214-22A3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
MO2301-22AM5	$376,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$94,000	$0	$0	$154,200	$0	$616,800	$1,241,000
MO2302-22	$0	$180,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,100	$0	$0	**$201,000**
NX1704	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
NX2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
NX2203-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
NX2301-20A5	$206,064	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$51,516	$0	$0	$0	$0	$0	**$257,580**
OK2002-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
OK2102-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
OK2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$20,000	**$25,000**
OK2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$80,000	**$100,000**
OK2203-22	$0	$0	$0	$0	$0	$0	$12,000	$0	$0	$0	$0	$0	$0	$0	$0	$3,000	$0	$0	**$15,000**
OK2204-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OK2205-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OT1901-22A2	$231,525	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$57,881	$0	$0	$0	$0	$0	**$289,406**
RG0901-22A3	$0	$17,706,688	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000	$0	$0	$1,967,410	$0	$0	**$21,674,098**
RP1701	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$5,000**
RP1703-22A3	$0	$0	$0	$0	$0	$0	$0	$0	$805,125	$0	$0	$0	$630,352	$0	$0	$201,282	$0	$0	**$1,636,759**
RP1704-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$120,000	$0	$480,000	**$600,000**
RP2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$98,000	$0	$392,000	**$490,000**
RP2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$53,400	$0	$213,600	**$267,000**
RP2203-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$46,400	$0	$185,600	**$232,000**
SP1405-18A1	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP1413-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$159,000	$0	$636,000	**$795,000**
SP1419-18A1	$0	$0	$90,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$100,000**
SP1708	$0	$0	$0	$0	$0	$0	$800,000	$0	$0	$0	$0	$0	$0	$0	$0	$200,000	$0	$0	**$1,000,000**
SP1709	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
SP1802-22A4	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
SP1811-18	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$10,000**
SP1812-22A4	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$2,000**
SP1816-20A6	$805,575	$0	$0	$0	$0	$0	$909,153	$0	$0	$0	$0	$0	$201,394	$0	$0	$227,288	$0	$0	**$2,143,410**
SP1817-20A6	$1,002,464	$0	$0	$0	$0	$0	$1,115,752	$0	$0	$0	$0	$0	$250,616	$0	$0	$278,938	$0	$0	**$2,647,770**
SP1906-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$260,400	$0	$1,041,600	**$1,302,000**
SP1908-19A2	$0	$0	$0	$0	$0	$0	$3,752,800	$0	$0	$0	$0	$0	$0	$0	$0	$938,200	$0	$0	**$4,691,000**
SP1909-19A2	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP1910-19A2	$0	$0	$0	$0	$0	$0	$295,200	$0	$0	$0	$0	$0	$0	$0	$0	$73,800	$0	$0	**$369,000**
SP1911-19A2	$0	$0	$0	$0	$0	$0	$197,600	$0	$0	$0	$0	$0	$0	$0	$0	$49,400	$0	$0	**$247,000**
SP2002-20	$0	$0	$0	$0	$0	$0	$5,600	$0	$0	$0	$0	$0	$0	$0	$0	$1,400	$0	$0	**$7,000**
SP2006-20	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$287,200	$0	$1,148,800	**$1,436,000**
SP2013-20	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
SP2203-22	$0	$0	$0	$0	$0	$0	$164,800	$0	$0	$0	$0	$0	$0	$0	$0	$41,200	$0	$0	**$206,000**
SP2206-22	$0	$0	$0	$0	$0	$0	$24,000	$0	$0	$0	$0	$0	$0	$0	$0	$6,000	$0	$0	**$30,000**
SP2208-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$80,000	$0	$320,000	**$400,000**
SP2209-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,800	$0	$203,200	**$254,000**
SP2210-22	$0	$0	$0	$0	$0	$0	$144,000	$0	$0	$0	$0	$0	$0	$0	$0	$36,000	$0	$0	**$180,000**
SP2211-22	$0	$0	$0	$0	$0	$0	$27,200	$0	$0	$0	$0	$0	$0	$0	$0	$6,800	$0	$0	**$34,000**
SP2212-22	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2213-22	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
SP2214-22	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	**$20,000**
SP2215-22	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2217-22A1	$0	$0	$0	$0	$0	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$0	**$100,000**
SP2218-22A3	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$10,000**
SP2219-22A3	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2220-22A3	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
ST2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$28,000	$0	$112,000	**$140,000**
SUBTOTAL	$2,621,628	$18,053,188	$90,000	$0	$16,000	$0	$15,475,205	$329,000	$3,583,525	$0	$0	$0	$7,290,759	$0	$970,000	$11,912,318	$0	$18,745,400	$79,087,023
2024																			
BA2202-22A3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
CC0901	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$10,000**
CC1703	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$10,000**
CC1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
CC1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
EN1706	$0	$0	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
EN2002-20A5	$0	$0	$0	$0	$0	$0	$0	$252,000	$0	$0	$0	$0	$0	$0	$0	$257,400	$0	$777,600	**$1,287,000**
EN2007-20	$0	$0	$0	$0	$0	$79,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$25,400	$0	$22,600	**$127,000**
GR1403-18A1	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	**$20,000**
GR1707-17A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$0	**$1,000**
GR1801-18	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$2,000**
GR2003-20	$0	$0	$0	$0	$0	$0	$1,250,400	$0	$0	$0	$0	$0	$0	$0	$0	$312,600	$0	$0	**$1,563,000**
GR2201-22	$0	$0	$5,796,000	$0	$0	$0	$484,200	$0	$0	$0	$0	$0	$0	$0	$0	$53,800	$0	$0	**$6,334,000**
GR2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$60,400	$0	$241,600	**$302,000**
GR2204-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$46,800	$0	$187,200	**$234,000**
GR2207-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$60,800	$0	$243,200	**$304,000**
GR2208-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
MO1105	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$292,000	$0	$0	**$292,000**
MO1720	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
MO1905-22A1	$0	$0	$0	$0	$68,000	$0	$0	$0	$0	$0	$0	$0	$17,000	$0	$0	$0	$0	$0	**$85,000**
MO2203-22	$0	$1,162,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$129,200	$0	$0	**$1,292,000**
MO2206-22	$0	$0	$0	$0	$0	$0	$949,600	$0	$0	$0	$0	$0	$0	$0	$0	$237,400	$0	$0	**$1,187,000**
MO2209-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$395,800	$0	$1,583,200	**$1,979,000**
MO2210-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
MO2213-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,400	$0	$201,600	**$252,000**
MO2401-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$46,200	$0	$415,800	**$462,000**
MO2402-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$154,200	$0	$616,800	**$771,000**
MO2403-22	$0	$855,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$95,000	$0	$0	**$950,000**
MO2404-22	$0	$180,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,100	$0	$0	**$201,000**
NX1704	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
NX2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
NX2203-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OK2002-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
OK2102-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
OK2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
OK2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$109,400	$0	$437,600	**$547,000**
OK2203-22	$0	$0	$0	$0	$0	$0	$485,600	$0	$0	$0	$0	$0	$0	$0	$0	$121,400	$0	$0	**$607,000**
OK2204-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OK2205-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**

FINANCIAL SUMMARY

Section E

YEARLY SUMMARY

		Federal											Local		Other	State			
PROJECT	**FHWA (STBG-U)**	**FHWA (SAFETY)**	**FHWA (I/M)**	**FHWA (130)**	**FHWA (BRO)**	**FHWA (TAP)**	**FHWA (NHPP)**	**FHWA (STAP)**	**FHWA (STBG)**	**FHWA(BUILD)**	**FHWA(CRRSSA)**	**FRA (CRISI)**	**LOCAL**	**LOCAL-AC**	**OTHER**	**MoDOT**	**MoDOT-GCSA**	**MoDOT-AC**	**TOTAL**
OT1901-22A2	$243,101	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$60,775	$0	$0	$0	$0	$0	**$303,876**
RP1701	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$5,000**
RP1703-22A3	$2,296,000	$0	$0	$0	$0	$0	$0	$0	$3,874,140	$0	$0	$0	$762,783	$0	$0	$968,535	$0	$0	**$7,901,458**
RP1704-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$856,200	$0	$3,200,800	**$4,057,000**
SP1405-18A1	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP1419-18A1	$0	$0	$90,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$100,000**
SP1709	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
SP1802-22A4	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
SP1811-18	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$10,000**
SP1812-22A4	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$2,000**
SP1909-19A2	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP1910-19A2	$0	$0	$0	$0	$0	$0	$1,943,200	$0	$0	$0	$0	$0	$0	$0	$0	$485,800	$0	$0	**$2,429,000**
SP1911-19A2	$0	$0	$0	$0	$0	$0	$2,693,000	$0	$0	$0	$0	$0	$0	$0	$0	$62,000	$0	$0	**$2,755,000**
SP2002-20	$0	$0	$0	$0	$0	$0	$1,028,000	$0	$0	$0	$0	$0	$0	$0	$0	$257,000	$0	$0	**$1,285,000**
SP2013-20	$0	$0	$0	$0	$0	$0	$342,400	$0	$0	$0	$0	$0	$0	$0	$0	$85,600	$0	$0	**$428,000**
SP2203-22	$0	$0	$0	$0	$0	$0	$8,916,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,229,000	$0	$0	**$11,145,000**
SP2206-22	$0	$0	$0	$0	$0	$0	$1,772,000	$0	$0	$0	$0	$0	$0	$0	$0	$443,000	$0	$0	**$2,215,000**
SP2211-22	$0	$0	$0	$0	$0	$0	$1,190,400	$0	$0	$0	$0	$0	$0	$0	$0	$297,600	$0	$0	**$1,488,000**
SP2212-22	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2214-22	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	**$20,000**
SP2215-22	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2217-22A1	$0	$0	$0	$0	$0	$0	$80,000	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$0	$0	**$100,000**
SP2219-22A3	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2220-22A3	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
ST2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$394,600	$0	$1,578,400	**$1,973,000**
SUBTOTAL	$2,539,101	$2,211,300	$5,886,000	$0	$68,000	$79,000	$21,420,400	$252,000	$3,893,340	$0	$0	$0	$841,558	$0	$0	$8,699,235	$0	$9,682,400	$55,572,334
2025																			
CC0901	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
CC1703	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$10,000**
CC1901-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
CC1902-19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
EN1706	$0	$0	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
GR1403-18A1	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	**$20,000**
GR1502	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$0	**$1,000,000**
GR1707-17A6	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$0	**$1,000**
GR2208-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$4,000	**$5,000**
MO1105	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$292,000	$0	$0	**$292,000**
MO1720	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
MO1905-22A1	$0	$0	$0	$0	$48,000	$0	$0	$0	$0	$0	$0	$0	$12,000	$0	$0	$0	$0	$0	**$60,000**
MO2210-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$45,200	$0	$180,800	**$226,000**
NX1704	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	**$2,000**
NX2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
NX2203-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OK2102-20A9	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$40,000	**$50,000**
OK2201-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$264,400	$0	$1,057,600	**$1,322,000**
OK2202-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$484,600	$0	$1,938,400	**$2,423,000**
OK2204-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OK2205-22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$8,000	**$10,000**
OT1901-22A2	$255,256	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$63,814	$0	$0	$0	$0	$0	**$319,070**
RP1701	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$5,000**
RP1704	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,946,200	$0	$19,784,800	**$24,731,000**
SP1405-18A1	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP1419-18A1	$0	$0	$135,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	**$150,000**
SP1709	$0	$0	$0	$0	$0	$0	$3,200	$0	$0	$0	$0	$0	$0	$0	$0	$800	$0	$0	**$4,000**
SP1811-18	$0	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$0	$0	**$10,000**
SP1812-22A4	$0	$1,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$2,000**
SP1909-19A2	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2212-22	$0	$0	$0	$0	$0	$0	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$0	**$50,000**
SP2214-22	$0	$0	$0	$0	$0	$0	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$0	$0	**$20,000**
SP2501-22	$1,600,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400,000	$0	$0	$0	$0	$0	**$2,000,000**
SUBTOTAL	$1,855,256	$10,800	$135,000	$0	$48,000	$0	$164,000	$0	$11,200	$0	$0	$0	$1,476,814	$0	$0	$6,116,400	$0	$23,057,600	$32,875,070
GRAND TOTAL	$43,983,291	$22,935,039	$6,246,000	$1,240,000	$1,280,000	$832,392	$60,764,152	$896,000	$15,250,400	$19,278,422	$2,684,230	$373,500	$35,903,053	$0	$970,000	$39,239,229	$683,500	$57,112,400	$309,671,608

FINANCIAL CONSTRAINT

Section E

	Federal Funding Source																	
	STBG-U	Safety	I/M	130	TAP	NHPP	BRO	STAP	STBG	BUILD	CRRSSA	CRISI	TOTAL Federal Funds	Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2022 Funds Programmed	$36,967,306	$2,659,751	$135,000	$1,240,000	$753,392	$23,704,547	$1,148,000	$315,000	$7,762,335	$19,278,422	$2,684,230	$373,500	$97,021,483	$26,293,922	$18,821,776	$0		**$142,137,181**
2023 Funds Programmed	$2,621,628	$18,053,188	$90,000	$0	$0	$15,475,205	$16,000	$329,000	$3,583,525	$0	$0	$0	$40,168,546	$7,290,759	$30,657,718	$970,000		**$79,087,023**
2024 Funds Programmed	$2,539,101	$2,211,300	$5,886,000	$0	$79,000	$21,420,400	$68,000	$252,000	$3,893,340	$0	$0	$0	$36,349,141	$841,558	$18,381,635	$0		**$55,572,334**
2025 Funds Programmed	$1,855,256	$10,800	$135,000	$0	$0	$164,000	$48,000	$0	$11,200	$0	$0	$0	$2,224,256	$1,476,814	$29,174,000	$0		**$32,875,070**
Total	**$43,983,291**	**$ 22,935,039**	**$ 6,246,000**	**$ 1,240,000**	**$ 832,392**	**$ 60,764,152**	**$ 1,280,000**	**$ 896,000**	**$ 15,250,400**	**$ 19,278,422**	**$ 2,684,230**	**$ 373,500**	**$175,763,426**	**$ 35,903,053**	**$ 97,035,129**	**$ 970,000**		**$309,671,608**

	Prior Year	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Available State and Federal Funding	$8,729,000	$53,751,000	$68,345,000	$47,316,000	$29,525,000	**$207,666,000**
Federal Discretionary Funding	$19,278,422	$0	$0	$0	$0	**$19,278,422**
Available Operations and Maintenance Funding		$0	$0	$0	$0	**$0**
Funds from Other Sources (inc. Local)		$26,293,922	$8,260,759	$841,558	$1,476,814	**$36,873,053**
Available Suballocated Funding	$30,925,857	$7,324,197	$7,470,681	$7,620,095	$7,772,496	**$61,113,326**
TOTAL AVAILABLE FUNDING	$58,933,279	$87,369,119	$84,076,440	$55,777,653	$38,774,310	**$324,930,801**
Prior Year Funding		$58,933,279	$4,165,217	$9,154,634	$9,359,952	–
Programmed State and Federal Funding		($142,137,181)	($79,087,023)	($55,572,334)	($32,875,070)	**($309,671,608)**
TOTAL REMAINING	**$58,933,279**	**$4,165,217**	**$9,154,634**	**$9,359,952**	**$15,259,193**	**$15,259,193**

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

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.

STATE AND FEDERAL

Table G.1 Summary	2022	2023	2024	2025	Total
MoDOT State/Federal Funding	$53,751,000	$68,345,000	$47,316,000	$29,525,000	**$207,666,000**

*Includes Engineering and Rail funding

Table G.2	Non-Transit Suballocated*	Transit 5307	Transit 5310	Transit 5339
Estimated Carryover Balance through FY2021	**$30,925,857**	**$3,633,199**	**$384,592**	**$0**
Anticipated Allocation FY2022	*$7,324,197*	*$2,755,075*	*$307,843*	*$292,904*
Anticipated Allocation FY2023	*$7,470,681*	*$2,872,825*	*$314,000*	*$298,762*
Anticipated Allocation FY2024	*$7,620,095*	*$2,866,486*	*$320,280*	*$304,738*
Anticipated Allocation FY2025	*$7,772,496*	*$2,923,816*	*$326,686*	*$310,832*
Total Anticipated Allocation	**$30,187,469**	**$11,418,202**	**$1,268,809**	**$1,207,236**
Programmed through FY2025	**($47,499,913)**	**($14,988,753)**	**($1,126,474)**	**($781,756)**
Estimated Carryover Balance Through FY 2025	$13,613,413	$62,648	$526,927	$425,480

*** Includes STBG-U, TAP, Omnibus , and COVID funding**

Table G.9 Local Share Financial Capacity	2022	2023	2024	2025
City of Battlefield				
Total Available Revenue	$371,722.16	$371,722.16	$371,722.16	$371,722.16
Carryover Balance from Prior Year	--	$204,703.20	$541,206.93	$877,182.38
Estimated Operations and Maintenance Expenditures	($34,697.96)	($35,218.43)	($35,746.71)	($36,282.91)
Estimated TIP Project Expenditures	($132,321.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$204,703.20**	**$541,206.93**	**$877,182.38**	**$1,212,621.64**
City of Nixa				
Total Available Revenue	$2,195,825.00	$2,195,825.00	$2,195,825.00	$2,195,825.00
Carryover Balance from Prior Year	--	$1,107,330.74	$3,121,522.57	$5,185,278.63
Estimated Operations and Maintenance Expenditures	($128,194.26)	($130,117.17)	($132,068.93)	($134,049.97)
Estimated TIP Project Expenditures	($960,300.00)	($51,516.00)	$0.00	$0.00
Amount Available for Local Projects	**$1,107,330.74**	**$3,121,522.57**	**$5,185,278.63**	**$7,247,053.67**
City of Ozark				
Total Available Revenue	$1,926,818.00	$1,926,818.00	$1,926,818.00	$1,926,818.00
Carryover Balance from Prior Year	--	$1,521,694.84	$3,417,988.58	$5,313,824.46
Estimated Operations and Maintenance Expenditures	($30,073.16)	($30,524.26)	($30,982.12)	($31,446.86)
Estimated TIP Project Expenditures	($375,050.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$1,521,694.84**	**$3,417,988.58**	**$5,313,824.46**	**$7,209,195.60**
City of Republic				
Total Available Revenue	$2,130,591.23	$2,130,591.23	$2,130,591.23	$2,130,591.23
Carryover Balance from Prior Year	--	$1,556,177.41	$2,860,512.70	$4,029,478.42
Estimated Operations and Maintenance Expenditures	($193,008.82)	($195,903.95)	($198,842.51)	($201,825.15)
Estimated TIP Project Expenditures	($381,405.00)	($630,352.00)	($762,783.00)	$0.00
Amount Available for Local Projects	**$1,556,177.41**	**$2,860,512.70**	**$4,029,478.42**	**$5,958,244.50**
City of Springfield				
Total Available Revenue	$25,380,816.83	$25,380,816.83	$25,380,816.83	$25,380,816.83
Carryover Balance from Prior Year	--	$11,270,140.65	$33,563,294.92	$56,364,334.41
Estimated Operations and Maintenance Expenditures	($2,504,091.18)	($2,541,652.55)	($2,579,777.34)	($2,618,474.00)
Estimated TIP Project Expenditures	($11,606,585.00)	($546,010.00)	$0.00	($400,000.00)
Amount Available for Local Projects	**$11,270,140.65**	**$33,563,294.92**	**$56,364,334.41**	**$78,726,677.24**

Table G.9 Local Share Financial Capacity cont.	2022	2023	2024	2025
City of Strafford				
Total Available Revenue	$115,552.47	$115,552.47	$115,552.47	$115,552.47
Carryover Balance from Prior Year	$186,494.00	$111,846.12	$223,636.64	$335,370.73
Estimated Operations and Maintenance Expenditures	($3,706.35)	($3,761.95)	($3,818.38)	($3,875.65)
Estimated TIP Project Expenditures	($186,494.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$111,846.12**	**$223,636.64**	**$335,370.73**	**$447,047.55**
City of Willard				
Total Available Revenue	$510,614.88	$510,614.88	$510,614.88	$510,614.88
Carryover Balance from Prior Year	--	$450,679.48	$900,459.93	$1,349,327.86
Estimated Operations and Maintenance Expenditures	($59,935.40)	($60,834.43)	($61,746.95)	($62,673.15)
Estimated TIP Project Expenditures	$0.00	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$450,679.48**	**$900,459.93**	**$1,349,327.86**	**$1,797,269.59**
Christian County				
Total Available Revenue	$6,787,588.50	$6,787,588.50	$6,787,588.50	$6,787,588.50
Carryover Balance from Prior Year	--	$6,614,030.35	$13,318,837.33	$20,022,402.58
Estimated Operations and Maintenance Expenditures	($81,558.15)	($82,781.52)	($84,023.25)	($85,283.59)
Estimated TIP Project Expenditures	($92,000.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$6,614,030.35**	**$13,318,837.33**	**$20,022,402.58**	**$26,724,707.49**
Greene County				
Total Available Revenue	$24,836,236.00	$24,836,236.00	$24,836,236.00	$24,836,236.00
Carryover Balance from Prior Year	--	$15,065,968.08	$34,202,603.12	$58,315,819.15
Estimated Operations and Maintenance Expenditures	($684,335.92)	($694,600.96)	($705,019.97)	($715,595.27)
Estimated TIP Project Expenditures	($9,085,932.00)	($5,005,000.00)	($18,000.00)	($1,013,000.00)
Amount Available for Local Projects	**$15,065,968.08**	**$34,202,603.12**	**$58,315,819.15**	**$81,423,459.88**
City Utilities				
Total Available Revenue	$6,946,500.00	$7,146,500.00	$7,146,500.00	$9,646,500.00
Estimated Operations and Maintenance Expenditures	($6,181,692.00)	($6,181,692.00)	($6,181,692.00)	($6,181,692.00)
Available for TIP Project Expenditures	**$764,808.00**	**$964,808.00**	**$964,808.00**	**$3,464,808.00**
Carryover from Prior Year	--	$440,592.00	$1,166,200.00	$1,778,184.00
Estimated TIP Project Expenditures	($324,216.00)	($239,200.00)	($352,824.00)	($239,000.00)
Amount Available for Local Projects	**$440,592.00**	**$1,166,200.00**	**$1,778,184.00**	**$5,003,992.00**

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM I.D.

Amendment Number Five to the FY 2022-2025 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

CONSENT AGENDA DESCRIPTION:
There are two items included as part of Amendment Number Five to the FY 2022-2025 Transportation Improvement Program.

1. *Revised* FY 2022 Operating Assistance – Fixed Route (CU2200-22A5)
   City Utilities Transit is increasing the amount of federal funding and decreasing the amount of local funding for a new total programmed amount of $7,837,554 compared to $7,834,715.

2. *Revised* FY 2022 Transit Security – FTA 5307 (CU2203-22A5)
   City Utilities Transit is increasing the amount of funding for Transit Security for a new total programmed amount of $43,750 compared to $34,751.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 20, 2022, the Technical Planning Committee recommended the Board of Directors approve Amendment 5 to the FY 2022-2025 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve Amendment 5 to the FY 2022-2025 Transportation Improvement Program."

OR

"Move to approve Amendment 5 to the FY 2022-2025 Transportation Improvement Program, with these changes…"

J) Pending Amendment Section

TIP # CU2200-22A5 FY 2022 OPERATING ASSISTANCE - FIXED ROUTE

Route N/A
From N/A
To N/A
Location City Utilities
Federal Agency FTA
Project Sponsor City Utilities
Federal Funding Category 5307
MoDOT Funding Category None
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #



Project Description
Operating assistance up to 75% of apportionment to operate public transit service.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	$2,522,362	$0	$0	$0	$2,522,362
LOCAL	Local	OPER	$5,271,692	$0	$0	$0	$5,271,692
MoDOT	State	OPER	$43,500	$0	$0	$0	$43,500
Totals			**$7,837,554**	**$0**	**$0**	**$0**	**$7,837,554**

PROPOSED

Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers

FYI: Local Share does not include farebox revenue, depreciation, or amortization

Prior Cost	$0
Future Cost	$0
Total Cost	$7,837,554

F) Transit Section

TIP # CU2200-19 FY 2022 OPERATING ASSISTANCE - FIXED ROUTE

Route N/A
From N/A
To N/A
Location City Utilities
Federal Agency FTA
Project Sponsor City Utilities
Federal Funding Category 5307
MoDOT Funding Category None
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #



Project Description
Operating assistance up to 75% of apportionment to operate public transit service.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	OPER	$1,799,523	$0	$0	$0	$1,799,523
LOCAL	Local	OPER	$5,991,692	$0	$0	$0	$5,991,692
MoDOT	State	OPER	$43,500	$0	$0	$0	$43,500
Totals			**$7,834,715**	**$0**	**$0**	**$0**	**$7,834,715**

ORIGINAL

Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers

FYI: Local Share does not include farebox revenue, depreciation, or amortization

Prior Cost	$0
Future Cost	$0
Total Cost	$7,834,715

J) Pending Amendment Section

TIP # CU2203-22A5 FY 2022 TRANSIT SECURITY - FTA 5307

Route N/A
From N/A
To N/A
Location City Utilities
Federal Agency FTA
Project Sponsor City Utilities
Federal Funding Category 5307
MoDOT Funding Category None
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #



Project Description
This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	$34,782	$0	$0	$0	$34,782
LOCAL	Local	CAPITAL	$8,968	$0	$0	$0	$8,968
Totals			**$43,750**	**$0**	**$0**	**$0**	**$43,750**

PROPOSED

Notes
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

Prior Cost	$0
Future Cost	$0
Total Cost	$43,750

F) Transit Section

TIP # CU2203-19 FY 2022 TRANSIT SECURITY - FTA 5307

Route N/A
From N/A
To N/A
Location City Utilities
Federal Agency FTA
Project Sponsor City Utilities
Federal Funding Category 5307
MoDOT Funding Category None
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #



Project Description
This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Fund Code	Source	Phase	FY2022	FY2023	FY2024	FY2025	Total
FTA (5307)	Federal	CAPITAL	$27,551	$0	$0	$0	$27,551
LOCAL	Local	CAPITAL	$7,200	$0	$0	$0	$7,200
Totals			**$34,751**	**$0**	**$0**	**$0**	**$34,751**

Notes
Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

Prior Cost	$0
Future Cost	$0
Total Cost	$34,751

ORIGINAL

FINANCIAL SUMMARY

Section F

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	**FTA (5307)**	**FTA (5310)**	**FTA (5339)**	**LOCAL**	**MoDOT**	**TOTAL**
2022						
CU2008-20A6	$2,000,000	$0	$0	$0	$0	**$2,000,000**
CU2200-22A5	**$2,522,362**	**$0**	**$0**	**$5,271,692**	**$43,500**	**$7,837,554**
CU2201-19	$760,000	$0	$0	$190,000	$0	**$950,000**
CU2202-19	$168,001	$0	$0	$42,000	$0	**$210,001**
CU2203-22A5	**$34,782**	**$0**	**$0**	**$8,968**	**$0**	**$43,750**
CU2204-19	$0	$0	$311,756	$55,016	$0	**$366,772**
CU2205-22	$0	$120,000	$0	$30,000	$0	**$150,000**
MO1729-19A4	$0	$352,413	$0	$88,102	$0	**$440,515**
MO1901-17A5	$0	$55,146	$0	$0	$0	**$55,146**
SUBTOTAL	$5,485,145	$527,559	$311,756	$5,685,778	$43,500	$12,053,738
2023						
CU2008-20A6	$1,633,199	$0	$0	$0	$0	**$1,633,199**
CU2300-20	$1,854,074	$0	$0	$5,991,692	$43,500	**$7,889,266**
CU2301-20	$760,000	$0	$0	$190,000	$0	**$950,000**
CU2302-20	$168,001	$0	$0	$42,000	$0	**$210,001**
CU2303-20	$28,102	$0	$0	$7,200	$0	**$35,302**
MO2304-22	$0	$23,075	$0	$0	$0	**$23,075**
MO2305-22	$0	$172,700	$0	$43,175	$0	**$215,875**
SUBTOTAL	$4,443,376	$195,775	$0	$6,274,067	$43,500	$10,956,718
2024						
CU2401-22	$0	$0	$470,000	$113,824	$0	**$583,824**
CU2402-22	$1,909,820	$0	$0	$5,991,692	$43,500	**$7,945,012**
CU2403-22	$760,000	$0	$0	$190,000	$0	**$950,000**
CU2404-22	$168,001	$0	$0	$42,000	$0	**$210,001**
CU2405-22	$28,665	$0	$0	$7,000	$0	**$35,665**
MO2304-22	$0	$23,459	$0	$0	$0	**$23,459**
MO2305-22	$0	$176,154	$0	$44,039	$0	**$220,193**
SUBTOTAL	$2,866,486	$199,613	$470,000	$6,388,555	$43,500	$9,968,154

FINANCIAL SUMMARY

Section F

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	**FTA (5307)**	**FTA (5310)**	**FTA (5339)**	**LOCAL**	**MoDOT**	**TOTAL**
2025						
CU2501-22	$1,966,577	$0	$0	$5,991,692	$43,500	**$8,001,769**
CU2502-22	$760,000	$0	$0	$190,000	$0	**$950,000**
CU2503-22	$168,001	$0	$0	$42,000	$0	**$210,001**
CU2504-22	$29,238	$0	$0	$7,000	$0	**$36,238**
MO2304-22	$0	$23,850	$0	$0	$0	**$23,850**
MO2305-22	$0	$179,677	$0	$44,919	$0	**$224,596**
SUBTOTAL	$2,923,816	$203,527	$0	$6,275,611	$43,500	$9,446,454
GRAND TOTAL	$15,718,823	$1,126,474	$781,756	$24,624,011	$174,000	$42,425,064

FINANCIAL CONSTRAINT

Section F

	Federal Funding Source					
	5307	5310	5339	Local	MoDOT	TOTAL
PRIOR YEAR						
Balance	$ 3,633,199	$ 384,592	$ -	$ -	$ -	**$ 4,017,791**
FY 2022						
Funds Anticipated	$ 3,478,188	$ 307,843	$ 292,904	$ 6,945,328	$ 43,500	**$11,067,763**
Funds Programmed	($5,485,145)	($527,559)	($311,756)	($5,685,778)	($43,500)	**($12,053,738)**
Running Balance	**$1,626,242**	**$164,876**	**-$18,852**	**$1,259,550**	**$0**	**$3,031,816**
FY 2023						
Funds Anticipated	$ 3,547,752	$ 314,000	$ 298,762	$ 7,146,175	$ 43,500	**$11,350,189**
Funds Programmed	($4,443,376)	($195,775)	$0	($6,274,067)	($43,500)	**($10,956,718)**
Running Balance	**$730,618**	**$283,101**	**$279,910**	**$2,131,658**	**$0**	**$3,425,287**
FY 2024						
Funds Anticipated	$ 3,618,707	$ 320,280	$ 304,738	$ 7,147,039	$ 43,500	**$11,434,264**
Funds Programmed	($2,866,486)	($199,613)	($470,000)	($6,388,555)	($43,500)	**($9,968,154)**
Running Balance	**$1,482,839**	**$403,768**	**$114,648**	**$2,890,142**	**$0**	**$4,891,397**
FY 2025						
Funds Anticipated	$ 3,691,081	$ 326,686	$ 310,832	$ 9,647,919	$ 43,500	**$14,020,018**
Funds Programmed	($2,923,816)	($203,527)	$0	($6,275,611)	($43,500)	**($9,446,454)**
Running Balance	**$2,250,104**	**$526,927**	**$425,480**	**$6,262,450**	**$0**	**$9,464,961**

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.

STATE AND FEDERAL

Table G.1 Summary	2022	2023	2024	2025	Total
MoDOT State/Federal Funding	$53,751,000	$68,345,000	$47,316,000	$29,525,000	**$207,666,000**

*Includes Engineering and Rail funding

Table G.2	Non-Transit Suballocated*	Transit 5307	Transit 5310	Transit 5339
Estimated Carryover Balance through FY2021	**$30,925,857**	**$3,633,199**	**$384,592**	**$0**
Anticipated Allocation FY2022	*$7,324,197*	*$3,478,188*	*$307,843*	*$292,904*
Anticipated Allocation FY2023	*$7,470,681*	*$3,547,752*	*$314,000*	*$298,762*
Anticipated Allocation FY2024	*$7,620,095*	*$3,618,707*	*$320,280*	*$304,738*
Anticipated Allocation FY2025	*$7,772,496*	*$3,691,081*	*$326,686*	*$310,832*
Total Anticipated Allocation	**$30,187,469**	**$14,335,727**	**$1,268,809**	**$1,207,236**
Programmed through FY2025	**($47,499,913)**	**($15,718,823)**	**($1,126,474)**	**($781,756)**
Estimated Carryover Balance Through FY 2025	$13,613,413	$2,250,103	$526,927	$425,480

*** Includes STBG-U, TAP, Omnibus , and COVID funding**

Table G.9 Local Share Financial Capacity	2022	2023	2024	2025
City of Battlefield				
Total Available Revenue	$371,722.16	$371,722.16	$371,722.16	$371,722.16
Carryover Balance from Prior Year	--	$204,703.20	$541,206.93	$877,182.38
Estimated Operations and Maintenance Expenditures	($34,697.96)	($35,218.43)	($35,746.71)	($36,282.91)
Estimated TIP Project Expenditures	($132,321.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$204,703.20**	**$541,206.93**	**$877,182.38**	**$1,212,621.64**
City of Nixa				
Total Available Revenue	$2,195,825.00	$2,195,825.00	$2,195,825.00	$2,195,825.00
Carryover Balance from Prior Year	--	$1,107,330.74	$3,121,522.57	$5,185,278.63
Estimated Operations and Maintenance Expenditures	($128,194.26)	($130,117.17)	($132,068.93)	($134,049.97)
Estimated TIP Project Expenditures	($960,300.00)	($51,516.00)	$0.00	$0.00
Amount Available for Local Projects	**$1,107,330.74**	**$3,121,522.57**	**$5,185,278.63**	**$7,247,053.67**
City of Ozark				
Total Available Revenue	$1,926,818.00	$1,926,818.00	$1,926,818.00	$1,926,818.00
Carryover Balance from Prior Year	--	$1,521,694.84	$3,417,988.58	$5,313,824.46
Estimated Operations and Maintenance Expenditures	($30,073.16)	($30,524.26)	($30,982.12)	($31,446.86)
Estimated TIP Project Expenditures	($375,050.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$1,521,694.84**	**$3,417,988.58**	**$5,313,824.46**	**$7,209,195.60**
City of Republic				
Total Available Revenue	$2,130,591.23	$2,130,591.23	$2,130,591.23	$2,130,591.23
Carryover Balance from Prior Year	--	$1,556,177.41	$2,860,512.70	$4,029,478.42
Estimated Operations and Maintenance Expenditures	($193,008.82)	($195,903.95)	($198,842.51)	($201,825.15)
Estimated TIP Project Expenditures	($381,405.00)	($630,352.00)	($762,783.00)	$0.00
Amount Available for Local Projects	**$1,556,177.41**	**$2,860,512.70**	**$4,029,478.42**	**$5,958,244.50**
City of Springfield				
Total Available Revenue	$25,380,816.83	$25,380,816.83	$25,380,816.83	$25,380,816.83
Carryover Balance from Prior Year	--	$11,270,140.65	$33,563,294.92	$56,364,334.41
Estimated Operations and Maintenance Expenditures	($2,504,091.18)	($2,541,652.55)	($2,579,777.34)	($2,618,474.00)
Estimated TIP Project Expenditures	($11,606,585.00)	($546,010.00)	$0.00	($400,000.00)
Amount Available for Local Projects	**$11,270,140.65**	**$33,563,294.92**	**$56,364,334.41**	**$78,726,677.24**

Table G.9 Local Share Financial Capacity cont.	2022	2023	2024	2025
City of Strafford				
Total Available Revenue	$115,552.47	$115,552.47	$115,552.47	$115,552.47
Carryover Balance from Prior Year	$186,494.00	$111,846.12	$223,636.64	$335,370.73
Estimated Operations and Maintenance Expenditures	($3,706.35)	($3,761.95)	($3,818.38)	($3,875.65)
Estimated TIP Project Expenditures	($186,494.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$111,846.12**	**$223,636.64**	**$335,370.73**	**$447,047.55**
City of Willard				
Total Available Revenue	$510,614.88	$510,614.88	$510,614.88	$510,614.88
Carryover Balance from Prior Year	--	$450,679.48	$900,459.93	$1,349,327.86
Estimated Operations and Maintenance Expenditures	($59,935.40)	($60,834.43)	($61,746.95)	($62,673.15)
Estimated TIP Project Expenditures	$0.00	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$450,679.48**	**$900,459.93**	**$1,349,327.86**	**$1,797,269.59**
Christian County				
Total Available Revenue	$6,787,588.50	$6,787,588.50	$6,787,588.50	$6,787,588.50
Carryover Balance from Prior Year	--	$6,614,030.35	$13,318,837.33	$20,022,402.58
Estimated Operations and Maintenance Expenditures	($81,558.15)	($82,781.52)	($84,023.25)	($85,283.59)
Estimated TIP Project Expenditures	($92,000.00)	$0.00	$0.00	$0.00
Amount Available for Local Projects	**$6,614,030.35**	**$13,318,837.33**	**$20,022,402.58**	**$26,724,707.49**
Greene County				
Total Available Revenue	$24,836,236.00	$24,836,236.00	$24,836,236.00	$24,836,236.00
Carryover Balance from Prior Year	--	$15,065,968.08	$34,202,603.12	$58,315,819.15
Estimated Operations and Maintenance Expenditures	($684,335.92)	($694,600.96)	($705,019.97)	($715,595.27)
Estimated TIP Project Expenditures	($9,085,932.00)	($5,005,000.00)	($18,000.00)	($1,013,000.00)
Amount Available for Local Projects	**$15,065,968.08**	**$34,202,603.12**	**$58,315,819.15**	**$81,423,459.88**
City Utilities				
Total Available Revenue	$6,946,500.00	$7,146,500.00	$7,146,500.00	$9,646,500.00
Estimated Operations and Maintenance Expenditures	($5,271,692.00)	($6,181,692.00)	($6,181,692.00)	($6,181,692.00)
Available for TIP Project Expenditures	**$1,674,808.00**	**$964,808.00**	**$964,808.00**	**$3,464,808.00**
Carryover from Prior Year	--	$1,260,722.00	$1,986,330.00	$2,598,314.00
Estimated TIP Project Expenditures	($414,086.00)	($239,200.00)	($352,824.00)	($239,000.00)
Amount Available for Local Projects	**$1,260,722.00**	**$1,986,330.00**	**$2,598,314.00**	**$5,824,122.00**

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM I.D.

Amendment Number 1 to *Destination 2045*

Ozarks Transportation Organization
(Springfield, MO Area MPO)

CONSENT AGENDA DESCRIPTION:

Greene County has requested a change to the Major Thoroughfare Plan:

- Remove proposed collector Farm Road 119 between Farm Roads 174 and 178

The Greene County Commission approved this change on May 2, 2022.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 20, 2022, the Technical Planning Committee recommended the Board of Directors approve *Destination 2045* Amendment 1, pending approval by the Greene County Commission, which occurred on May 2, 2022.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

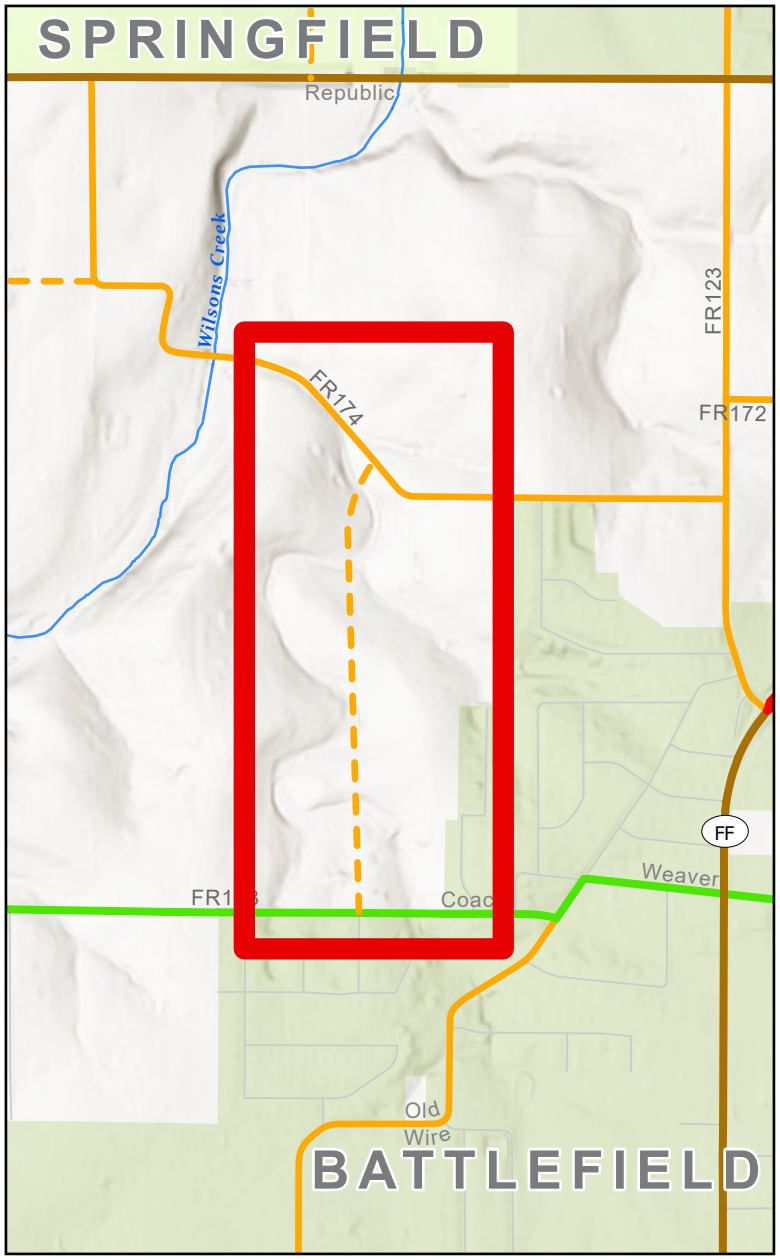
"Move to approve *Destination 2045* Amendment 1."

OR

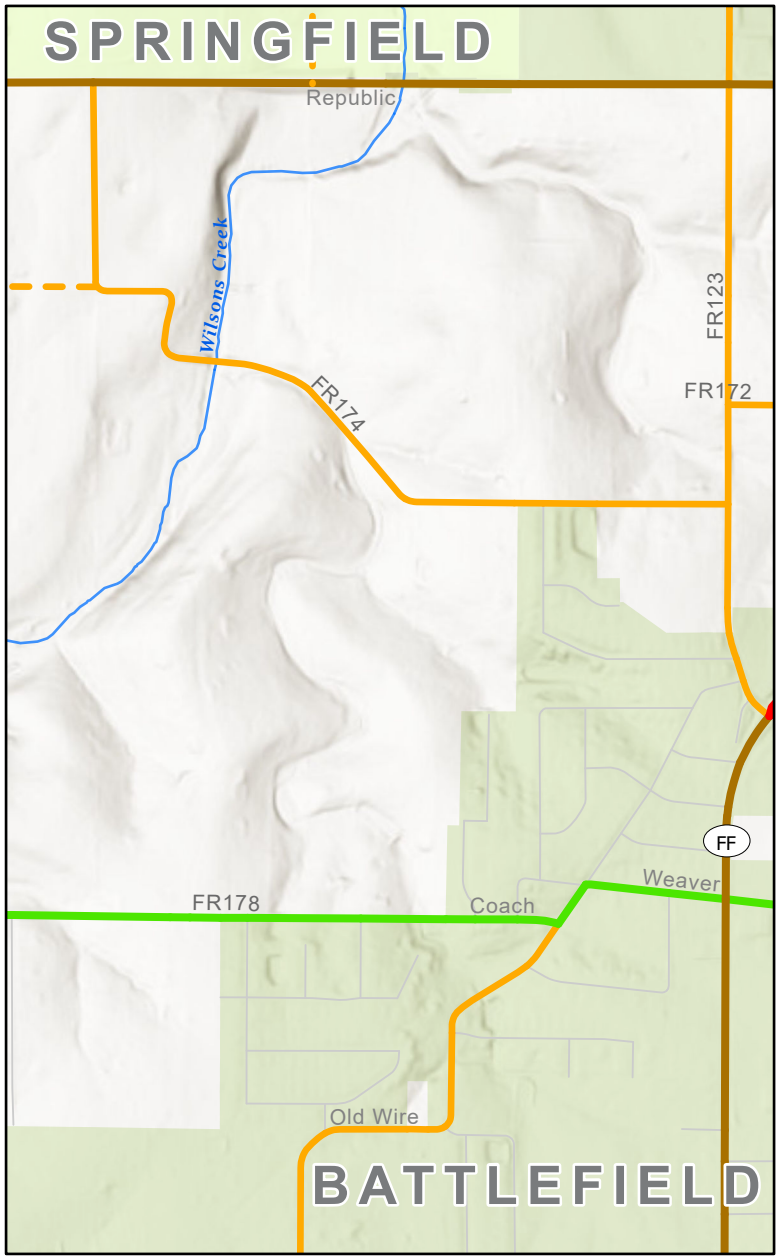
"Move to approve *Destination 2045* Amendment 1 with the following considerations…"

Major Thoroughfare Plan
Ozarks Transportation Organization

As Approved by the OTO Board of Directors
September 16, 2021



Proposed



Street Class
- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local

Proposed Roads
- Prposed Expressway
- Proposed Primary Arterial
- Proposed Secondary Arterial
- Proposed Collector
- Proposed Local

Boundaries
- Battlefield
- Fremont Hills
- Nixa
- Ozark
- Republic
- Springfield
- Strafford
- Willard
- OTO Study Area
- Wilson's Creek Nat'l Battlefield
- World Hillshade

N

Miles
0 0.1 0.2 0.4

County of GREENE State of Missouri

GREENE COUNTY HIGHWAY DEPARTMENT
2065 N CLIFTON, SPRINGFIELD, MO 65803
FAX (417) 831-5216
(417) 831-3591

BOB DIXON
Presiding Commissioner

RUSTY MACLACHLAN
Commissioner 1st District

JOHN C. RUSSELL
Commissioner 2nd District

RICK ARTMAN
Administrator

March 30, 2022

Attention: Natasha Longpine
Ozarks Transportation Organization
2208 W. Chesterfield St. #101
Springfield, MO 65807

RE: Proposed Amendment to Major Thoroughfare Plan
Farm Road 119 between FR 174 and FR 178

Ms. Longpine,

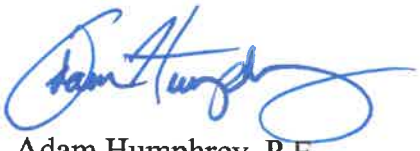
The Greene County Highway Department has recently proposed a change to our county's Major Thoroughfare Plan, which would eliminate a future collector route along Farm Road 119 between Farm Road 174 and Farm Road 178 west of the City of Battlefield. This proposed change has been recommended by our Highway Department staff, but will require the formal approval of the Greene County Planning and Zoning board before it would become effective.

The Planning and Zoning Board completed the first reading of this proposed Major Thoroughfare Plan (MTP) amendment at their last public hearing held on March 15, 2022. Typically, these proposed MTP amendments necessitate three (3) public hearings prior to a vote being taken by the Planning Board members. The final hearing date upon which we anticipate the board members will vote on this proposed MTP amendment would take place on Tuesday, May 17th.

In an effort to try and reduce the overall timeline for adoption of this proposed amendment, we are hereby requesting that the OTO Technical Planning Committee proceed with reviewing this matter concurrently while the Greene County Planning Board is in process of considering this change. If the OTO Technical Planning Committee and the OTO Board of Directors is favorable to adopting this proposed change to the Major Thoroughfare Plan, we would ask that OTO's final approval would ultimately be contingent upon Greene County's formal adoption of this change. This will help to ensure consistency between both the Greene County and the OTO Major Thoroughfare Plans throughout these concurrent approval processes.

Attached is a staff report identifying the specific details and our Highway Department's reasoning for recommending this proposed amendment. Thank you in advance for your staff's consideration of this agenda item request.

Sincerely,



Adam Humphrey, P.E.
Assistant Administrator
Greene County Highway Department

Amendment Request

Major Thoroughfare Plan

Roadway Data

Roadway Name: **FUTURE** Farm Road 119
From: Farm Rd 174 west of Farm Rd 123
To: Farm Rd 178 west of Hutchison Street in the City of Battlefield
Length (miles): 0.51
Number of Lanes: 2
Lane Width: 12 ft.

Amendment Requested and Justification

Current Classification: Collector

Requested Change: Remove the future collector route that is shown on the current Greene County Major Thoroughfare Plan.

Describe Process for Justification Approval:
Requires Planning and Zoning Board Approval

Date of Approval by Jurisdiction
Estimated date of March 2022

Please describe the history causing need for the amendment:
Greene County is recommending the removal of a future collector route (*future FR 119*) shown on the Greene County Major Thoroughfare Plan between FR 174 and FR 178 west of the City of Battlefield. Due to the platting of the large-lot subdivisions (*Butterfield Estates and Hidden Tree Subdivision*) without any right-of-way or easements reserved for the future roadway, we believe the MTP depiction should be removed. Any roadway network that may be built in the future will be developer driven and will consist of "local" connections.

What impacts would this amendment have on future ability to comply with the OTO MTP?
No future impacts on the ability to comply with OTO's Major Thoroughfare Plan are foreseen. If approved by the Planning Board, Greene County staff will recommend that the Ozarks Transportation Organization amend their Major Thoroughfare Plan to reflect this change.

Additional information you would like to include:
The depiction of a future collector route in this area tends to offer no improvement to the mobility of a driver to get to their destination. Given the large lot subdivisions platted and the construction of the existing upper scale homes on these lots, It will be cost prohibitive to the county (*and will likely involve condemnation*) to purchase necessary right-of-way and construct a collector status road with little if any benefit to the targeted user.

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM I.D.

Federal Functional Classification Change Request

Ozarks Transportation Organization
(Springfield, MO Area MPO)

CONSENT AGENDA DESCRIPTION:

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

The following information is a summary of the submitted application materials.
MoDOT has requested the following changes to the federal functional classification system. The application is included.

1) **Roadway Name –** Republic Street/Glenstone Avenue/OR 60 (Roundabout), from west of the EB US 60 off ramp to North of Glenstone roundabout
   Current Functional Classification – Primary Arterial
   Requested Functional Classification – Expressway
   Major Thoroughfare Plan – Primary Arterial/Expressway

   Reasoning – Construction of new roundabout and removal of EB on ramp changed how the Functional Classification connected in this area. These changes need to be made to maintain the continuity of the FC system.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 20, 2022, the Technical Planning Committee recommended the Board of Directors approve the Functional Classification Change request.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

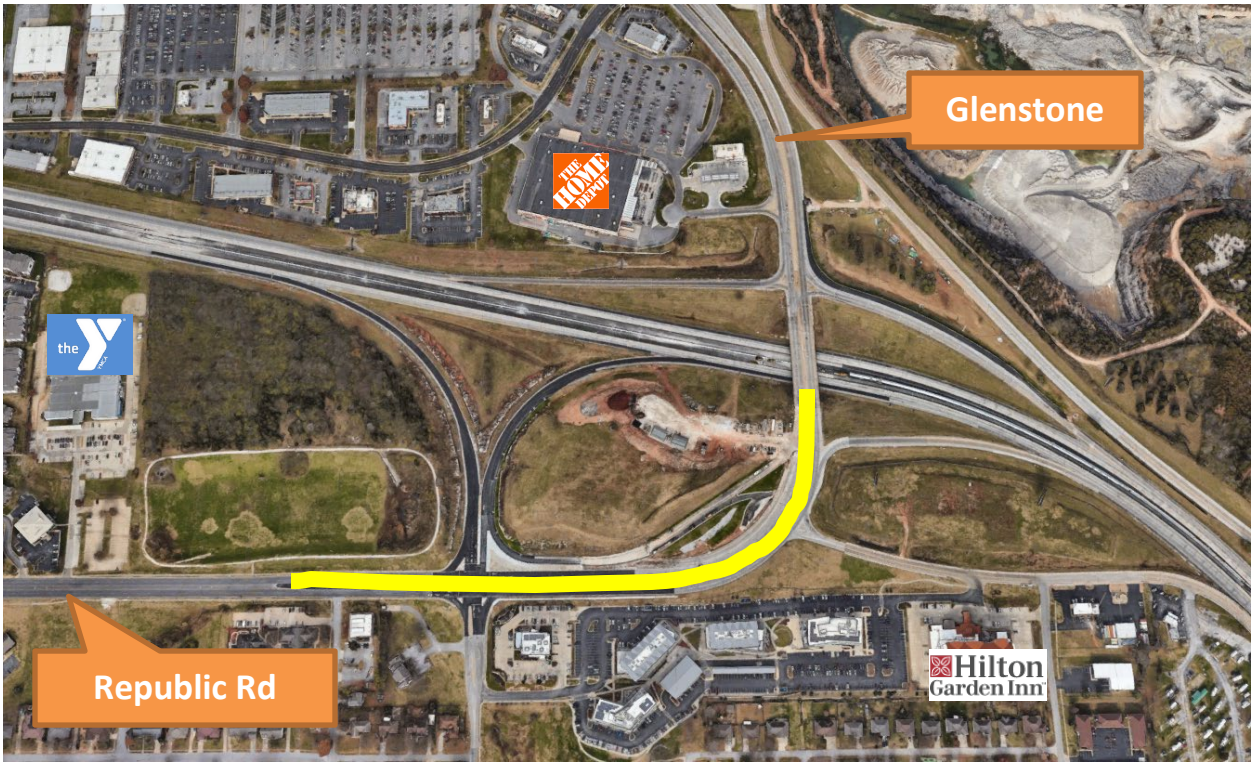
"Move to approve the Functional Classification Change request."

OR

"Move to approve the Functional Classification Change request with the following changes..."

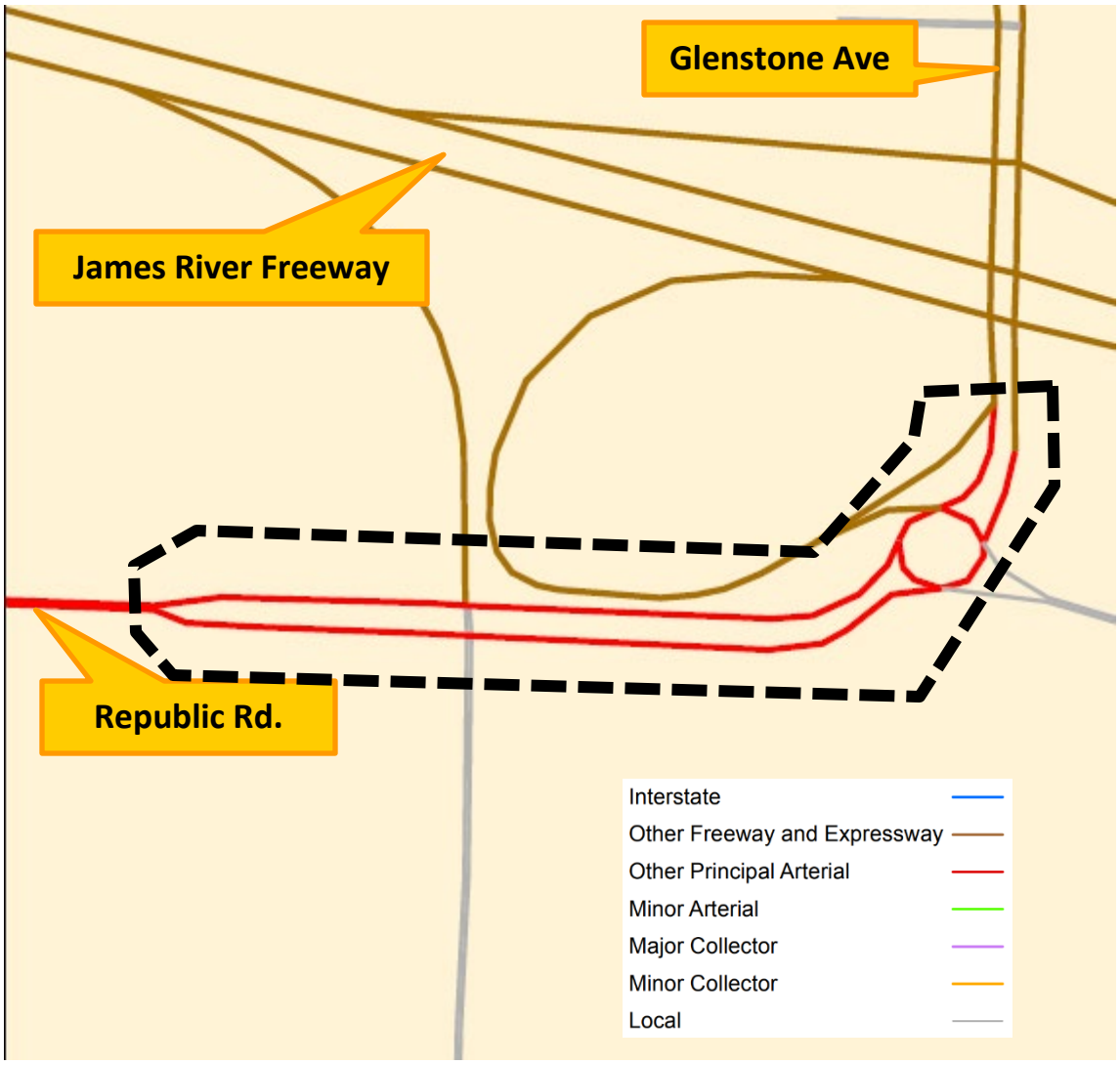
General Area

Springfield

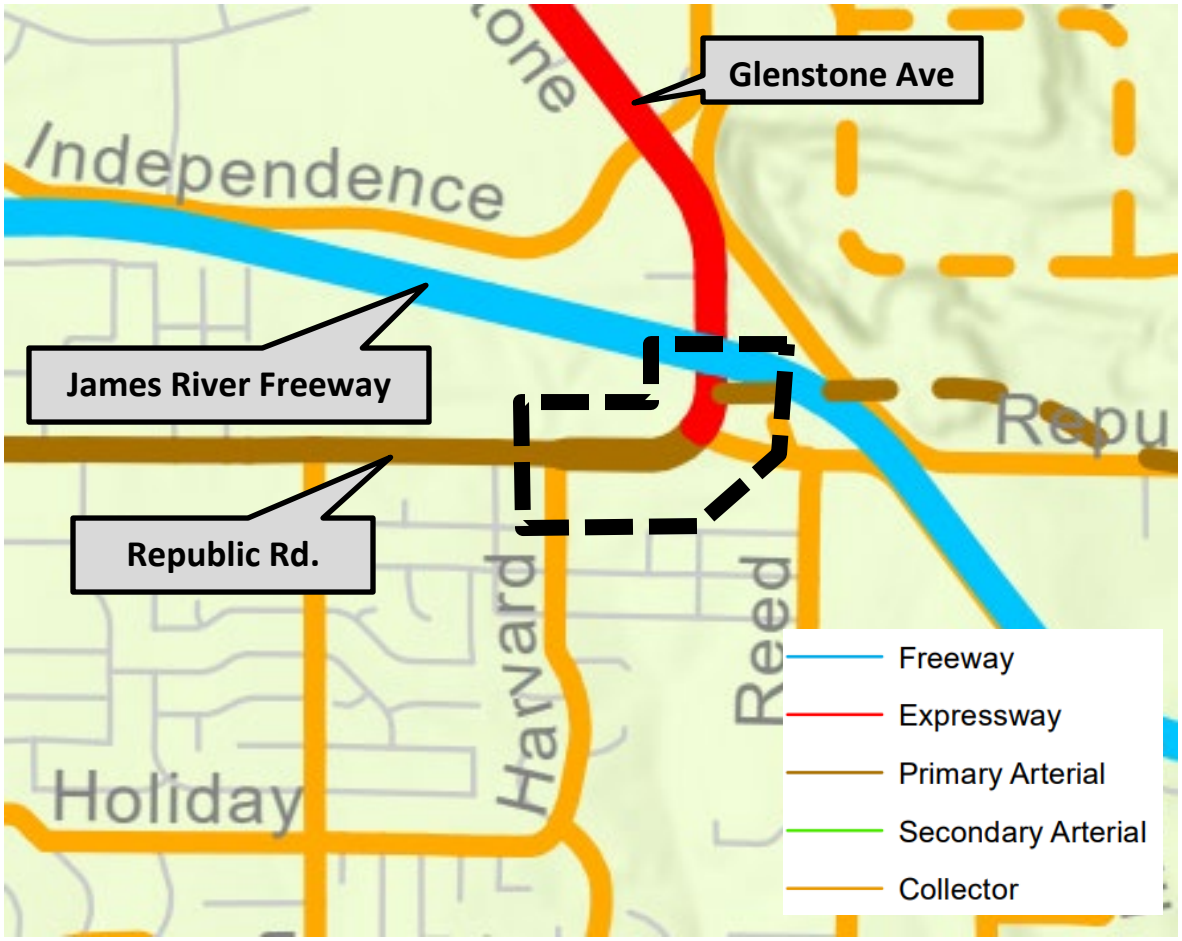


Current Federal Classification (*Current Use*)

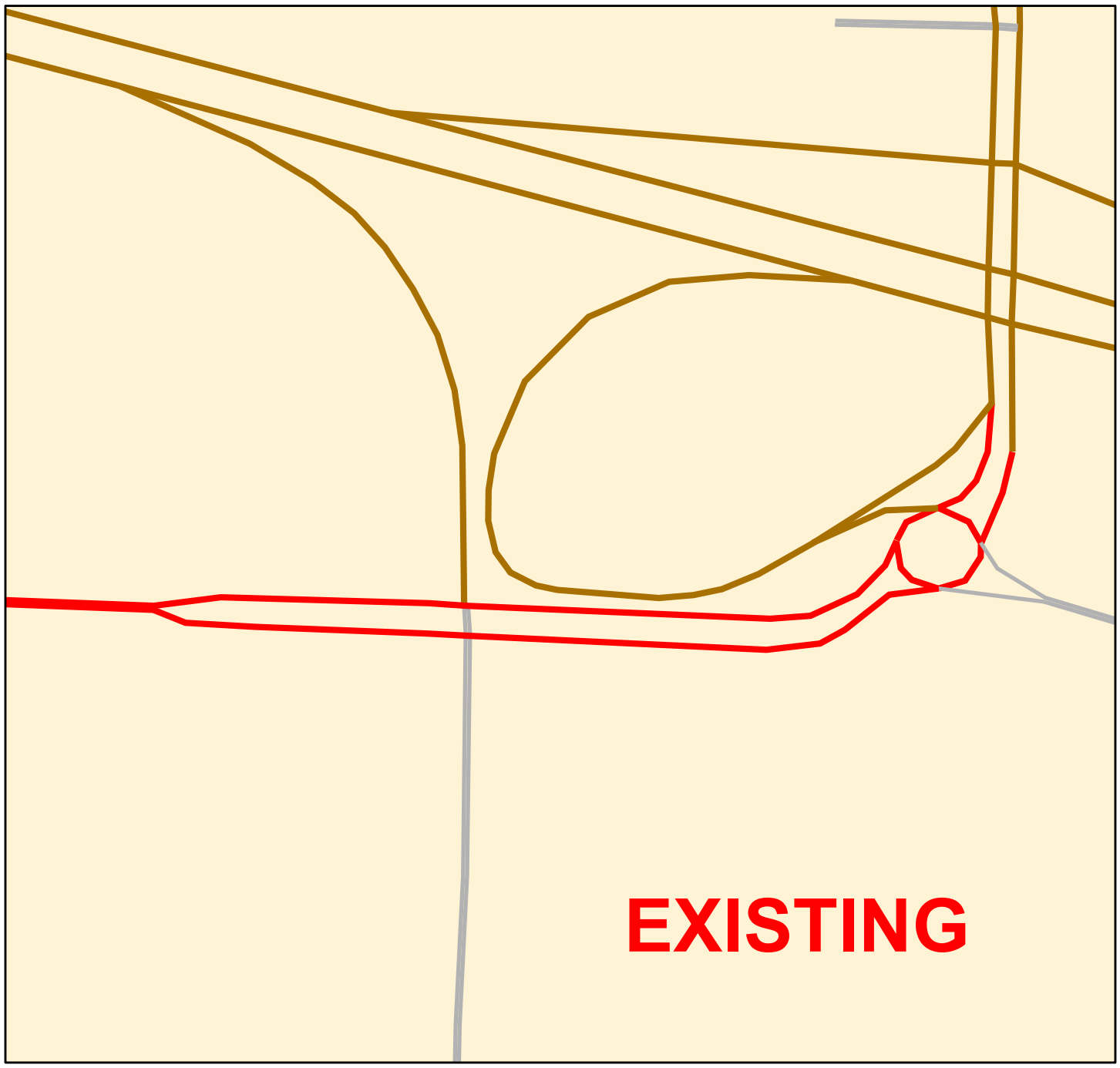
Springfield



Major Thoroughfare Plan - Proposed (Future Use)



Glenstone Avenue - Springfield
Functional Classification

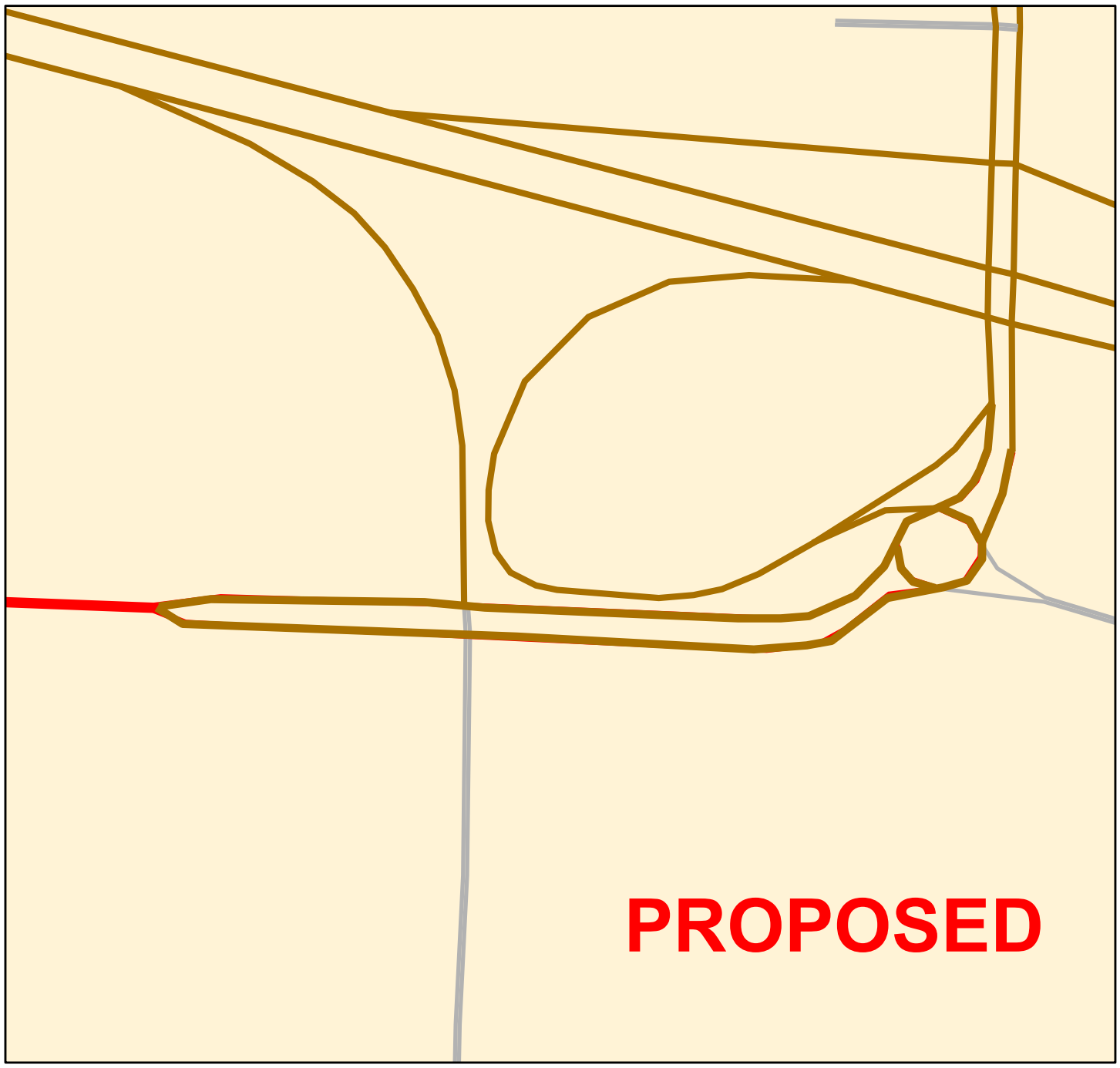


Functional Classification

- INTERSTATE
- FREEWAY
- EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- COLLECTOR
- MINOR COLLECTOR
- LOCAL

N
W
E
S

Glenstone Avenue - Springfield
Functional Classification



Functional Classification

- INTERSTATE
- FREEWAY
- EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- COLLECTOR
- MINOR COLLECTOR
- LOCAL

N
W
E
S

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application

Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to athomason@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact Andy Thomason at 865-3047 x 107 or athomason@ozarkstransportation.org.

Functional Reclassification Process

1. **Application**. A general call for applications will be made in December.
2. **Technical Committee.** The request will be heard at the December Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in January. If the request is approved, it will be forwarded to MoDOT and FHWA.
4. **FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date:	4/6/2022

Contact Information

Name:	Hanna Knopf
Title:	Transportation Planner
Agency:	MoDOT
Street Address:	3025 E Kearney St
City/State/Zip:	Springfield, MO 65803
Email:	Hanna.knopf@modot.mo.gov
Phone:	(417) 829-8035
Fax:	(417) 895-7610

Roadway Data

Roadway Name:	Republic Street/Glenstone Avenue/OR 60 (Roundabout)
Termini of Roadway	
From:	West of EB US 60 off ramp
To:	North of Glenstone roundabout
Length (miles):	0.37
Number of Lanes:	4
Lane Width:	12
Traffic Volume (AADT):	27,000

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

Existing

Classification Change

Type of Area:	Urban
Current Classification:	Primary Arterial
Requested Classification:	Expressway

Justification

Explain why the roadway classification should be revised.

Construction of new roundabout and removal of EB on ramp changed how the Functional Classification connected in this area. These changes need to be made to maintain the continuity of the FC system.

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

No.

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

N/A

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

No.

Additional information you would like to include.

TAB 2

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM II.A.

FY 2023 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 – OTO Committee Support
Task 3 – General Planning and Plan Implementation
Task 4 – Project Selection and Programming
Task 5 – Safe and Accessible Transportation Options (new task for FY 2023)
Task 6 – OTO Transit Planning
Task 7 – City Utilities Transit Planning (FTA 5307 funding for City Utilities)
Task 8 – Special Studies and Projects
Task 9 – Transportation Demand Management
Task 10 – MoDOT Transportation Studies and Data Collection

The UPWP contains the proposed budget for FY 2023 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 2022 and FY 2023 is shown below:

	FY 2022	Proposed FY 2023
OTO Consolidated FHWA/FTA PL Funds	$903,089	$889,575
Surface Transportation Block Funds	$156,800	$180,743
Local Jurisdiction Match Funds	$168,972	$148,773
In-Kind Match	$36,000	$36,000
MoDOT "Direct Costs"	$60,000	$82,806
Total OTO Revenue	$1,324,861	$1,337,897

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of $168,000. City Utilities is providing the local match in the amount of $42,000. The total budget amount for FY 2023 UPWP is $1,547,897.

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
- Long Range Transportation Plan Implementation
- FY 2024 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
- Statewide Transportation Improvement Program (STIP) Prioritization Process
- Congestion Management Process Implementation
- Special Transportation Studies
- Discretionary grant applications
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2023-2027 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance
- CRRSSA Trail Construction Project Administration
- Local Jurisdiction Project Administration as needed
- Data acquisition for grants, plans, and performance measures
- Aerial Photography files

UPWP SUBCOMMITTEE ACTION TAKEN:
The UPWP Subcommittee reviewed the draft FY 2023 UPWP at its March 22, 2022, meeting. 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 13, 2022, the Executive Committee recommended that the FY 2023 Unified Planning Work Program move forward through the approval process by the Technical Planning Committee and the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 20, 2022, the Technical Planning Committee recommended that the Board of Directors approve the FY 2023 Unified Planning Work Program.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve the FY 2023 Unified Planning Work Program."

OR

"Move to approve the FY 2023 Unified Planning Work Program with the following changes…"

Unified Planning Work Program

Fiscal Year 2023

(July 1, 2022 – June 30, 2023)

Adopted by the OTO Board of Directors:

Approved by USDOT:

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 2022 UPWP, as amended –
https://media.ozarkstransportation.org/documents/AdminMod1UPWP10012021Revised.pdf
Public Participation Plan - https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf

Public Participation Plan Annual Evaluation - https://media.ozarkstransportation.org/documents/PPP-2020-evaluation.pdf

Transportation Plan 2045 -
https://media.ozarkstransportation.org/documents/ApprovedDestination2045_09162021.pdf

Regional Bicycle and Pedestrian Trail Investment Study
https://media.ozarkstransportation.org/documents/Towards-A-Regional-Trail-System.pdf
https://media.ozarkstransportation.org/documents/OTO_Trail_Investment_Study_Complete.pdf
https://media.ozarkstransportation.org/documents/OTO_TIS_Nixa_Addendum.pdf

Bylaws - https://www.ozarkstransportation.org/our-resources/policies

Title VI Program - 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 - https://media.ozarkstransportation.org/documents/CY20-Report.pdf

State of Transportation Report – https://media.ozarkstransporation.org/documents/State-of-Transportation-and-Infographic-2020.pdf

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

FY 2022-2025Transportation Improvement Program and Amendments - https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program

Annual Listing of Obligated Projects - https://media.ozarkstransportation.org/documents/ALOPReport08312021.pdf

Federal Funds Balance Report - https://media.ozarkstransportation.org/documents/FundsBalanceReport12082021.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 2023 (July 2022 - June 2023). 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.

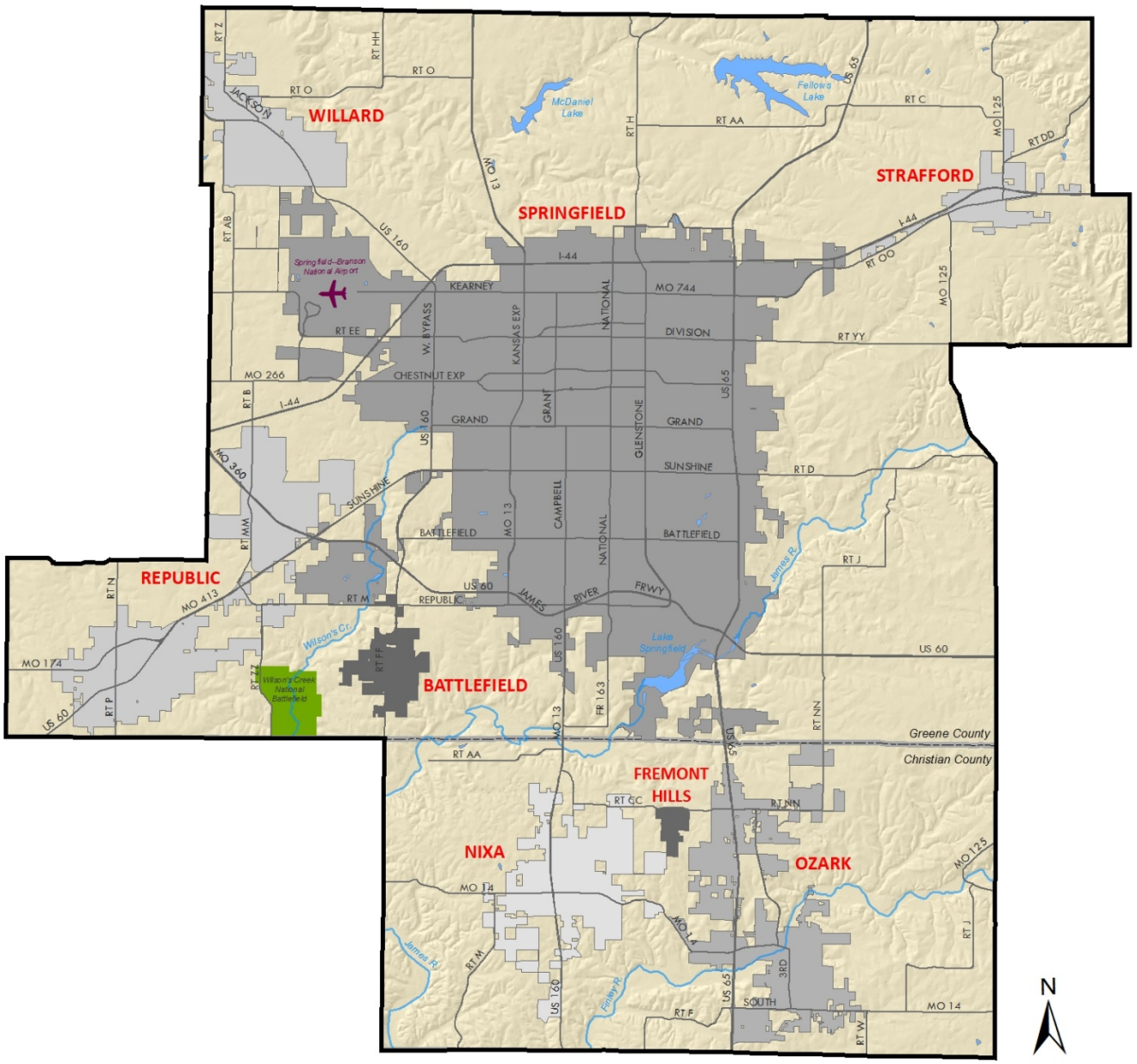
In addition, the planning process shall include developing the long-range transportation plan and transportation improvement program (TIP) through a performance-driven, outcome-based approach to planning for the metropolitan area.

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 – Safe & Accessible Transportation Options		■	■	■	■	■				
Task 6 – OTO Transit Planning				■		■	■		■	
Task 7 – CU Transit Planning		■	■	■	■	■	■	■	■	
Task 8 – Ad Hoc Studies & Projects	■			■	■	■				■
Task 9 – Operations & Demand Management	■	■		■	■	■	■		■	■
Task 10 – MoDOT Studies & Data Collection		■					■	■	■	

The OTO also considered the 2021 Planning Emphasis Areas in the development of the FY 2023 UPWP. The Planning Emphasis Areas alignment with the UPWP work program is shown below.

2021 Planning Emphasis Areas / UPWP Tasks	1. Transition to a Clean Energy, Resilient Future	2. Equity and Justice40 in Transportation Planning	3. Complete Streets	4. Public Involvement	5. STRAHNET/DOD Coordination	6. FLMA Coordination	7. Planning and Environment Linkages	8. Data in Transportation Planning
Task 1 – General Administration								
Task 2 – Coordination & Public Engagement		■		■			■	
Task 3 – Planning & Implementation	■				■	■	■	■
Task 4 – Project Selection & Programming			■				■	
Task 5 – Safe & Accessible Transportation Options	■		■				■	
Task 6 – OTO Transit Planning	■	■	■					
Task 7 – CU Transit Planning	■	■	■					
Task 8 – Ad Hoc Studies & Projects				■				■
Task 9 – Operations & Demand Management								■
Task 10 – MoDOT Studies & Data Collection								■



Ozarks Transportation Organization Metropolitan Planning Area

Approved by the Governor of Missouri 2/8/2002

Legend

- Airport
- Major Road
- River
- Lake
- City Limits
- National Park
- OTO Study Area

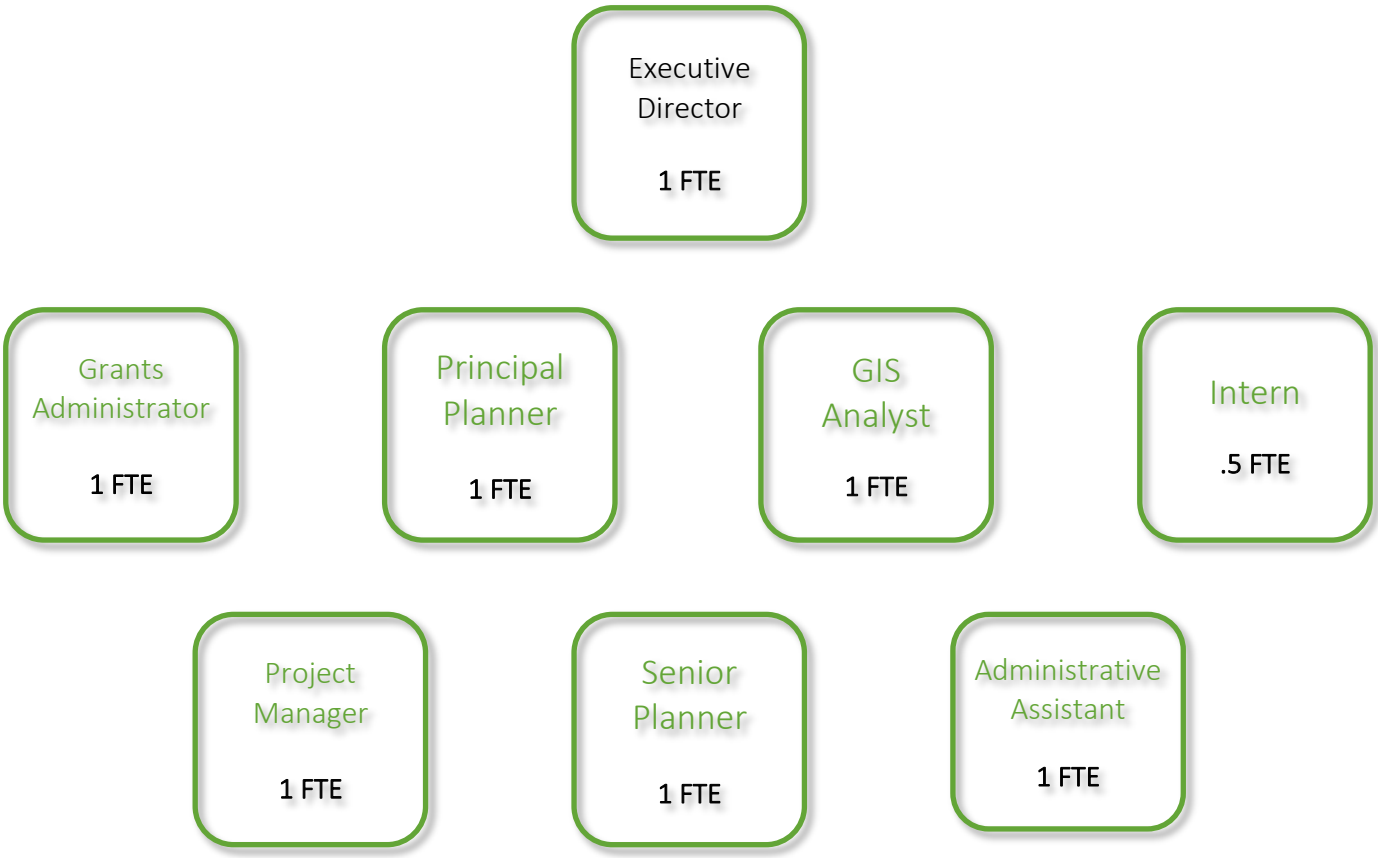
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DISCLAIMER
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the FederalTransit 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

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

The OTO has adapted the planning process throughout the COVID-19 pandemic. The OTO overcame logistical challenges by incorporating virtual tools and conducting hybrid meetings. These changes have received positive feedback and will continue to be a tool used for broader participation. OTO has stayed on mission and continued advancing the planning process and cooperative decision-making. The region is continuing its work towards a more multi-modal, aesthetically pleasing transportation system, but it continues to struggle with funding challenges. In addition to COVID-19, the OTO planning partners are focused on ways to fund the transportation system with the threat of increased inflation in the upcoming transportation planning program and statewide transportation planning program.

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 2023 will also continue to implement the recommendations contained within *Destination 2045 (adopted in 2021)*, as well as the *Regional Bicycle and Pedestrian Trail Investment Study*. Work products include studies and the ongoing effort to pursue discretionary funding for the region.

The OTO continues to implement Planning and Environmental Linkages (PEL) into the planning processes. PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process.

OTO will also continue to embrace the new tools that have become available and necessary over the past couple years. The future may be unpredictable, but by maintaining a quality planning process, the region can be resilient in the face of uncertainty. The region stands ready to utilize additional transportation investment as it becomes available to the region.

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 2022 UPWP Year-End Report, which will be incorporated upon completion in July 2022.

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 1 – General Administration	**$198,718**		
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*
Task 2 – Coordination and Public Engagement	**$306,641**		
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*
Task 3 – Planning and Implementation	**$280,672**		
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 Transition to a Clean Energy, Resilient Future			
3.9 Demographic and Geographic Data Management		*OTO*	*Yes*
3.10 Support for Jurisdictions' Plans		*OTO*	*No*
3.11 Aerial Photography		*OTO*	*Yes*
3.12 Strategic Highway Network (STAHNET) Planning		*OTO*	*No*
3.13 Federal Land Management Agency (FLMA) Coordination		*OTO*	*No*
Task 4 – Project Selection and Programming	**$101,139**		
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
Task 5 – Safe and Accessible Transportation Options	$50,000	OTO	
5.1 Transportation Options Best Practices		*OTO*	*No*
5.2 Jurisdiction Project Planning		*OTO*	*No*
5.3 Complete Streets		*OTO*	*No*
5.4 Pedestrian Transportation		*OTO*	*No*
5.5 Van Pool Program		*OTO*	*No*
5.6 Planning and Environment Linkages (PEL)		*OTO*	*No*
Task 6 – OTO Transit Planning	$48,534		
6.1 Operational Planning		*OTO*	*No*
6.2 Transit Coordination Plan and Implementation		*OTO*	*No*
6.3 Program Management Plan Implementation		*OTO*	*No*
6.4 Data Collection and Analysis		*OTO*	*No*
6.5 Community Support		*OTO*	*No*
6.6 ADA/Title VI Appeal Process		*OTO*	*No*
6.7 CU Transit Fixed Route Analysis Coordination		*OTO*	*No*
Task 7 – CU Transit Planning	$210,000		
7.1 Operational Planning		*City Utilities*	*No*
7.2 ADA Accessibility Planning		*City Utilities*	*No*
7.3 Transit Fixed Route/Regional Service Analysis Imp.		*City Utilities*	*No*
7.4 Service Planning		*City Utilities*	*No*
7.5 Financial Planning		*City Utilities*	*No*
7.6 Competitive Contract Planning		*City Utilities*	*No*
7.7 Safety, Security, and Drug/Alcohol Control Planning		*City Utilities*	*No*
7.8 Transit Coordination Plan Implementation		*City Utilities*	*No*
7.9 Program Management Plan Implementation		*City Utilities*	*No*
7.10 Data Collection and Analysis		*City Utilities*	*No*
7.11 Transit Fixed Route Analysis		*City Utilities*	*Yes*
Task 8 – Ad Hoc Studies and Projects	$222,530		
8.1 Route FF through Battlefield Study		*OTO*	*Yes*
8.2 Transportation Consultant/Modeling Services		*OTO*	*Yes*
8.3 Grant Applications		*OTO*	*Potentially*
8.4 Other Studies in Accordance with LRTP		*OTO*	*Potentially*
8.5 Administration of CRRSSA Funded Projects		*OTO*	*No*
8.6 Administration of Local Jurisdiction Projects		*OTO*	*No*
Task 9 – Operations and Demand Management	$46,857		
9.1 Traffic Incident Management Planning		*OTO*	*No*
9.2 Intelligent Transportation Systems Coordination		*OTO*	*No*
9.3 Travel Sensing and Travel Time Services		*OTO/Springfield/MoDOT*	*Yes*
9.4 Coordinate Employer Outreach Activities		*OTO/Springfield*	*No*
9.5 Collect & Analyze Data to Determine Potential Demand		*OTO*	*No*
Task 10 – MoDOT Studies and Data Collection	$82,806		
10.1 MoDOT Transportation Studies and Data Collection		*MoDOT SW*	*No*
TOTAL	$1,547,897		

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 2022 to June 2023

- 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 2022 to December 2022

- Conduct an annual, and if necessary, single audit of FY 2022 and report to Board of Directors
- Implement measures as suggested by audit

1.3 Unified Planning Work Program

Timeframe – July 2022 to June 2023

- Amendments to the FY 2023 UPWP as necessary
- Development of the FY 2024 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 2022 to June 2023

- 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 2022 to June 2023

- 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 to maintain a professional staff with necessary talent skills, and capacity
- Payroll and benefits administration

1.6 Electronic Support for OTO Operations

Timeframe – July 2022 to June 2023

- 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 2022 to June 2023

- Continue to 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

- Implementation of the FY 2023 UPWP
- Regular reimbursement requests and quarterly progress reports
- FY 2022 Year-End Report
- Adoption of the FY 2024 UPWP and execution of associated agreements
- Financial reporting to the Board of Directors

- FY 2022 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 inter-local agreements and contracts as needed
- Continued grant administration of multiple DOT Grants

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Quarterly progress reports, payment requests and year-end report for FY 2021
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY 2021 Financial Statement Audit
- FY 2022 UPWP amendments and administrative modifications as needed through June 2022
- FY 2023 UPWP development and approval
- Conferences and training for staff
- Monthly website maintenance and associated updates
- Employment management
- Social media engagement
- Legal services and contracts
- Procurement Manual revision
- Cash Management Plan
- Financial Control Manual revision
- Bylaw Amendment
- Updated Continuity of Operations Plan
- Enhanced ability to manage multiple DOT Grants
- Addressed items contained in 2021 joint FHWA and FTA federal certification review of the MPO Planning Process

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 2022 to June 2023

- 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 2022 to June 2023

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

2.3 Public Involvement

Timeframe – July 2022 to June 2023

- 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.
- Integrating Virtual Public Involvement tools into the public involvement process

2.4 Civil Rights Compliance

Timeframe – July 2022 to June 2023

- 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 2022 to June 2023

- 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
- Public Input for Ad Hoc Studies and Administered Projects
- Integration of Virtual Public Involvement Tools

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Meetings, agendas, and minutes for OTO Board of Directors, Committees, and Subcommittees
- Document meeting attendance for in-kind reporting
- Community committee participation
- Annual PPP Evaluation
- Management of public input
- DBE and Title VI reports submitted to MoDOT
- Created Civil Rights and Title VI page on OTO website
- Public Input Websites for the North Highway 13 Study and 2022 I-44 INFRA Grant Application
- Public meetings conducted for the North Highway 13 Study, 2022 I-44 INFRA Discretionary Grant Application, and 2022 Highway MM RAISE Discretionary Grant Application

Task 3 – Planning and Implementation

Purpose

Short-and long-range planning activities supporting a multimodal transportation system, supported with best practices, latest available data. Providing for a performance-driven and outcome-based planning process.

Work Elements

3.1 Long Range Transportation Plan

Timeframe – July 2022 to June 2023

- Incorporating *Destination 2045* guidance in the planning process
- Process amendments to the long range transportation plan and the Major Thoroughfare Plan
- Continue to integrate Planning and Environmental Linkages (PEL) into the planning process to include data on natural, cultural, and community resources as well as environmental justice demographics
- Implementation of action items and status summary

3.2 Performance Measures

Timeframe – July 2022 to June 2023

- 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 2022 to June 2023

- 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
- Continue to integrate Planning and Environmental Linkages (PEL) into the CMP Process
- Produce CMP update

3.4 Federal Function Classification Maintenance and Updates

Timeframe – July 2022 to June 2023

- Annual call for updates
- Facilitate change requests as necessary

3.5 Active Transportation Planning and Implementation

Timeframe – July 2022 to June 2023

- Implement strategies for active transportation as identified in OTO bicycle and pedestrian plans, including *Towards A Regional Trail System*, *Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure*, and Regional Bicycle and Pedestrian Trail Investment Study.
- Coordinate and monitor regional activities through the Bicycle and Pedestrian Advisory Committee
- 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 2022 to June 2023

- Participate in MoDOT freight planning efforts, including the implementation of 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 2022 to June 2023

- 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

3.8 Transition to a Clean Energy, Resilient Future

- Review Alternative Fuel Corridor status and support electric vehicle charging implementation efforts
- Work with MoDOT and planning partners to identify the barriers to and opportunities for deployment of fueling and charging infrastructure
- Continued planning process incorporation of alternative modes of transportation

3.9 Demographic and Geographic Data Management

Timeframe – July 2022 to June 2023

- 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
- Continued maintenance of equity data and mapping to incorporate into the planning process
- 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
- Data acquisition for grants, plans, and performance measures
- Development of data sharing policy for OTO acquired data
- GIS license maintenance

3.10 Support for Jurisdictions' Plans

Timeframe – July 2021 to June 2023

- 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

3.11 Aerial Photography

- Cooperatively purchase Arial Photography with the City of Springfield, City Utilities, and other local jurisdictions. OTO pays a flat fee of the overall expected cost of $305,748. 100% of the OTO portion will be used for regional transportation planning.

- Review of the STRAHNET system to identify routes in the OTO boundary

3.13 Federal Land Management Agency (FLMA) Coordination

- Continued coordination through the planning process with the FLMA representatives in the MPO area

Anticipated Outcomes

- Amendments to the LRTP as necessary
- Performance target updates
- Annual call for updates to the Federal Functional Classification System and other updates as requested
- Congestion Monitoring Report
- 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
- Continued air quality attainment status monitoring
- Report on growth trends and other relevant demographics
- GIS maintenance and mapping, including transportation data
- OTO data sharing policy
- Travel demand model updates as needed and associated model runs
- Aerial Photography files received
- Review of STRAHNET system
- FMLA Coordination
- Other projects as needed

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- *Adopted Destination 2045*
- *Transportation Plan 2040* amendment
- Performance target updates
- Annual State of Transportation Report
- Updated TPM Agreement
- Adoption of performance targets per the adopted Transportation Performance Measure (TPM) Agreement
- Annual Federal Functional Classification call for projects
- Federal Functional Classification update requests
- Bike/Ped Implementation Report
- Towards A Regional Trail System
- Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure (On the Path to Connected Pedestrian and Bicycle Networks)
- System Performance Report
- Participation in Ozarks Clean Air Alliance
- GIS maintenance and mapping

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 2022 to June 2023

- 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 2023-2026 Transportation Improvement Program
- Develop and draft FY 2024-2027 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 2022 to June 2023

- 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 2022 to June 2023

- 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 2023-2026 Transportation Improvement Program
- Development of the draft FY 2024-2027 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 2022 year-end report, which will be incorporated upon completion in July 2022.

- Amendments and Administrative Modifications to the FY 2021-2022 Transportation Improvement Program
- Draft FY 2023-2026 Transportation Improvement Program
- New Online TIP database procurement and implementation
- Semiannual Federal Funds Balance Reports
- Annual Listing of Obligated Projects
- MoDOT STIP Prioritization

Task 5 – Safe and Accessible Transportation Options

Purpose

Incorporate planning processes that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The OTO currently works towards safe and accessible transportation options as demonstrated by work tasks throughout the UPWP. This section contains additional tasks for developing safe and accessible transportation options. This task is utilizing the 2.5% ($14,541) set aside of Safe and Accessible Transportation Options Planning funds for the OTO.

Work Elements

5.1 Transportation Options Best Practices

- Research best practices around active transportation, complete streets, and mobility options, as well as provide support as needed to member jurisdictions on these topics.

5.2 Jurisdiction Project Planning

- Work with member jurisdictions to identify project elements to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

5.3 Complete Streets

- Maintain complete streets toolbox

5.4 Pedestrian Transportation

- Distribute trail ordinance to member jurisdictions
- Maintain OTO Trail dashboard and work to fill in gaps
- Completion of a safety analysis of bicycle and pedestrian crashes throughout the OTO area
- Develop and maintain pedestrian crash maps

5.5 Van Pool Program

- Research potential for van pool program in area
- Work with possible major employers to see feasibility at employer locations

5.6 Planning and Environment Linkages (PEL)

- Coordinate with Ozark Greenways and other regional planning partners to incorporate PEL in the planning process

Anticipated Outcomes

- Trail ordinance distributed to member jurisdictions
- Trail dashboard update
- Bicycle and Pedestrian Safety Analysis
- Complete Streets Toolbox
- Van Pool Program Development (multi-year process)

Task 6 – 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

6.1 Operational Planning

Timeframe – July 2022 to June 2023

- 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
- Develop OTO Section 5310 Human Services Program Administration

6.2 Transit Coordination Plan and Implementation

Timeframe – July 2022 to June 2023

- Transit Coordination Plan Implementation with one-page report on status of action items
- 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

6.3 Program Management Plan Implementation

Timeframe – July 2022 to June 2023

- Continue to implement the Program Management Plan
- Conduct call for projects for Section 5310 funding
- Update Program Management Plan for OTO Section 5310 Human Services Vehicle program administration

6.4 Data Collection and Analysis

Timeframe – July 2022 to June 2023

- 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

6.5 Community Support

Timeframe – July 2022 to June 2023

- 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

6.6 ADA/Title VI Appeal Process

Timeframe – July 2022 to June 2023

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

6.7 CU Transit Fixed Route Analysis Coordination

- OTO staff assistance on CU Transit Fixed Route Analysis
- Attend Transit Fixed Route Analysis Committee meetings

Anticipated Outcomes

- Transit agency coordination
- 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
- Updated Program Management Plan to include OTO Section 5310 program administration
- CU Transit Fixed Route Analysis assistance

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- LCBT meetings, agendas, and minutes
- Transit agency coordination
- Let's Go Smart Transportation Collaborative participation
- Adoption of Transit Coordination Plan
- Research and planning for OTO FTA 5310 program administration

Task 7 – 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

7.1 Operational Planning

Timeframe – July 2022 to June 2023

- 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)

7.2 ADA Accessibility Planning

Timeframe – July 2022 to June 2023

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

7.3 Transit Fixed Route/Regional Service Analysis Implementation

Timeframe – July 2022 to June 2023

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

7.4 Service Planning

Timeframe – July 2022 to June 2023

- 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

7.5 Financial Planning

Timeframe – July 2022 to June 2023

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

7.6 Competitive Contract Planning

Timeframe – July 2022 to June 2023

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

7.7 Safety, Security, and Drug/Alcohol Control Planning

Timeframe – July 2022 to June 2023

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

7.8 Transit Coordination Plan Implementation

Timeframe – July 2022 to June 2023

- 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

7.9 Program Management Plan Implementation

Timeframe – July 2022 to June 2023

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

7.10 Data Collection and Analysis

Timeframe – July 2022 to June 2023

- 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

7.11 Transit Fixed Route Analysis

- Analysis of the current fixed route system in order to recommend the most appropriate route structure of the current system as well as system expansion given budget restrictions.

Anticipated Outcomes

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

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- 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

Task 8 – 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

8.1 Route FF through Battlefield Study

Timeframe – July 2022 to June 2023

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

8.2 Transportation Consultant/Modeling Services

Timeframe – July 2022 to June 2023

- 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
- Benefit cost analysis and grant data services

8.3 Grant Applications

Timeframe – July 2022 to June 2023

- 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
- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning

8.4 Other Studies in Accordance with LRTP

Timeframe – July 2022 to June 2023

- Studies requested by member jurisdictions to examine traffic, parking, safety, walkability or land use
- Manage and fund studies to assist jurisdictions with the Planning and Environmental Linkages (PEL) process

8.5 Administration of CRRSSA funded projects

Timeframe – July 2022 to June 2023

- Identify, plan and develop consultant procurement and contract to oversee selected project construction.
- Oversee multi-year consultant contract of Chadwick Flyer III Trail resulting in project completion.

8.6 Administration of Local Jurisdiction Projects

- Oversee the project administration of local jurisdiction projects as needed

Anticipated Outcomes

- Grant applications and support letters as requested
- Travel demand model scenarios as requested
- Other studies as requested
- CRRSA funded projects construction oversight FY23/24
- Project administration
- Route FF through Battlefield Study completed

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- Continued support for area comprehensive plan updates
- Grant application review and support letters
- Reviewed RAISE Grant/INFRA Grant opportunities
- 2022 I-44 INFRA Discretionary Grant application submitted
- 2022 Highway MM RAISE Discretionary Grant submitted
- Chadwick Flyer Bridge Study completed
- North Highway 13 Study completed
- CRRSA funded project planned and contracts in place to begin project

Task 9 – Operations and Demand Management

Purpose

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

Work Elements

9.1 Traffic Incident Management Planning

Timeframe – July 2022 to June 2023

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

9.2 Intelligent Transportation Systems Coordination

Timeframe – July 2022 to June 2023

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

9.3 Travel Sensing and Travel Time Services

Timeframe – July 2022 to June 2023

- Ongoing maintenance of Wi-Fi travel time units

9.4 Coordinate Employer Outreach Activities

Timeframe – July 2022 to June 2023

- 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
- Rideshare Program outreach

9.5 Collect and Analyze Data to Determine Potential Rideshare Demand

Timeframe – July 2022 to June 2023

- 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

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2022 year-end report, which will be incorporated upon completion in July 2022.

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities
- Updated and published Rideshare Brochure

Task 10 – 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

10.1 MoDOT Transportation Studies and Data Collection

Timeframe – July 2022 to June 2023

- 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	$ 79,584	$ 57,770	$ 9,287	$ 146,641	5%	$ 7,332
Intermediate Traffic Study Specialist	$ 58,058	$ 42,144	$ 6,775	$ 106,978	30%	$ 32,093
Senior Traffic Study Specialist	$ 62,500	$ 45,369	$ 7,294	$ 115,163	20%	$ 23,033
Senior Traffic Study Specialist	$ 62,500	$ 45,369	$ 7,294	$ 115,163	5%	$ 5,758
Intermediate Information Systems Technologist	$ 52,789	$ 38,320	$ 6,160	$ 97,269	15%	$ 14,590
Total						$ 82,806

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 2022 year-end report, which will be incorporated upon completion in July 2022.

- 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 & Equipment Over $5,000
- Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2023
- Budgeted Revenue for Actual Costs FY 2023
- Total Available Revenue for FY 2023 UPWP Work Activities
- Appendix A – FY 2023 UPWP Budget

Expenditure Summary by Work Task

	Local Funding			Federal Funding				
Task	**Local Match 14.7219100%**	**City Utilities**	**In-Kind 2.868318%**	**CPG 70.87730%**	**STBG 14.40079%**	**5307**	**Total**	**Percent (%)**
1	$ 32,144	$ -	$ -	$ 166,574	$ -	$ -	$ 198,718	13.56%
2	$ 13,601	$ -	$ 36,000	$ 257,040	$ -	$ -	$ 306,641	20.93%
3	$ 45,400	$ -	$ -	$ 235,272	$ -	$ -	$ 280,672	19.16%
4	$ 16,360	$ -	$ -	$ 84,779	$ -	$ -	$ 101,139	6.90%
5	$ 7,361	$ -	$ -	$ 42,639	$ -	$ -	$ 50,000	3.41%
6	$ 7,851	$ -	$ -	$ 40,683	$ -	$ -	$ 48,534	3.31%
7	$ -	$ 42,000	$ -	$ -	$ -	$ 168,000	$ 210,000	14.33%
8	$ 35,995	$ -	$ -	$ 5,792	$180,743	$ -	$ 222,530	15.19%
9	$ 7,579	$ -	$ -	$ 39,278	$ -	$ -	$ 46,857	3.20%
TOTAL	**$ 166,291**	**$ 42,000**	**$ 36,000**	**$ 872,057**	**$ 180,743**	**$ 168,000**	**$ 1,465,091**	**100.00%**
10	Value of MoDOT "Direct Cost"						$ 82,806	
Total of Transportation Planning Work							**$ 1,547,897**	

Anticipated Contracts by Cost & Equipment Over $5,000

Cost Category	**Budgeted Amount FY 2023**	**Equipment Purchase**
Aerial Photography	$ 25,000	No
Building Lease	$ 54,060	No
Cleaning Services	$ 4,500	No
Copy Machine Purchase	$ 12,500	Yes
Data Acquisition	$ 21,000	No
Data Storage	$ 4,800	No
Insurance (Directors & Officers, Errors & Omissions, Professional Liability, Workers Compensation)	$ 10,700	No
IT Managed Services	$ 14,000	No
Maintenance	$ 2,000	No
Online TIP Tool	$ 15,228	No
Payroll Services/Cafeteria Plan Administration	$ 4,000	No
Professional Services for Operations (Accounting, Audit, HR, Legal)	$ 55,000	No
Trail Counters	$ 5,000	Yes
Transportation Consultant/Modeling Services	$ 100,000	No
Travel Demand Model Update	$ 15,000	No
Travel Sensing	$ 2,500	No
Webhosting	$ 4,000	No

Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2023

Estimated Actual Costs of Tasks 1-9	$	1,465,091
Minus City Utilities Transit (FTA 5307 Funding)	$	(210,000)
Actual Total Ozarks Transportation Organization Expenditures	$	1,255,091
PLUS, Value of Task 9 MoDOT Direct Costs Credit	$	82,806
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	$	1,337,897
Federal Pro-Rata share		80%
Federal CPG and STBG Funding Eligible	**$**	**1,070,318**

Budgeted Revenue for Actual Costs FY 2023

Ozarks Transportation Organization Revenue		**Total Amount Budgeted**
Federal CPG Funding Eligible	$	889,575
Surface Transportation Block Grant	$	180,743
Local Match to be Provided	$	148,773
Value of In-Kind Match	$	36,000
MoDOT Direct Costs	$	82,806
Total OTO Revenue	**$**	**1,337,897**

Total Available Federal Revenue for FY 2023 UPWP Work Activities

OTO CPG Fund Balance as of 1/31/2022 (includes FY 2022 estimated allocation)*		$1,407,240.08
Less Remaining Expenses to be Billed for FY 2022		($348,418.00)
PLUS FY 2023 CPG Expected Allocation**		$728,408.00
TOTAL Estimated CPG Funds Available for FY 2023 UPWP		**$1,787,230.08**
LESS CPG Funds Programmed for FY 2023	$	(889,575)
Remaining Unprogrammed Balance		**$897,655.48**

*Previously allocated, but unspent CPG Funds through 1/31/2022.

Justification for Carryover Balance

The projected carryover balance of $897,655 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

	FY 2023 Jul '22 - Jun 23
Ordinary Revenue/Expenditures	
Revenue	
Other Types of Income	
In-Kind Match, Donated Direct Cost	$ 118,806
Total Other Types of Income	$ 118,806
OTO Revenue	
Consolidated Planning Grant (CPG) FHWA & FTA	$ 889,575
Local Jurisdiction Match Funds	$ 148,773
Surface Transportation Block Grant	$ 180,743
Total OTO Revenue	$ 1,219,091
Total Revenue	$ 1,337,897
Expenditures	
Personnel	
Mobile Data Plans	$ 2,700
Payroll Services	$ 4,000
Salaries and Fringe	$ 750,803
Professional Services (Accounting, Audit, HR, Legal)	$ 55,000
Total Personnel	$ 812,503
Operating	
Copy Machine	$12,500
Dues/Memberships	$9,500
Education/Training/Travel	$26,000
Food/Meeting Expense	$9,500
Legal/Bid Notices	$1,500
Postage/Postal Services	$700
Printing/Mapping Services	$4,000
Public Input Event Registration	$800
Staff Mileage Reimbursement	$3,200
Telephone/Internet	$5,000
Total Operating	$72,700
Commodities	
Office Supplies/Furniture	$ 7,500
Public Input Promotional Items	$ 2,500
Publications	$ 1,000
Total Commodities	$ 11,000

	FY 2023 Jul '22 - Jun 23
Information Technology	
Computer Upgrades/Equipment Replacement	$ 10,000
Data Storage/Backup	$ 4,800
GIS Licenses	$ 6,100
IT Maintenance Contract	$ 14,000
Software	$ 7,000
Webhosting	$ 4,000
Total Technology	$ 45,900
Insurance	
Directors and Officers	$ 2,600
Errors and Omissions	$ 3,300
Professional Liability	$ 3,000
Workers Compensation	$ 1,800
Total Insurance	$ 10,700
Service/Projects	
Aerial Photos	$ 25,000
Data Acquisition	$ 21,000
Rideshare	$ 500
TIP Tool Maintenance	$ 15,228
Trail Counters	$ 5,000
Transportation Consulting Services	$ 100,000
Travel Demand Model Update	$ 15,000
Travel Sensing and Travel Time Service Projects	$ 2,500
Total Service/Projects	$ 184,228
Building	
Building Lease	$ 54,060
Common Area Maintenance Expense	$ 18,000
Maintenance	$ 2,000
Office Cleaning	$ 4,500
Utilities	$ 3,500
Total Building	$ 82,060
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	$ 82,806
Membership Attendance at Meetings	$ 36,000
Total In-Kind Match Expense	$ 118,806
Total Expenditures	$ 1,337,897
Net Revenue Over Expenditures	$ (0)

TAB 3

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM II.B.

FY 2023 Operational Budget

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. The UPWP Appendix A Budget is required to show all planning activities that use federal funds. Therefore, the planning activities of City Utilities are shown in that budget but excluded from the operational budget. The In-Kind match and donated services are not shown in the operational budget.

An OTO FY 2023 Operational Budget has been developed with the same OTO expenses as the UPWP Appendix A, plus some additional highlighted expenses that are not billable to the federal grant. Once approved this will be the OTO's audited budget.

Explanation

Revenue

The Consolidated Planning Grant is the federal reimbursement received through MoDOT. Eligible expenses are reimbursed at 80%. However, we are allowed to bill in-kind meeting expenses and MoDOT Traffic Study services. This results in a larger percentage of reimbursed expenses, which varies from 82% to 87%.

OTO is proposing to use $180,743 in STBG Urban and the remaining reimbursements from Consolidated Planning Grant. The Project Administration tasks will be budgeted from the STBG Urban funding in addition to the Transportation Consultant costs.

The Highway 13 North Corridor Study is being finalized, but full payment is not anticipated until the first quarter 2023. Therefore $245,000 has been carried forward to the FY 2023 budget. The local match for the study will be received in FY 2022 due to the invoicing timing and not reflected in the FY 2023 revenue.

OTO charges membership dues which are 47 cents per capita and are annually adjusted for population estimates. Population numbers have been adjusted with the decennial census data which was released in 2021. Additional fees are anticipated from local match billed for any requested studies.

Work continues on the Chadwick Flyer Trail Construction Project and will continue through FY 2023. Most of the expenses will be paid in FY 2023, so the $1,132,750 CRRSA grant has been added to the FY 2023 budget.

Expenses

The OTO expenses are predictable in that most are recurring or occur on a predictable schedule. For example, aerial photos are purchased every other year.

Notable Expenses:

Maintenance expenses cover quarterly HVAC maintenance and unexpected issues.

Copy machine purchase - the OTO went out to bid and conducted a lease vs. purchase analysis. The OTO will purchase a copy machine in July 2023 and has budgeted $12,500.

Travel is budgeted for pre-COVID levels and has been increased to accommodate additional staff. In addition, Sara Fields is chair of the AMPO Policy Committee and has budgeted two trips to D.C.

Food and meeting expenses have increased to the inflationary environment. Food prices have continued to rise since COVID-19. The budget is for in person meetings in FY 2023.

Personnel Costs

Personnel costs includes 6 full-time, 1 full-time contract employee, 1 part-time employee/intern.

Insurance quotes were obtained, and the OTO elected to keep the current company for dental, basic life, accidental death and disability and vision insurance.

Health Insurance increased 19% on January 1, 2022. A 20% increase is budgeted for next year effective January 1, 2023.

A cost-of-living increase is budgeted at 2%. Actual COLA increases will be the social security COLA increase or 2% whichever is less. COLA is budgeted for the six regular status employees.

Merit raises are budgeted.

Professional Services includes on-demand services which are difficult to predict as they are used as needed in the event of a personnel or legal matter.

- Audit and Accounting
- Human Resource - on demand
- Legal - on demand
- Graphic Design - on demand

Additional Projects are budgeted including:

- $25,000 Aerial Photos, this is the OTO share of the photography purchased every other year
- $21,000 data acquisition for speed data for project prioritization and the congestion management plan.
- Trail Construction includes the construction for the CU Chadwick Flyer Trail Project (CRRSA funds)
- Project Administration for the CU Chadwick Flyer Trail Project (STBG funds)
- Project Administration for local jurisdiction projects (STBG funds)
- Transportation Consulting includes any studies or model work. The following is included:
    - Regional Studies at OTO discretion
    - Modeling Services
    - Grant applications
    - North Highway 13 Corridor Study
    - Other local studies upon member request

Year End Income is highly dependent upon In-kind billable expenses, actual expenses and when dues are received. If In-kind is greater than expected, income will increase. If In-kind is lower than expected, income will be lower than projected.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its April 13, 2022, meeting, the Executive Committee unanimously recommended approval of the Draft FY 2023 Operational Budget to the full Board of Directors.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to adopt the OTO FY 2023 Operational Budget."

OR

"Move to make the following changes to the OTO FY 2023 Operational Budget and the UPWP Appendix A (If applicable) in consideration of the following…"

OPERATING BUDGET



FY 2023

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

MANAGEMENT NOTE

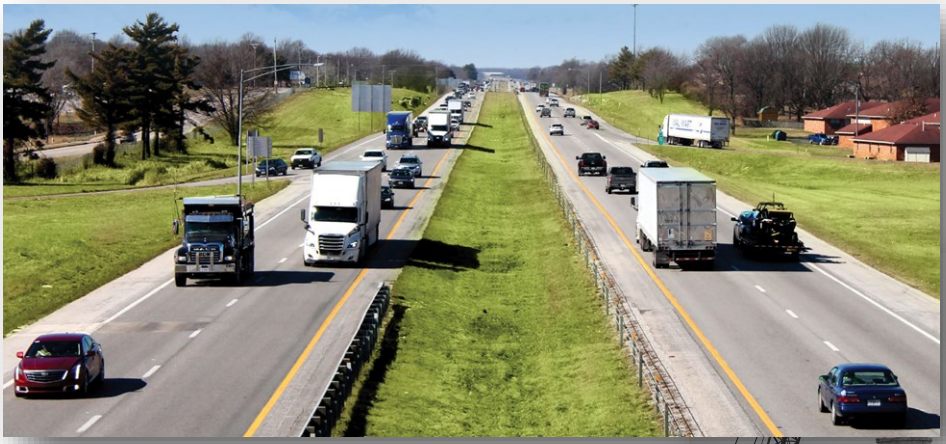
BUDGET SUMMARY

FISCAL YEAR 2023

We are pleased to present the FY 2023 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies to deliver the planning products of the OTO.

The OTO prepare two budgets annually. The Operating Budget, which is the full budget of the OTO, includes any items not reimbursable from federal sources. In addition, there is a federally required Unified Planning Work Program (UPWP) and budget as prepared for ONEDOT and MoDOT. Both budget documents are presented to the Board of Directors. The budgets are identical, except for a few noted differences in this summary. The OTO is audited on the approved Operational Budget and will have a Single Audit for any year with at least $750,000 in grant funds received and a financial statement audit for other years. FY 2023 is expected to have a Single Audit.

Management utilizes budgetary performance measures when preparing the budget.

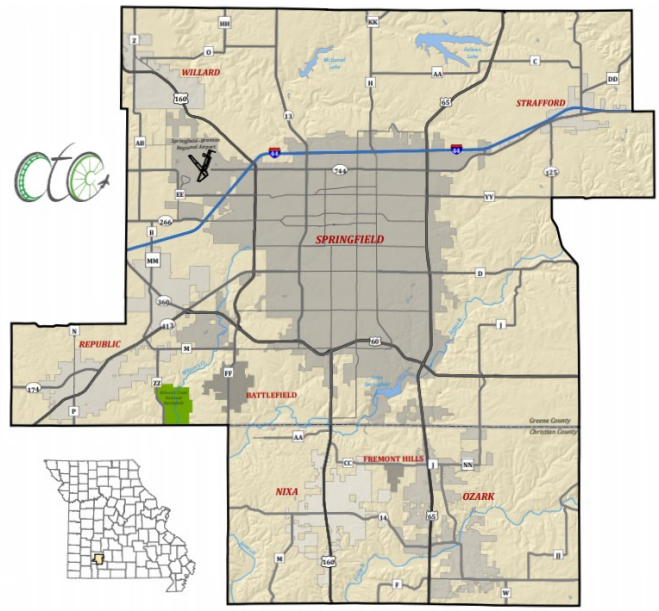




Interstate 44 in 2019 above.

I-44/US 65 under construction.

Photo Credit: MoDOT



JURISDICTION DUES

The OTO assesses the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard and Counties Christian and Greene dues at 47 cents per census capita for match on the federal grants. The amount for FY 2023 is $161,276.

In exchange, the jurisdictions had access to $7.45 million in Surface Transportation Block Grant (STBG) Funds for Fiscal Year FY 2023 to help meet their transportation goals.

JURISDICTION DUES AND CONSOLIDATED PLANNING GRANT

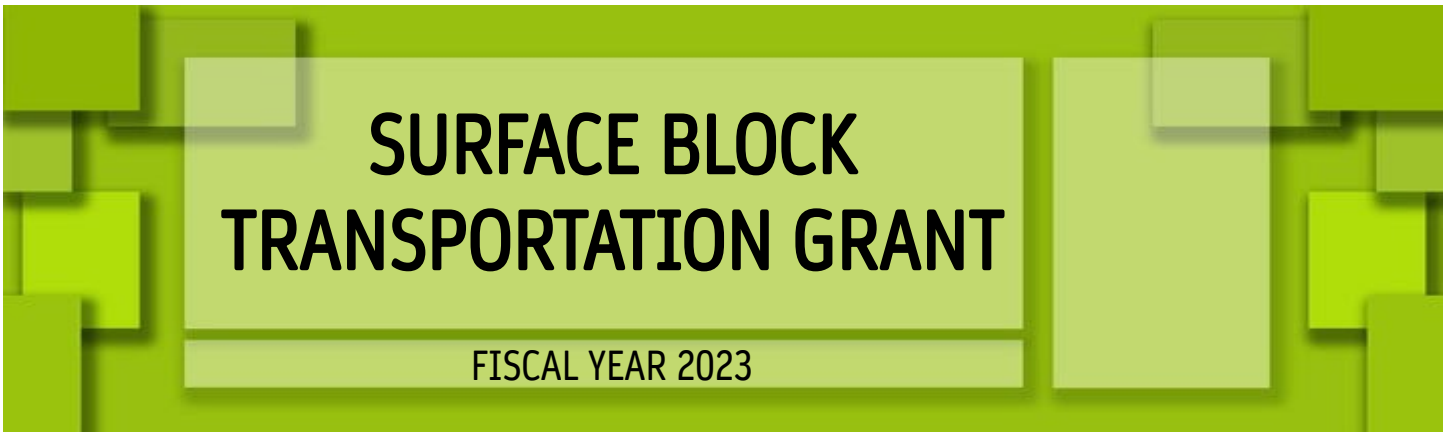
FISCAL YEAR 2023

Battlefield
Nixa
Ozark
Nixa
Republic
Springfield
Strafford
Willard
Christian County
Greene County

CONSOLIDATED PLANNING GRANT

The OTO receives a reimbursable formula grant from ONEDOT. This grant flows through MoDOT (the OTO is a sub-recipient of the funding). The OTO is reimbursed for expenses with proof of payment.

OTO's annual federal allocation is approximately $728,408. The OTO has a balance of federal funds to draw from in future years. The amount estimated at the end of FY 2023 is $897,655.



SURFACE BLOCK TRANSPORTATION GRANT

In FY 2020 the Board approved the use of Surface Block Transportation Grant funds for OTO Operational expenses. These funds are accessed to bridge the gap between planning funds for and operational expenses. The OTO is utilizing an additional $240,000 in STBG funds for the North Highway 13 Corridor Study which will be completed in FY 2022, but billed in FY 2023.

UNRESTRICTED FUND BALANCE

- OTO currently has an unrestricted balance.
- The balance estimate for the beginning of FY 2023 is $505,000.

DEBT

- The OTO will apply for a $350,000 line of credit for the trail construction project.
- The OTO utilizes a purchasing card program for small purchases that is paid in full each month.

OPERATIONAL BUDGET (NOT IN UPWP BUDGET)

- $2,500 Media
- $3,000 Promotional
- $7,000 Legislative Education
- $22 Bank Fees
- $1,200,000 CRRSA - Chadwick Flyer Trail Phase III

UPWP BUDGET (NOT IN OPERATIONAL BUDGET)

- $36,000 In-Kind Match
- $82,806 MoDOT Direct Service Match
- $210,000 in City Utilities Planning Funds not received but shown in budget for FTA purposes.

TO PROVIDE A FORUM FOR COOPERATIVE DECISION MAKING IN SUPPORT OF AN EXCELLENT REGIONAL TRANSPORTATION SYSTEM

The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate based on race, color, national origin, English proficiency, religious creed, disability, age, sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at www.ozarkstransportation.org.

OZARKS TRANSPORTATION ORGANIZATION
FY 2023 OPERATING BUDGET
DRAFT

			FY 2023 Jul '22 - Jun 23
Ordinary Income/Expense			
Income			
	Interest Income		$2,000
	Miscellaneous Revenue		$250
	Consolidated Planning Grant CPG		$889,575
	Local Jurisdiction Dues		$161,276
	Trail Construction Match Funds		$67,250
	CRRSA Funds		$1,132,750
	Local Jurisdiction Studies and Project Fees		$14,500
	North Highway 13 Corridor Study Funds STBG		$240,000
	Surface Trans Block Grant		$180,743
Total Income			$2,688,344
Expense			
	Personnel		
		Mobile Data Plans	$2,700
		Payroll Services	$4,000
		Salaries & Fringe	$750,803
		Professional Services (Legal, Acctng, HR)	$55,000
	Total Personnel		$812,503
	Operating		
		Bank Fees	$22
		Copy Machine	$12,500
		Dues/Memberships	$9,500
		Education/Training/Travel	$26,000
		Food/Meeting Expense	$9,500
		Legal/Bid Notices	$1,500
		Postage/Postal Services	$700
		Printing/Mapping Services	$4,000
		Public Input Event Registration	$800
		Staff Mileage Reimbursement	$3,200
		Telephone/Internet	$5,000
	Total Operating		$72,722
	Commodities		
		Office Supplies/Furniture	$7,500
		OTO Media/Advertising	$2,500
		OTO Promotional Items	$3,000
		Public Input Promotional Items	$2,500
		Publications	$1,000

Total Commodities	$16,500
Information Technology	
Computer Upgrades/Equip Replace	$10,000
Data Storage/Backup	$4,800
GIS Licenses	$6,100
IT Maintenance Contract	$14,000
Software	$7,000
Webhosting	$4,000
Total Information Technology	$45,900
Insurance	
Directors & Officers	$2,600
Errors & Omissions	$3,300
Professional Liability	$3,000
Workers Compensation	$1,800
Total Insurance	$10,700
Services	
Aerial Photos	$25,000
Data Acquisition	$21,000
Legislative Education	$7,000
Rideshare	$500
TIP Tool Maintenance	$15,228
Trail Counters	$5,000
Trail Construction (Programmed in 2022-2025 TIP)	$1,200,000
Trans Consultant	$395,005
Travel Demand Model Update	$15,000
Travel Sensing & Time Serv Proj	$2,500
Total Services	$1,686,233
Building	
Building Lease	$54,060
Common Area Main Exp	$18,000
Maintenance	$2,000
Office Cleaning	$4,500
Utilities	$3,500
Total Building	$82,060
Total Expense	$2,726,618
Net Ordinary Income	($38,274)

Not Included in UPWP Budget

TAB 4

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM II.C.

Resolution to Approve a Line of Credit and New Account

Ozarks Transportation Organization
(Springfield, MO Area MPO)

CONSENT AGENDA DESCRIPTION:

The Ozarks Transportation Organization is taking on additional projects utilizing reimbursable federal funds. These include studies and a trail construction project. As this process is new to us, we are presuming that the bills will come in frequently and may be in large amounts. While we have a cash reserve, we are exploring options to ensure that contractors receive timely payment.

MoDOT approved an OTO cash management plan for federal grants awards in November 2021 that will allow us to submit invoices and receive reimbursement within 15 days. Hopefully, this will prevent reduction in cash balances for a significant amount of time.

As a back up plan, we would like to request authorization for a line of credit to ensure that in the event MoDOT does not provide timely reimbursement we are able to meet our financial commitments. The OTO obtained quotes from area banks. The OTO has selected Arvest Bank to proceed with the Line of Credit.

OTO currently has its operational accounts with Southern Bank. The OTO would like to open a line of credit with Arvest Bank for cash flow of the OTO's studies and trail construction project. Arvest bank would require opening a bank account to facilitate the loan. The OTO would keep its primary operational accounts at Southern Bank.

The OTO Attorney has reviewed and prepared a resolution.

Staff is asking for the Board to approve the attached Resolution to allow the Ozarks Transportation Organization to open a line of credit and a new bank account at Arvest Bank.

EXECUTIVE COMMITTEE ACTION TAKEN
At its regularly scheduled meeting on April 13, 2022, the Executive Committee recommended the Board of Directors approve a resolution to allow the OTO to borrow funds in the amount of $350,000 as needed to cover budgeted expenses.

BOARD OF DIRECTORS ACTION REQUESTED:
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve a resolution for a line of credit and open a new bank account at Arvest Bank."

OR

"Move to approve a resolution for a line of credit and open a new bank account at Arvest Bank with the following considerations…"

RESOLUTIONS OF THE BOARD OF DIRECTORS
OF
Ozarks Transportation Organization
a Missouri Nonprofit Corporation

May19, 2022

The members of the Board of Directors (the "**Board**") of Ozarks Transportation Organization Inc., a Missouri nonprofit corporation (the "**Organization**"), acting pursuant to Mo. Ann. Stat. § 355.246 (West) (the "**Act**"), do hereby consent to the adoption of the following resolutions and to the taking of the following actions so that the same shall be in full force and effect as if adopted and taken at a duly held meeting of the Board.

WHEREAS, the Board deems it advisable and in the best interest of the Organization to take out a line of credit with a maximum loan amount of Three Hundred and Fifty Thousand Dollars ($350,000.00) in the form attached hereto as Exhibit A (the "**Line of Credit**") to ensure that the cash flow of the Organization is sufficient.

WHEREAS, the Board deems it advisable and in the best interest of the Organization to open a bank account with Arvest Bank to facilitate the transfer of funds.

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize officers of the Organization to enter into any contract.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby approve the Line of Credit and the openings of necessary accounts with Arvest Bank, and directs Sara Fields to open these accounts

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[*End of Resolution; Remainder of Page Intentionally Left Blank*]

IN WITNESS WHEREOF, the undersigned, Board of the Organization have duly executed this Written Consent as of the date set forth above.

Dated: _____

_____
Executive Director

_____
Secretary

_____, Director (Chairman)

_____, Director (Vice Chairman)

_____, Director (Treasurer)

_____, Director (Past Chairman)

Exhibit A
Line of Credit

[see attached]

TAB 5

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM II.D.

OTO Growth Trends Report

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

This report includes information for residential units permitted, growth trend 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 information purposes and can be viewed in full on the OTO website https://media.ozarkstransportation.org/documents/2021-Growth-Trends-Report-Final.pdf.

Conclusions from the report include:

- Single-family residential unit permitting for the OTO area reached its highest total since 2007 (1,558) and increased from 1,133 in 2020 to 1,243 in 2021. Greene County had the largest growth in single-family residential units in 2021 (343) for the OTO area followed by Nixa (274), Republic (229), and Ozark (197).

- Multi-family residential unit permitting for the OTO decreased in 2021 (583) compared to 2020 (640). Springfield had the most multi-family units added (441) followed by Ozark (60) and Republic (48) Most multi-family permitting occurred in NE Springfield along U.S. Highway 65.

- 2020 decennial census counts for Greene County, Springfield, and Republic were significantly higher than the 2020 US census population estimates. Republic had the highest percent change in population of any city in the OTO from 2010 to 2020.

- The annual average number of jobs in the MSA was lower in 2020 than it was in 2019 as would be expected due to the COVID pandemic. The decrease was most significant in Greene County while Christian & Webster Counties added jobs during this period.

- Vehicle miles travelled in the OTO area were down 8.71% in 2020 compared to 2019.

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

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Growth Trends Report

Through December 31, 2021

2208 W. Chesterfield Blvd, Suite 101

Springfield, Missouri 65807

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

The information compiled in this report was retrieved from a variety of sources. Permit data and employment information were derived from federal and local administrative records and should be considered fairly reliable.

It is important to note that demographic information from the American Community Survey is derived from sampling methods used by the U.S. Census Bureau and is reported with a margin of error. For the sake of presentation, margins of error are not included in the tables and charts.

To account for margins of error, five-year comparisons of ACS data and tests for statistical differences are addressed in the narrative sections where appropriate.

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Introduction

Each year, the Ozarks Transportation Organization (OTO) analyzes residential construction activity and demographic information for the MPO study area and member jurisdictions.

This report is comprised of three sections that include tables, charts, and maps along with narrative descriptions of noteworthy trends within the OTO.

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data for the Springfield, MO MSA at the county level.

- ## Residential Units

Single-family and multi-family residential construction and demolition activity for each jurisdiction within the OTO study area is tabulated and discussed here.

- ## Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area and county-level migration trends are presented in this section. In addition, In- and out-migration maps are included depicting information from the IRS and the American Community Survey.

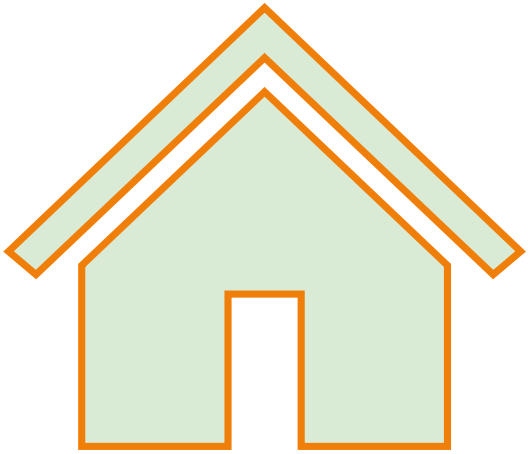
- ## Demographics & Employment

Historical and current population, income, poverty, education, commuting, employment, and workforce statistics are presented in charts and graphs to identify trends.

Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2021. For the purpose of this report, single-family structures represent one residential unit and any structures divided into more than one residence are counted as multi-family units including duplexes.



In addition, permits for demolitions of existing residential units were included and subtracted from the total of newly constructed residential structures or existing structures converted to residential use to produce a net total of housing units added in each city or county within the OTO area. Only permit activity within the OTO boundary is included for unincorporated portions of counties in this report.

The new housing units added in 2021 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units in this section of the report. A table of permit activity in the OTO area from 2001 – 2021 is included as an appendix.

Residential Units

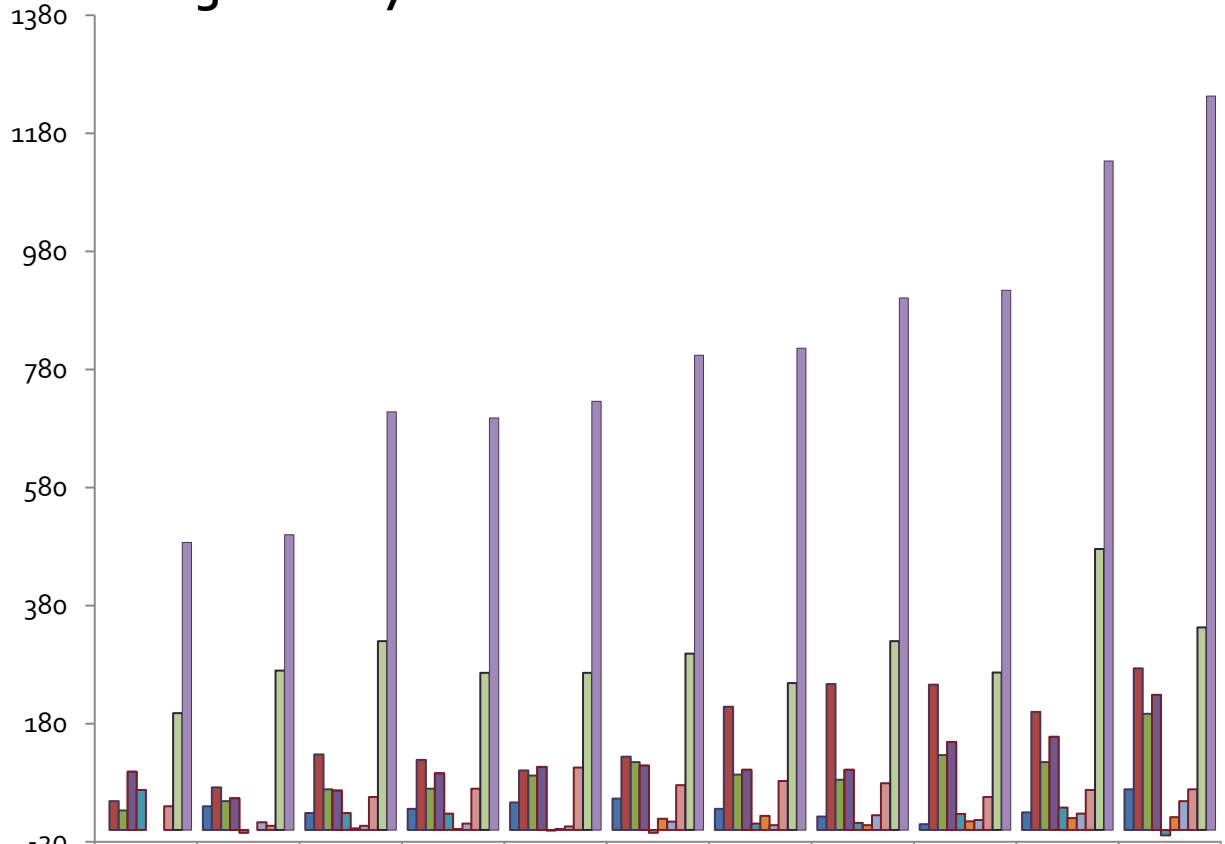
Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2011 – 2021.

In 2021, single-family housing permits reached the highest level (1,243) since 2007 (1,558). The increase is mostly attributable to development in Greene County and the cities of Nixa, Ozark, and Republic.

The permit total for new single-family structures in the OTO Area was offset by the demolition 116 houses. Most demolitions occurred in Springfield (71) and Greene County (39).

Single Family Units Permitted – OTO Area



	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Battlefield	N/A	40	29	36	47	53	36	23	10	30	69
Nixa	49	72	128	119	101	124	209	247	246	200	274
Ozark	33	49	69	70	92	115	94	85	127	115	197
Republic - OTO	99	54	67	96	107	109	102	102	149	158	229
Springfield	68	-5	29	28	-1	-5	11	12	27	38	-9
Strafford	N/A	0	3	2	2	19	24	8	15	20	22
Willard	N/A	13	7	11	6	14	8	25	17	28	49
Christian - OTO	40	7	56	70	106	76	83	79	56	68	69
Greene - OTO	198	270	320	266	266	299	249	320	267	476	343
Total	487	500	708	698	726	804	816	901	914	1,133	1,243

Residential Units

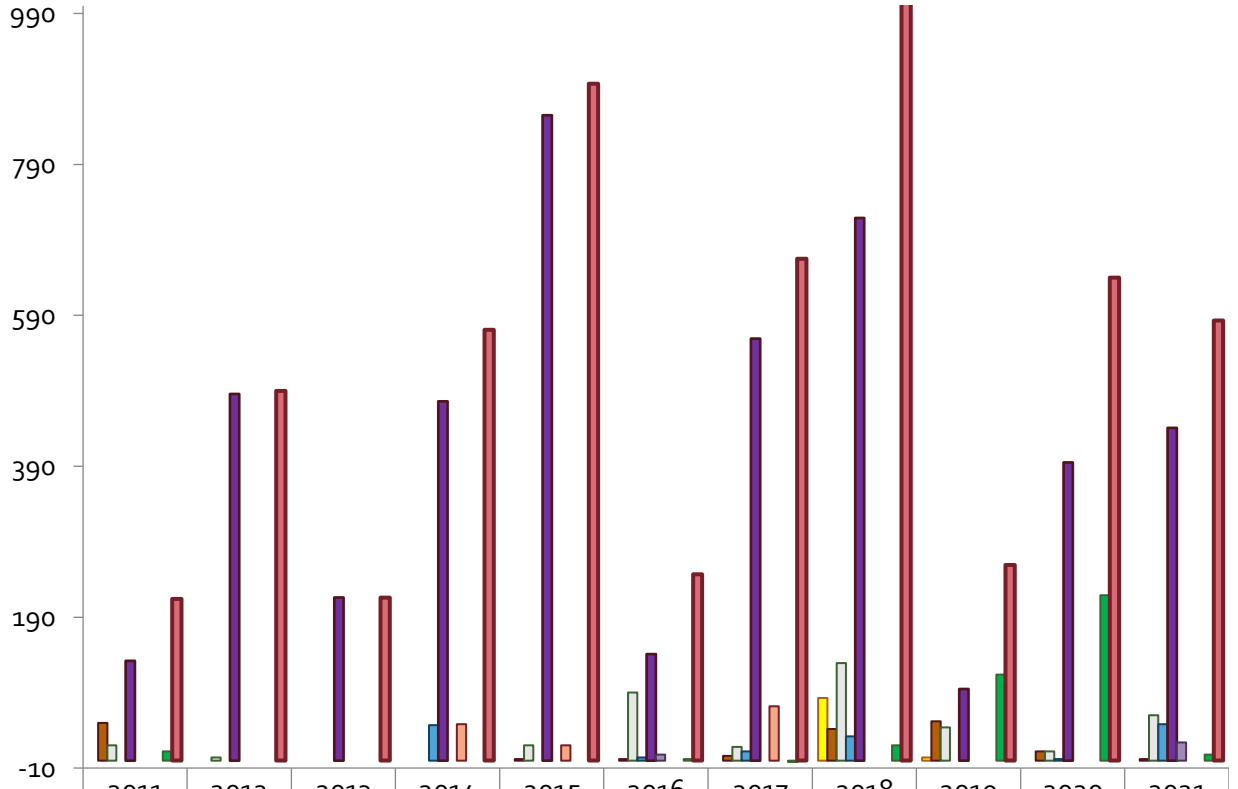
Multi-Family

From 2011 to 2021, most multi-family housing construction permits were issued in the city of Springfield.

In 2021, the total number of multi-family units permitted was slightly higher than the average for the period from 2011 - 2021. The largest number of the 583 multi-family units added in the OTO area were in the city of Springfield followed by Ozark, Republic, and Strafford.

The largest multi-family developments permitted were for a 216-unit complex near Cherry & US 65 oriented towards dog-owners & 20 8-unit buildings at Springfield Golf & Country Club at I-44 and US 65.

Multi-Family Units Permitted - OTO Area



	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Battlefield	N/A	0	0	0	0	0	0	83	4	0	0
Nixa	50	0	0	0	2	2	6	42	52	12	2
Ozark	20	4	0	0	20	90	18	129	44	12	60
Republic	0	0	0	47	0	4	12	32	0	2	48
Springfield	132	486	216	476	855	141	559	719	95	395	441
Strafford	N/A	0	0	0	0	8	0	0	0	0	24
Willard	N/A	0	0	48	20	0	72	0	0	0	0
Christian - OTO	0	0	0	0	0	0	0	0	0	0	0
Greene - OTO	12	0	0	0	0	2	-2	20	114	219	8
Total	214	490	216	571	897	247	665	1,025	259	640	583

Residential Units

Totals

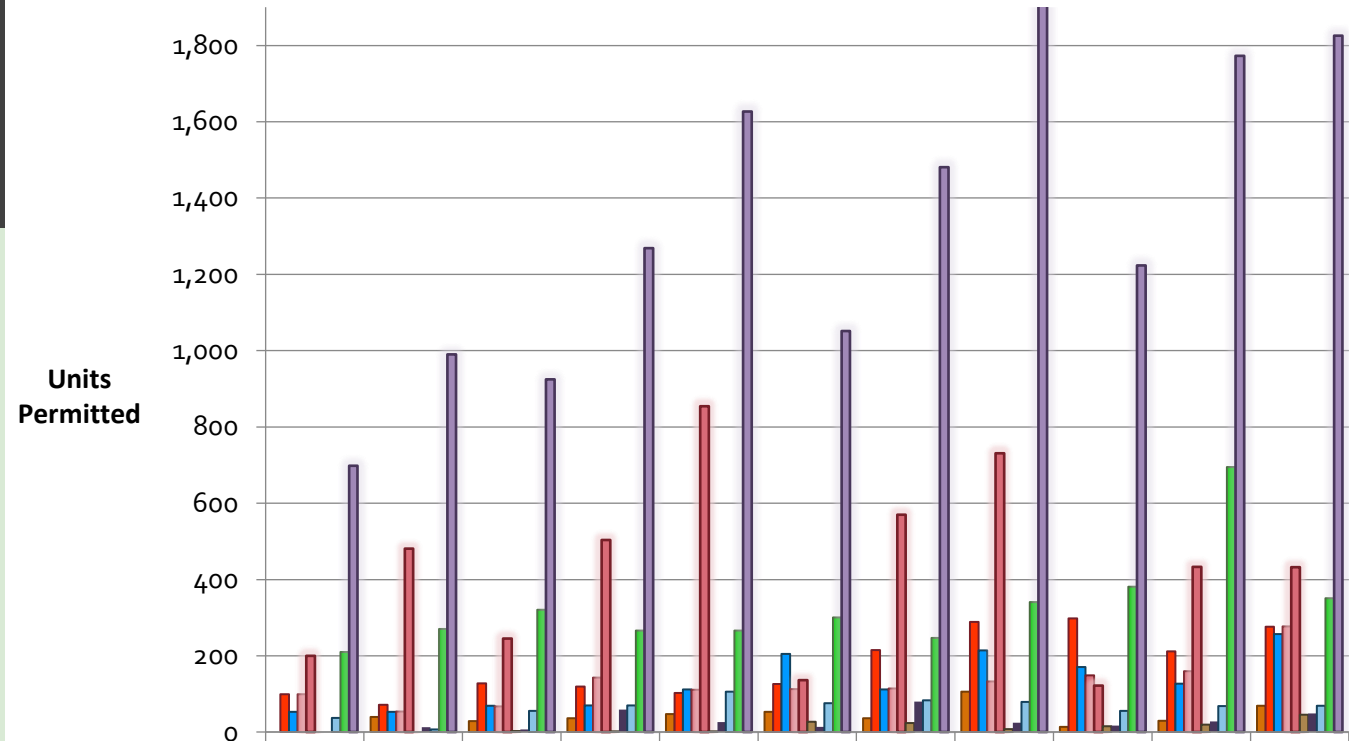
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2021 and the prior ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2011 during the "great recession" (see Appendix A).

Growth in residential structure permits has recovered somewhat in the last few years driven by single-family developments in Nixa, Republic, Greene County & 55+ developments.

In 2021, the 2nd highest number of residential structures were permitted in the OTO area since 2007 (3,019).

OTO Area 2021 Total Residential Units Permitted



	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Battlefield	N/A	40	29	36	47	53	36	106	14	30	69
Nixa	99	72	128	119	103	126	215	289	298	212	276
Ozark	53	53	69	70	112	205	112	214	171	127	257
Republic	99	54	67	143	111	113	114	133	149	160	277
Springfield	200	481	245	504	854	136	570	731	122	433	432
Strafford	N/A	0	3	2	2	27	24	8	15	20	46
Willard	N/A	13	7	59	26	14	80	25	17	28	49
Christian - OTO	37	7	56	70	106	76	83	79	56	68	69
Greene - OTO	210	270	321	266	266	301	247	341	381	695	351
Total	698	990	925	1,269	1,627	1,051	1,481	1,926	1,223	1,773	1,826

Growth Trend Maps

Changes in Housing Units

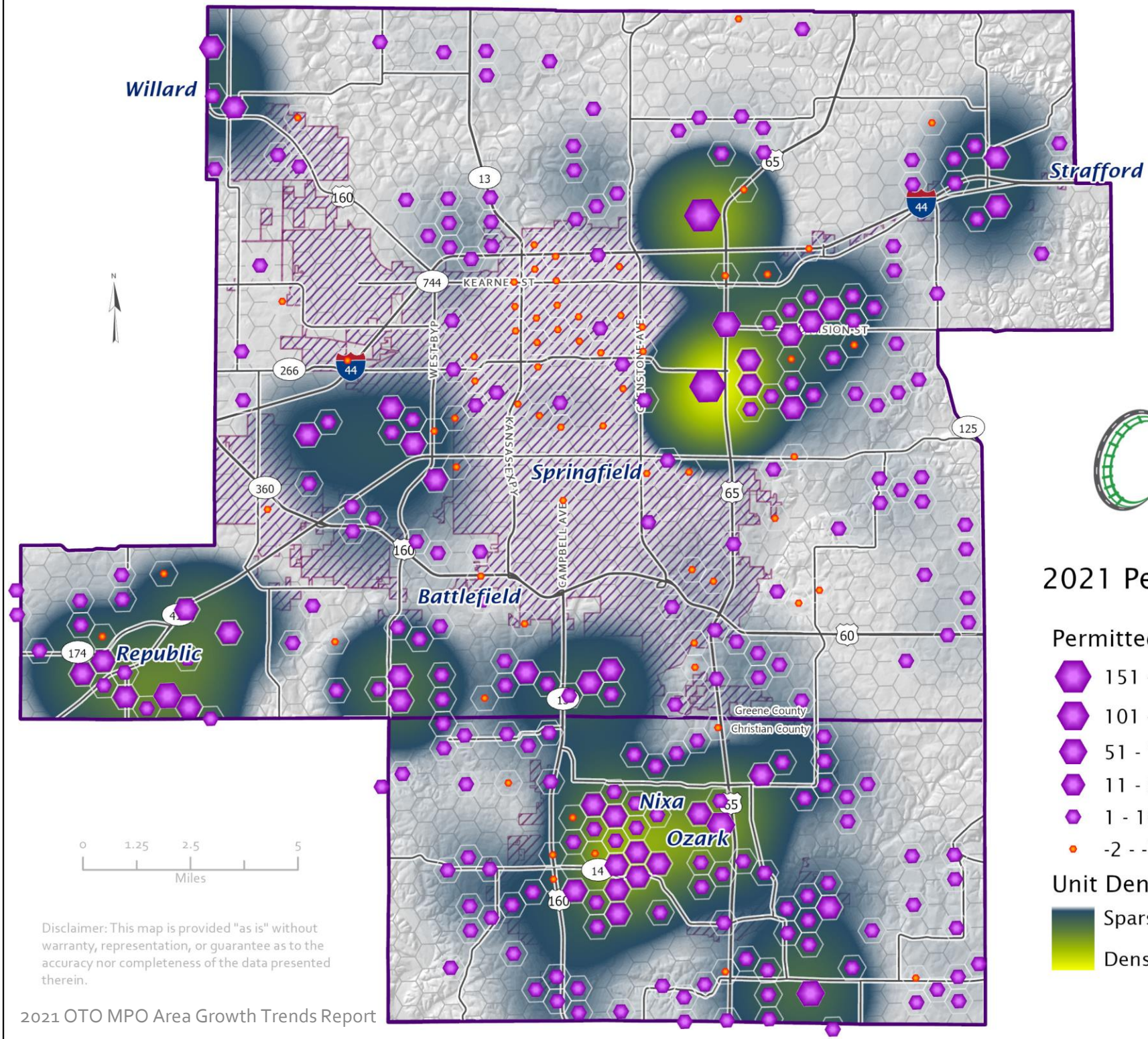
The maps on the following pages illustrate the locations of housing units added in 2021 as well as the period from 2010 to 2021.

Additionally, heat map symbology has been added to demonstrate densities of new residential structure development. A layer of geocoded permit address points aggregated into a grid of hexagons was added as an overlay to provide more information about the location and magnitude of residential development in 2021 as well as 2010 - 2021.

Migration Flows

County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2018 – 2019 are included. In addition, migration flows based on the American Community Survey 5-yr estimates for 2010 – 2014 & 2015 -2019 aggregated at the state-level included to identify trends in migration over the past decade.





2021 Permit Heat Map

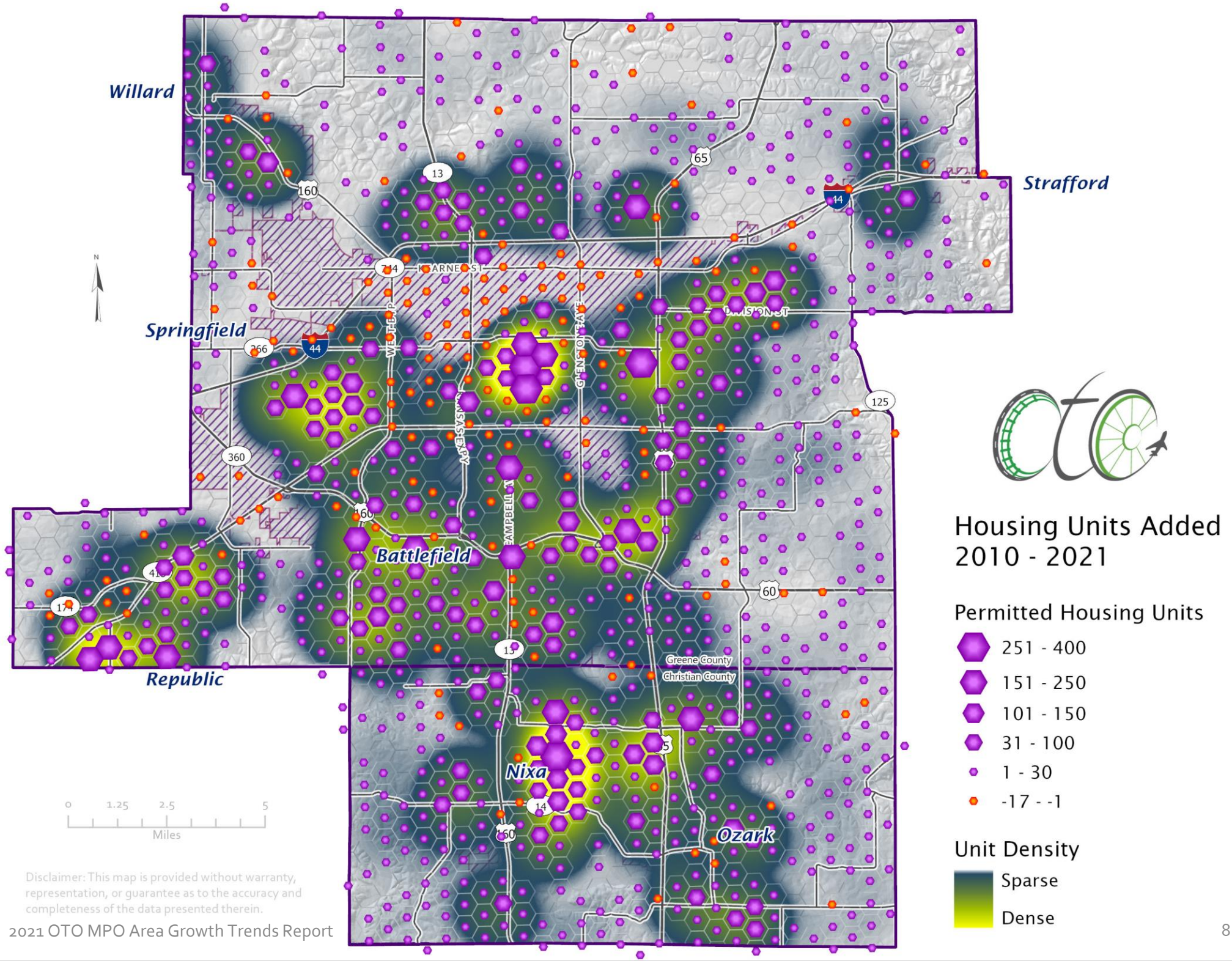
Permitted Housing Units

- 151 - 216
- 101 - 150
- 51 - 100
- 11 - 50
- 1 - 10
- -2 - -1

Unit Density

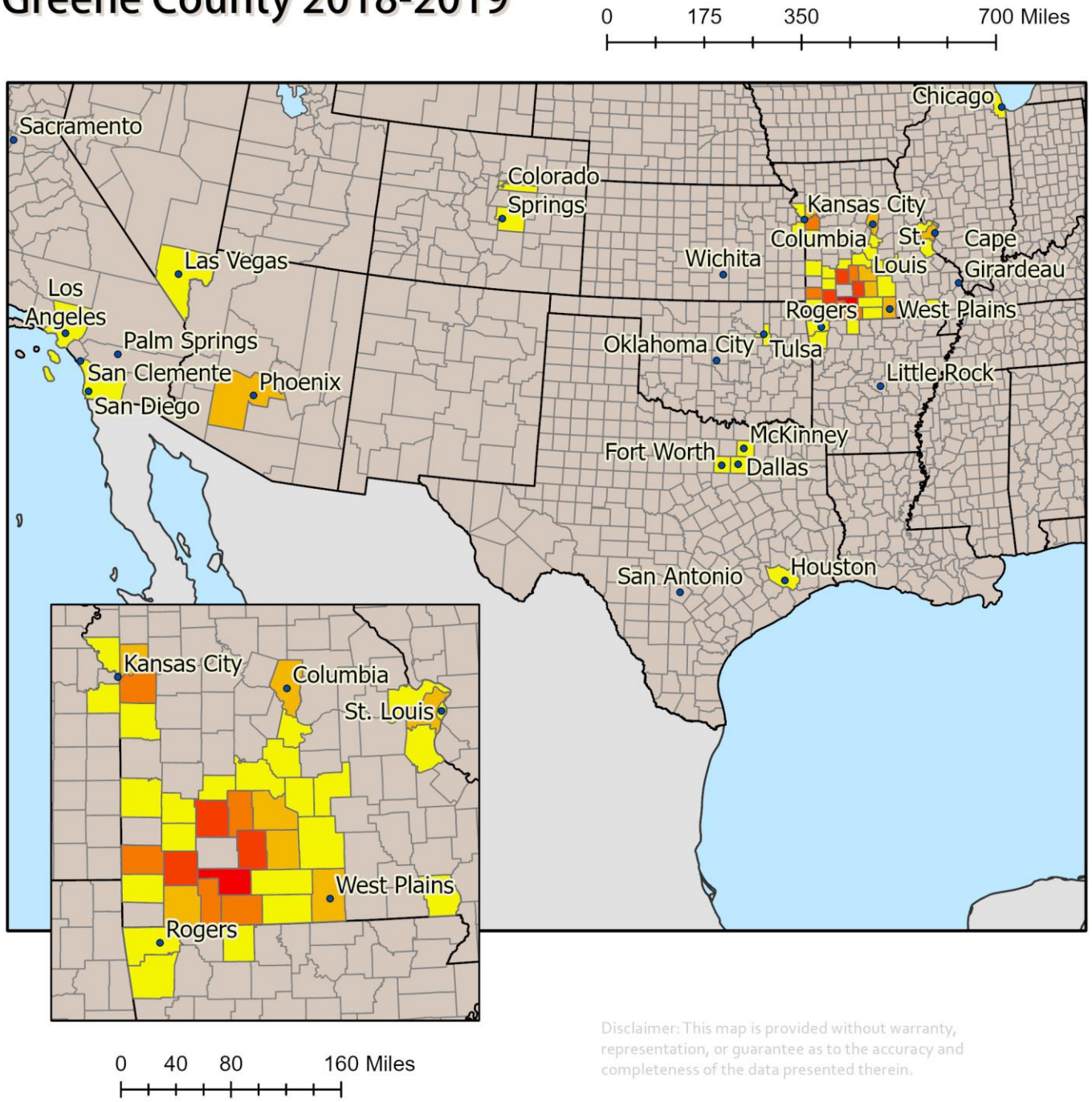
- Sparse
- Dense

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Willard
Strafford
Springfield
Battlefield
Republic
Nixa
Ozark
Greene County
Christian County
Housing Units Added
2010 - 2021
Permitted Housing Units
251 - 400
151 - 250
101 - 150
31 - 100
1 - 30
-17 - -1
Unit Density
Sparse
Dense
0 1.25 2.5 5
Miles
Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

County-to-County Inflow

Greene County 2018-2019



N

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Greene County Inflow 2018-2019

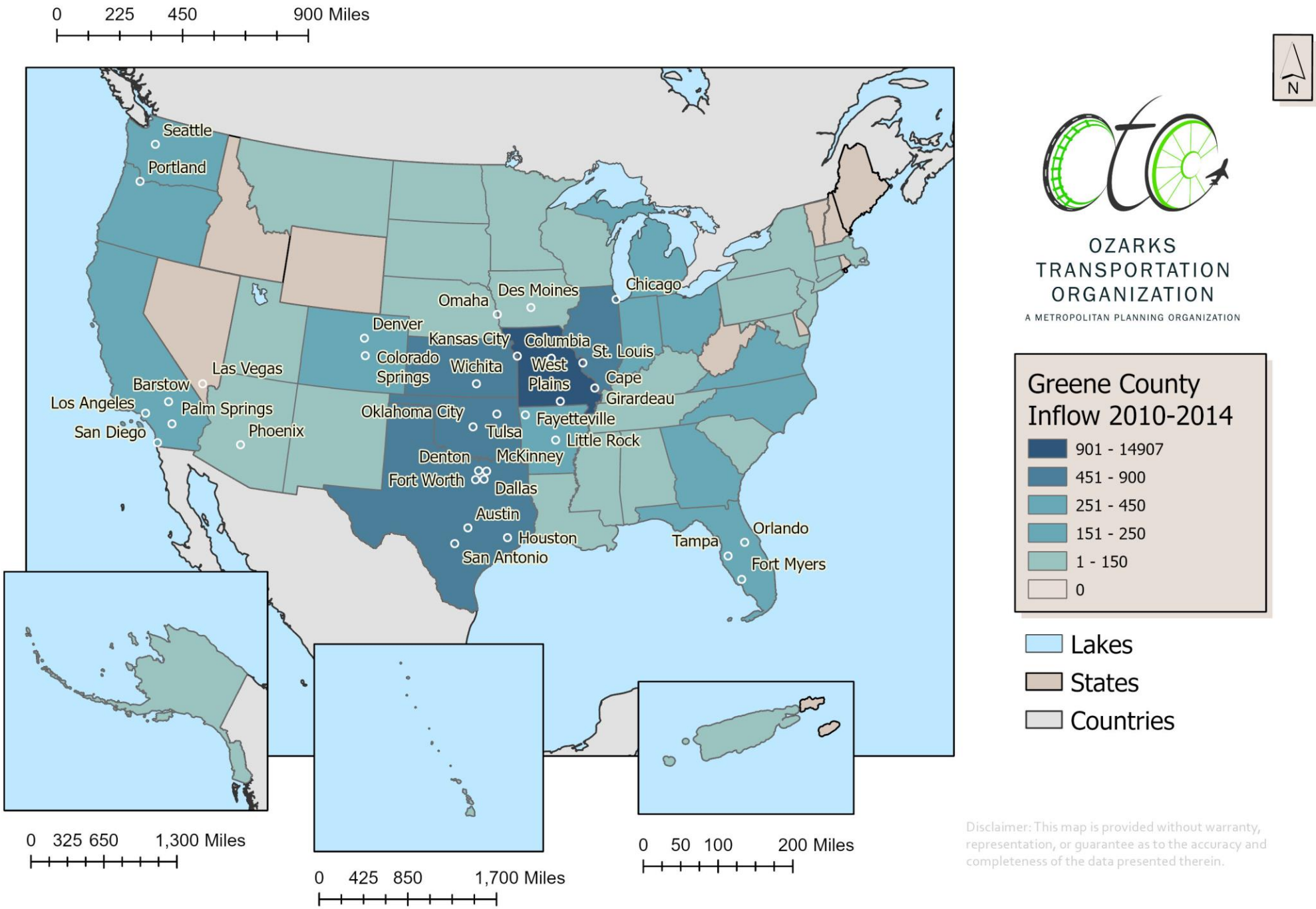
- 1001 - 2370
- 401 - 1000
- 201 - 400
- 101 - 200
- 26 - 100

- Major Cities
- Lakes
- US States
- Counties
- World Countries

Returns: 7,755
Exemptions: 13,979
Adjusted Gross Income: $359,886
Average AGI per Return: $46,407

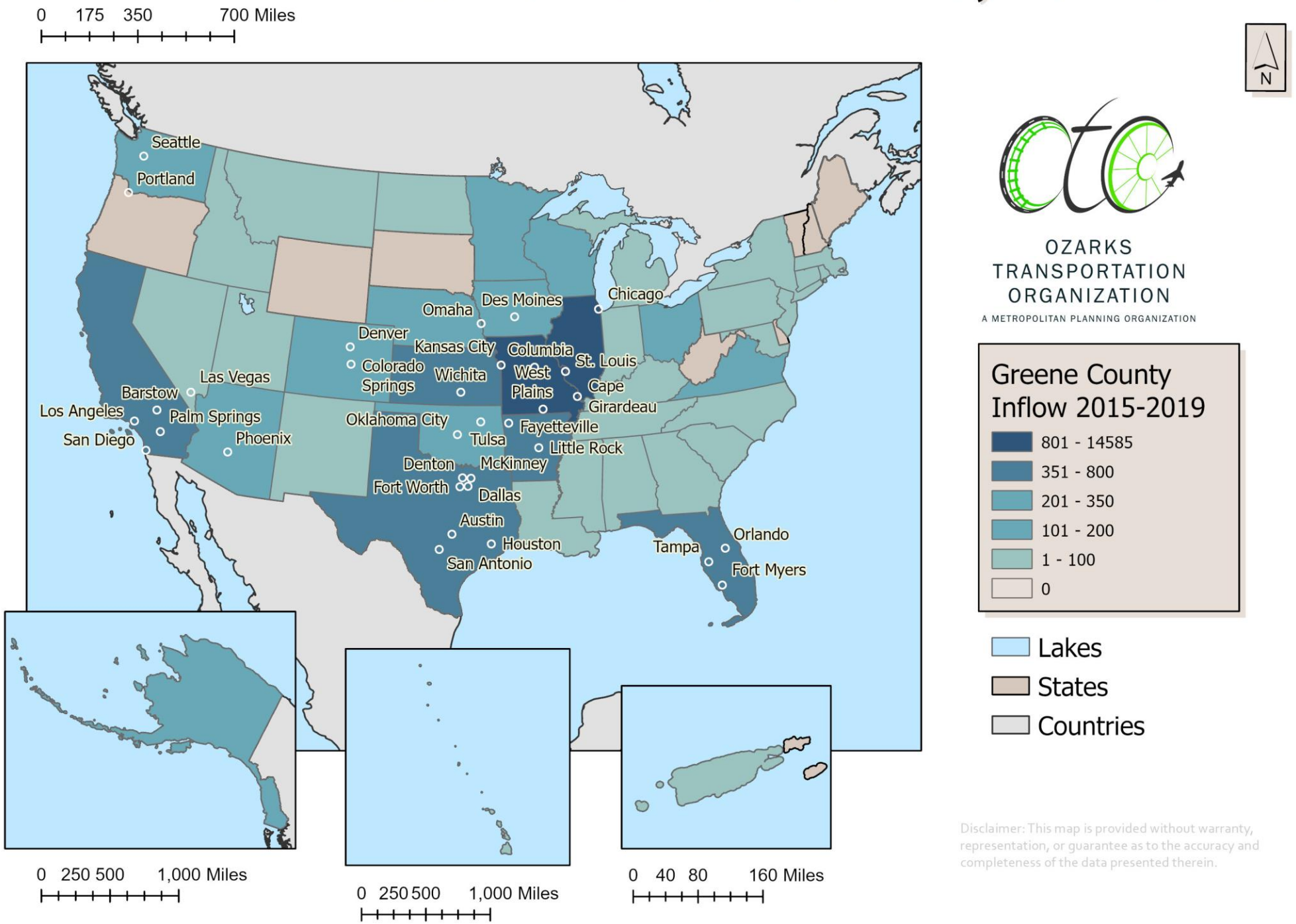
Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

State-to-State Inflow Greene County 2010-2014



Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

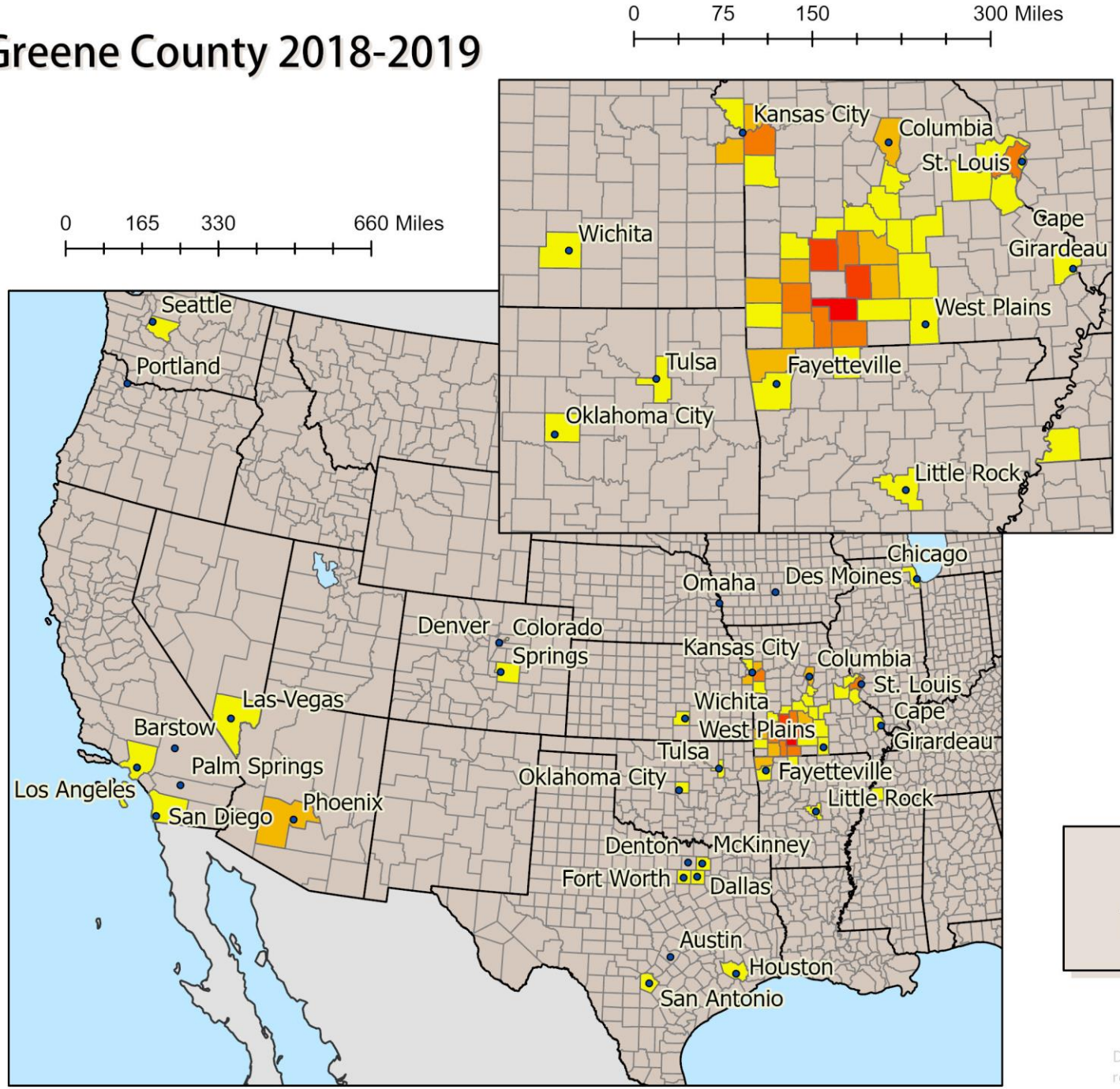
State-to-State Inflow Greene County 2015-2019



Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

County-to-County Outflow

Greene County 2018-2019



OZARKS TRANSPORTATION ORGANIZATION

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N

Greene County Outflow 2018-2019

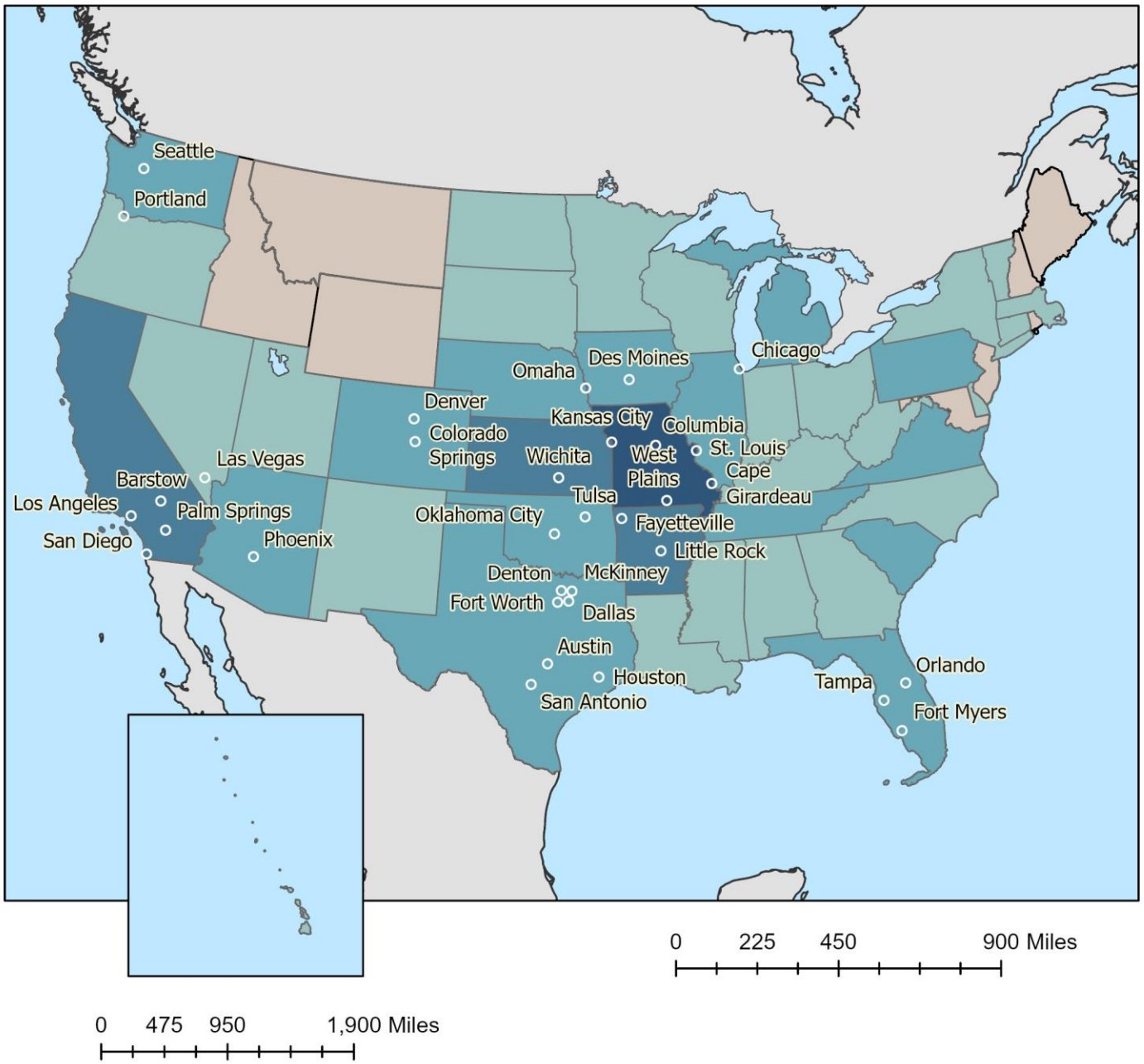
- 801 - 2738
- 451 - 800
- 201 - 450
- 101 - 200
- 28 - 100

- Lakes
- US States
- Counties
- World Countries

Returns: 7,497
Exemptions: 13,699
Adjusted Gross Income: $370,963
Average AGI per Return: $49,482

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State-to-State Outflow Greene County 2010-2014



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

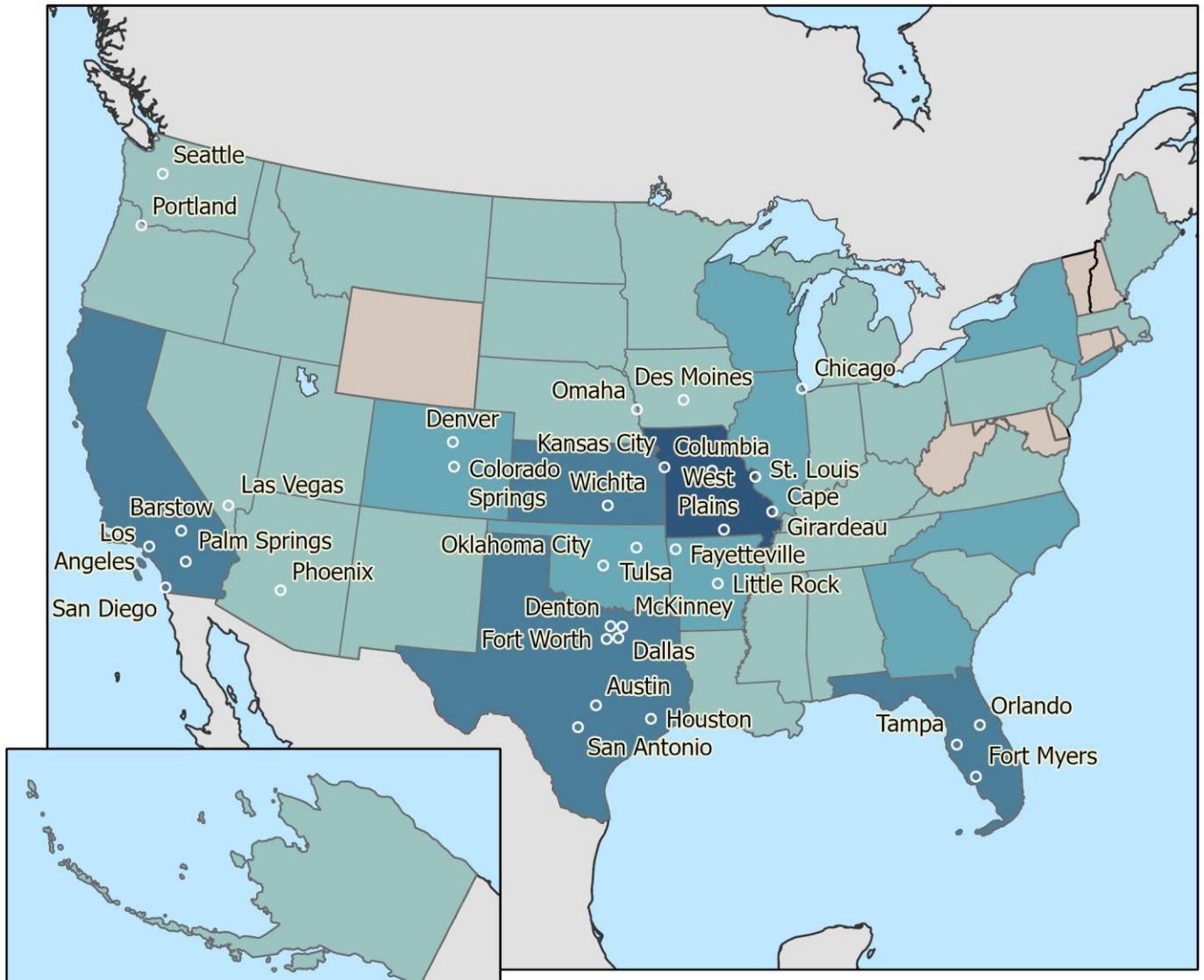
Greene County Outflow 2010-2014

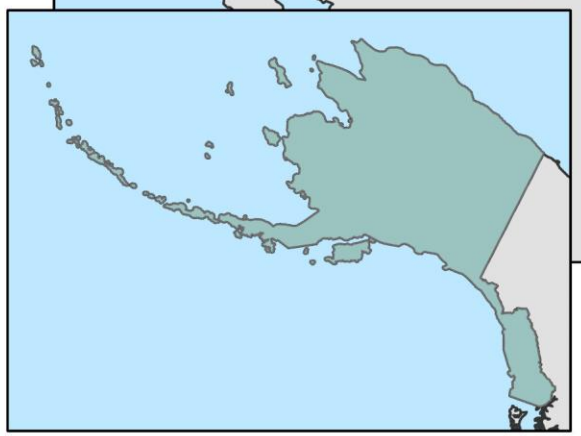
- 801 - 10568
- 451 - 800
- 251 - 450
- 101 - 250
- 1 - 100
- 0

- Lakes
- States
- Countries

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State-to-State Outflow Greene County 2015-2019





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Greene County Outflow 2015-2019

- 1501 - 11910
- 551 - 1500
- 301 - 550
- 151 - 300
- 1 - 150
- 0

Lakes

States

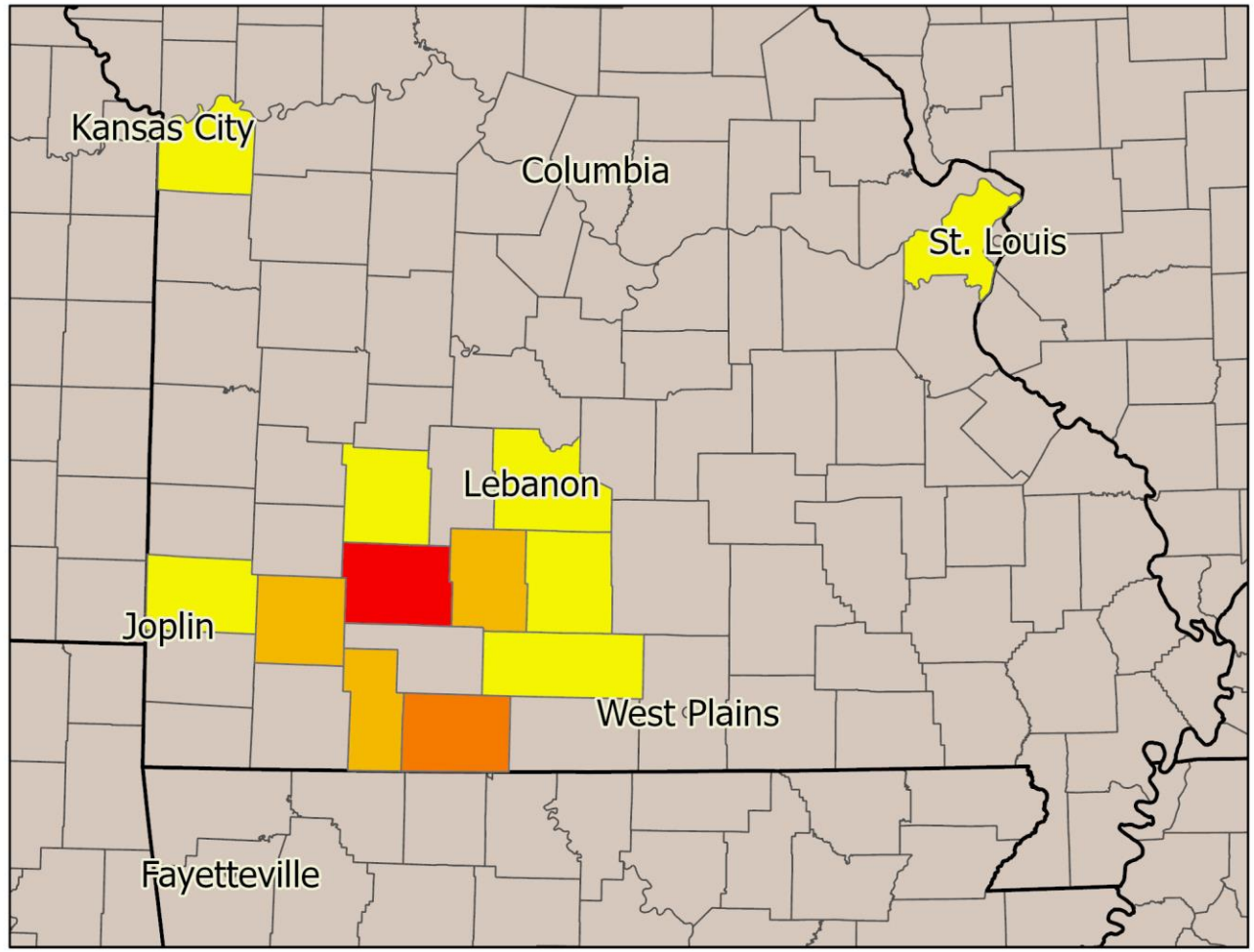
Countries

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County-to-County Inflow

Christian County 2018-2019

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



Christian County Inflow 2018-2019

- 1001 - 2738
- 501 - 1000
- 301 - 500
- 101 - 300
- 42 - 100

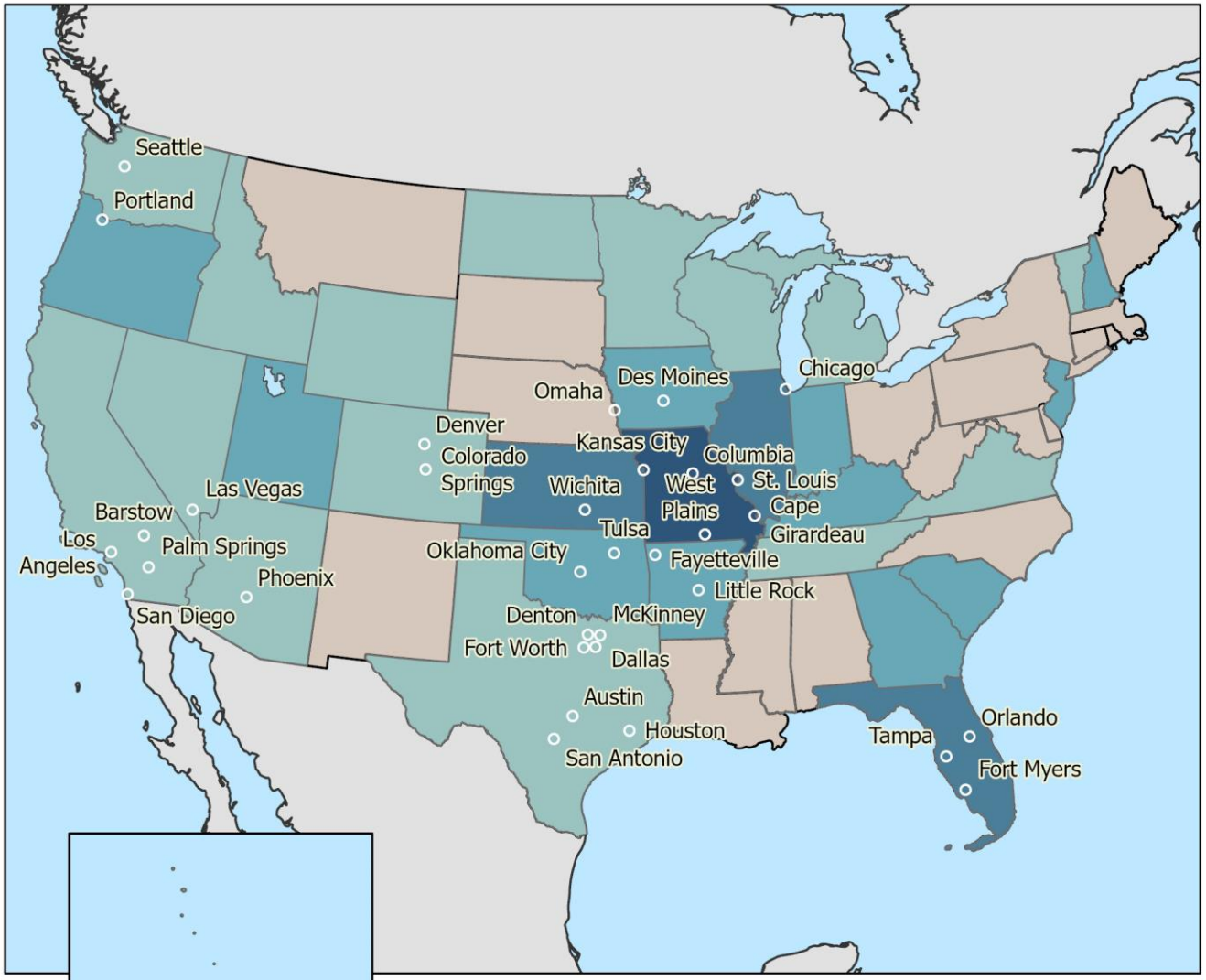
- Major Cities
- US States
- Counties

0 40 80 160 Miles

Returns: 3,199
Exemptions: 6,630
Adjusted Gross Income: $179,657
Average AGI per Return: $56,160

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

State-to-State Inflow Christian County 2010-2014



N

OZARKS TRANSPORTATION ORGANIZATION

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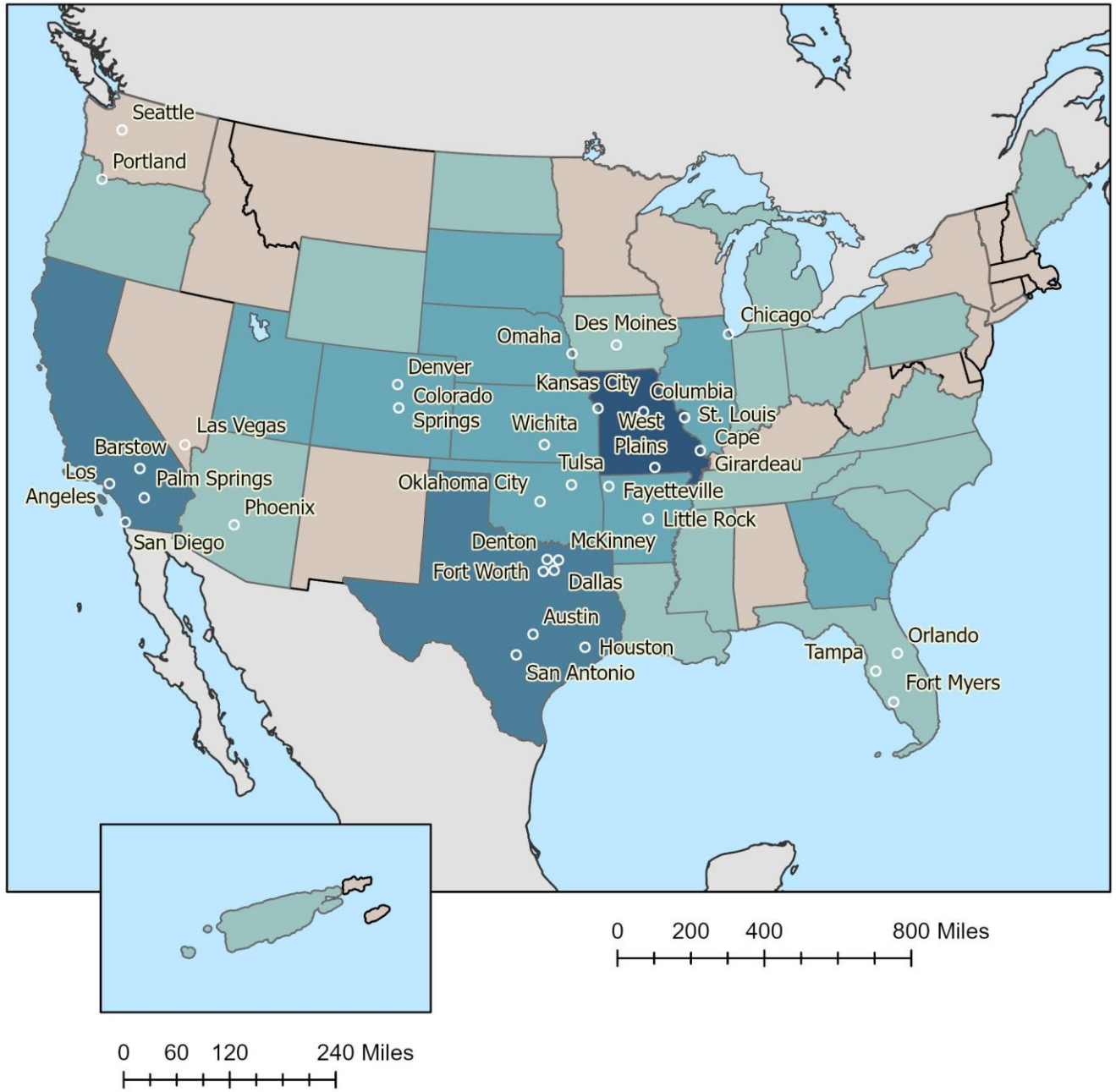
Christian County Inflow 2010-2014

- 301 - 4776
- 151 - 300
- 101 - 150
- 51 - 100
- 1 - 50
- 0

- Lakes
- States
- Countries

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State-to-State Inflow Christian County 2015-2019



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Christian County Inflow 2015-2019

- 351 - 4522
- 151 - 350
- 101 - 150
- 51 - 100
- 1 - 50
- 0

- Lakes
- States
- Countries

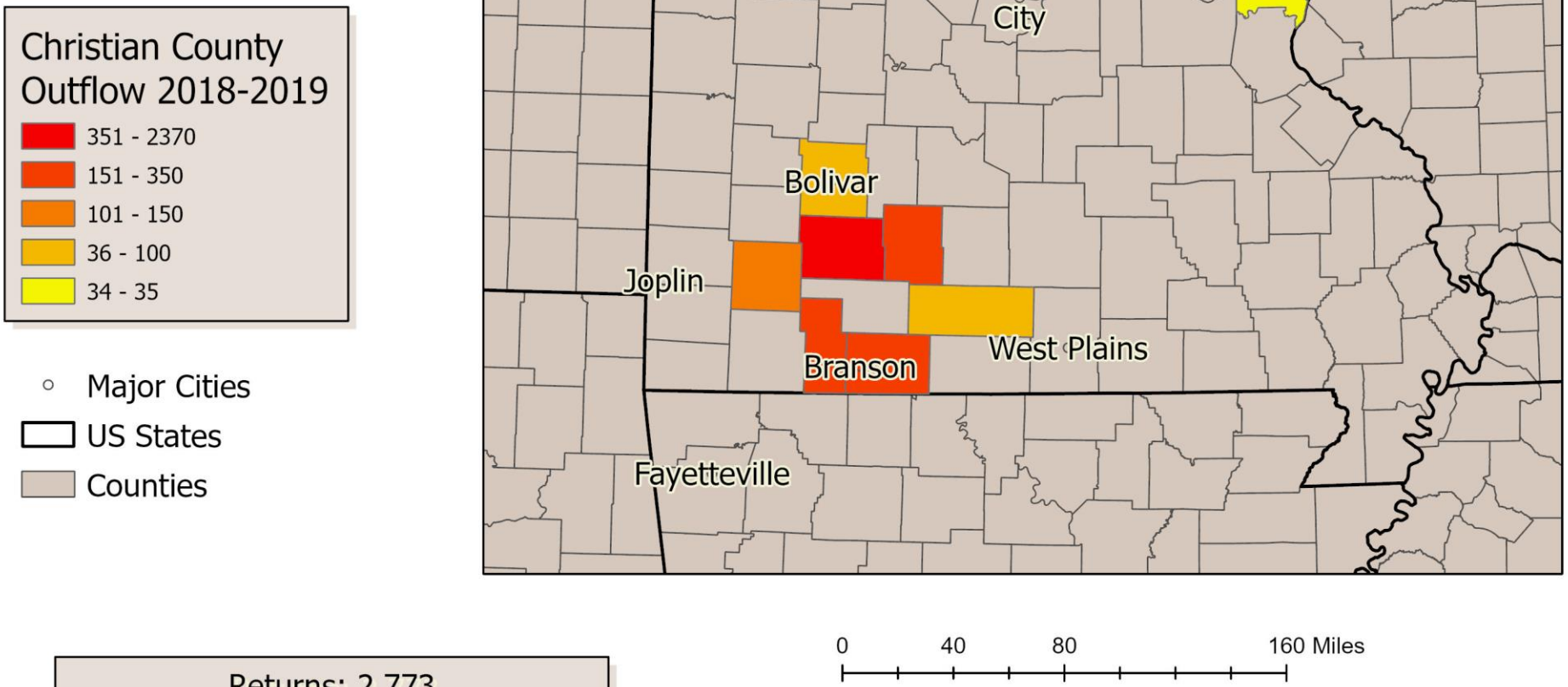
Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

County-to-County Outflow

Christian County 2018-2019

OZARKS TRANSPORTATION ORGANIZATION

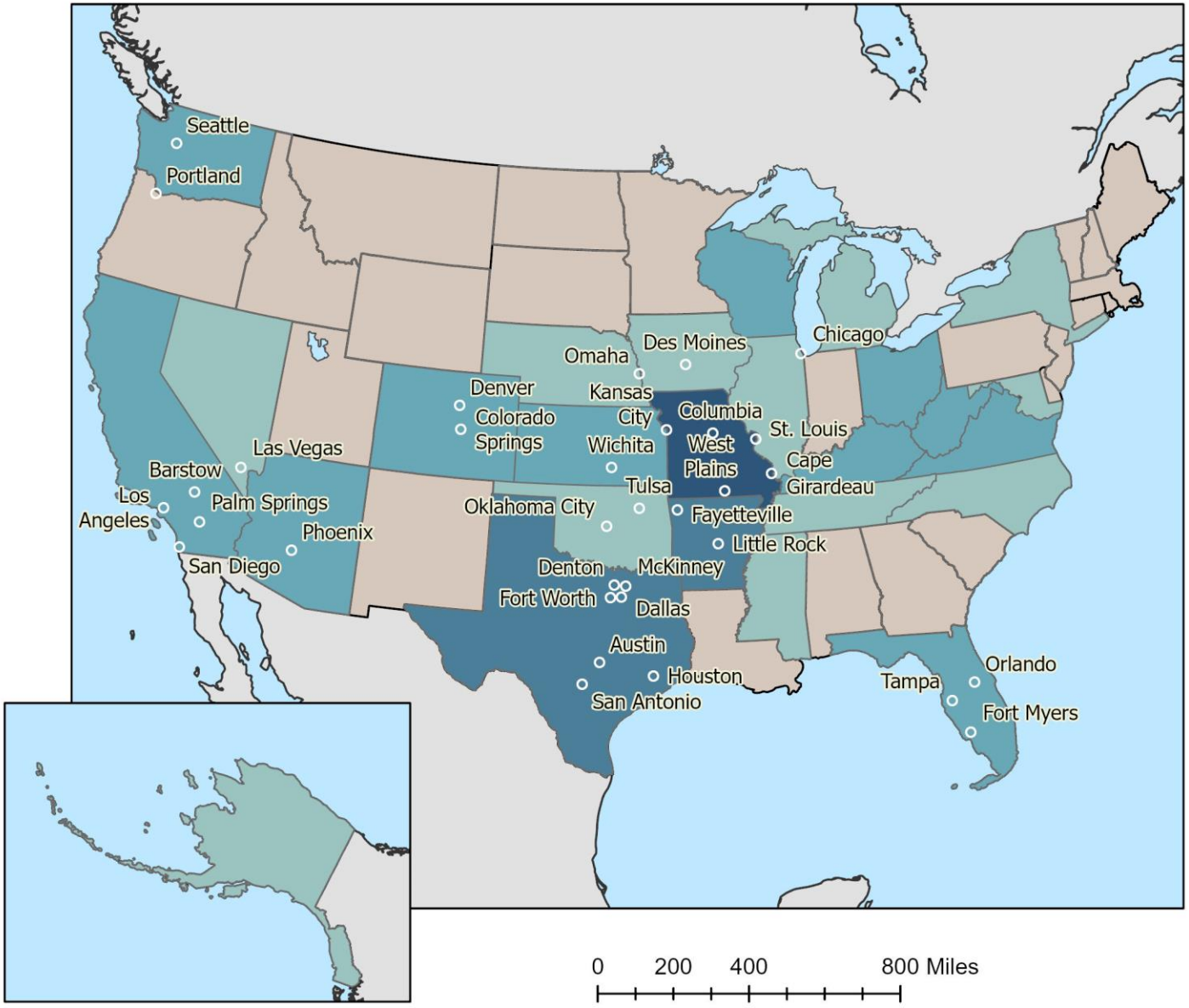
A METROPOLITAN PLANNING ORGANIZATION



Returns: 2,773
Exemptions: 5,519
Adjusted Gross Income: $157,353
Average AGI per Return: $56,745

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State-to-State Outflow Christian County 2010-2014



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Christian County Outflow 2010-2014

- 201 - 4987
- 151 - 200
- 101 - 150
- 51 - 100
- 1 - 50
- 0

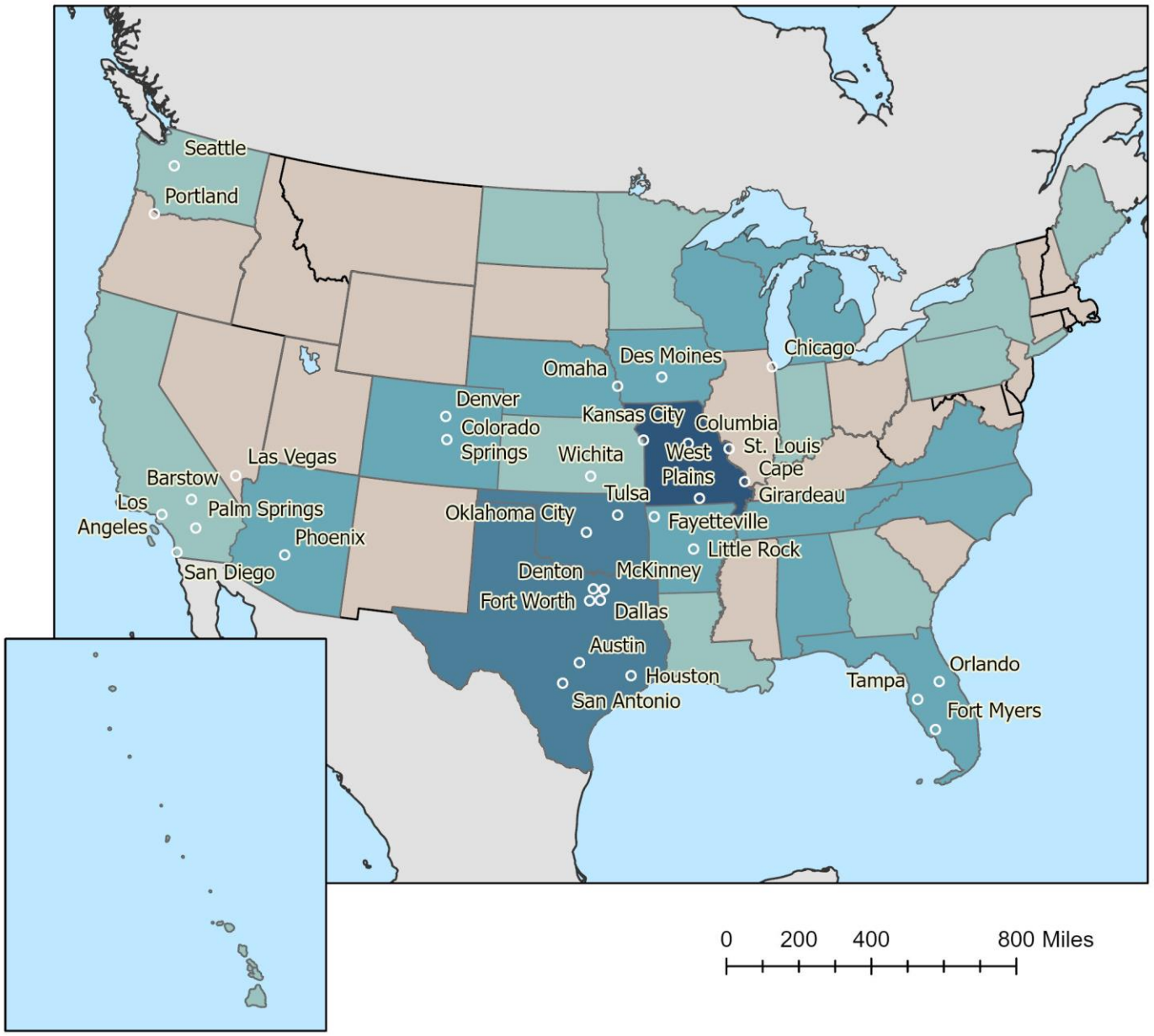
Lakes

States

Countries

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State-to-State Outflow Christian County 2015-2019



N

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Christian County Outflow 2015-2019

- 251 - 3884
- 101 - 250
- 51 - 100
- 31 - 50
- 1 - 30
- 0

- Lakes
- States
- Countries

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Demographics & Employment

Population Change



This section contains information about the population of the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas are designated by the U.S. Census Bureau based on the economic ties to a large population center. The number of commuters from the five counties in the MSA that are employed in the OTO area have a tremendous impact on the transportation system and local economies.

The OTO prepares the Growth Trends report annually to keep stakeholders and the public informed of changes and trends in population and employment aimed at facilitating cooperative decision making in support of an excellent regional transportation system.

Other transportation related demographics for municipalities and counties in the OTO area as well as the MSA, such as population growth, income, poverty, mean travel time, workforce by industry, and job growth by jurisdiction are presented in this section.

Springfield MSA

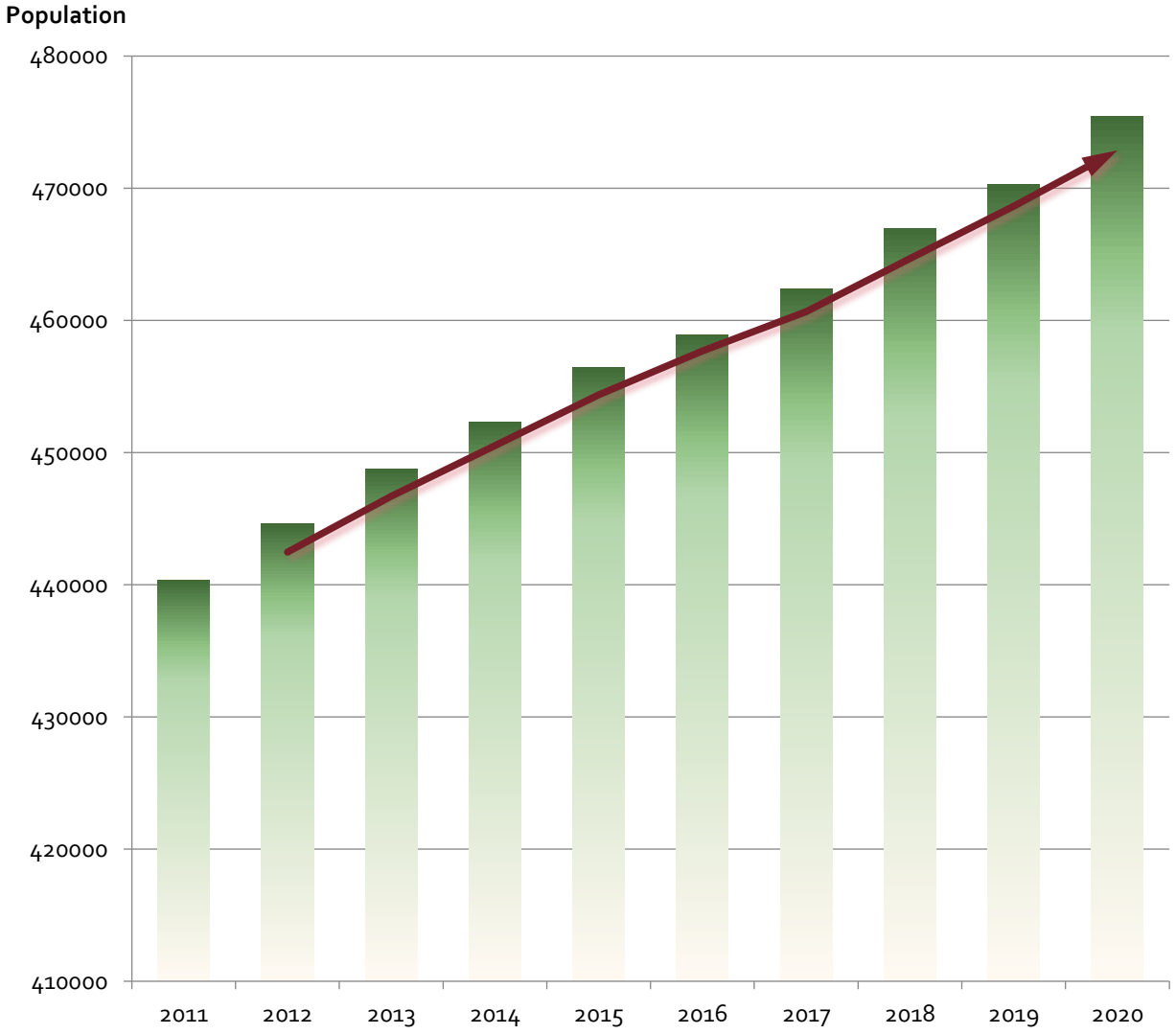
The Springfield, Missouri Metropolitan Statistical Area (MSA) includes Greene, Christian, Webster, Polk, and Dallas Counties.

The chart on this page shows the steady increase of the combined MSA county populations.

From 2011 to 2020, the MSA population has increased from 440,317 to 475,432. Increasing 8%, equaling a 0.8% annual rate of growth.

Using the rule of 70, at an annual growth percent of 0.77, it will take the Springfield MSA over 87 years to double in population to 950,864.

Springfield MSA Population
(Greene, Christian, Webster, Polk and Dallas Counties)
Source: U.S. Census Bureau Population Estimates Program & 2020 Decennial Census



Springfield MSA

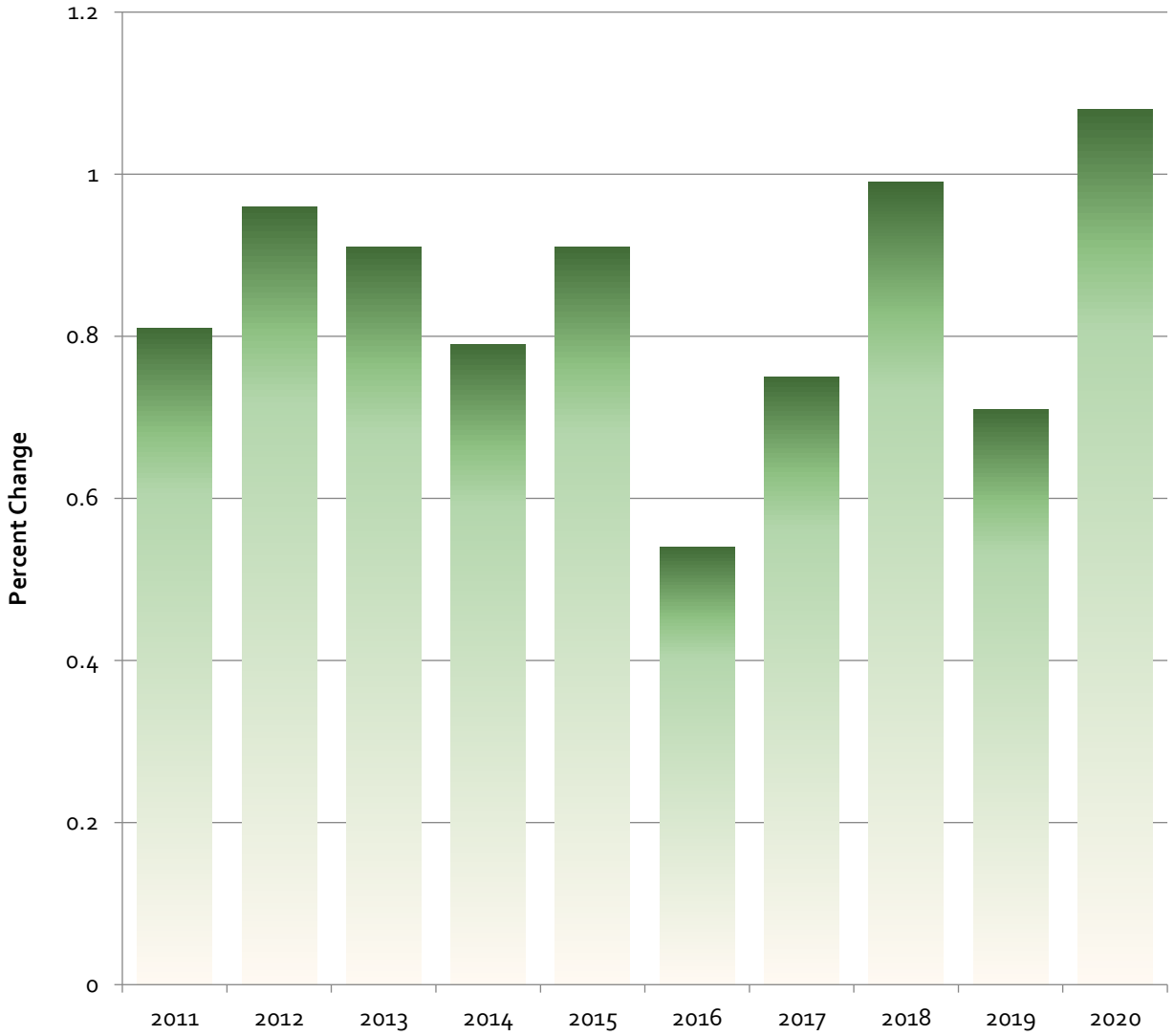
Continued

Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 10-year period from 2011 to 2020 was from 2019 to 2020.

The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The percent change in population from 2019 to 2020 is the first time it has been over 1% since 2009 to 2010.

Year-over-Year Population Percent Change
Springfield MSA
Source: US Census Bureau Population Estimates Program & 2020 Decennial Census

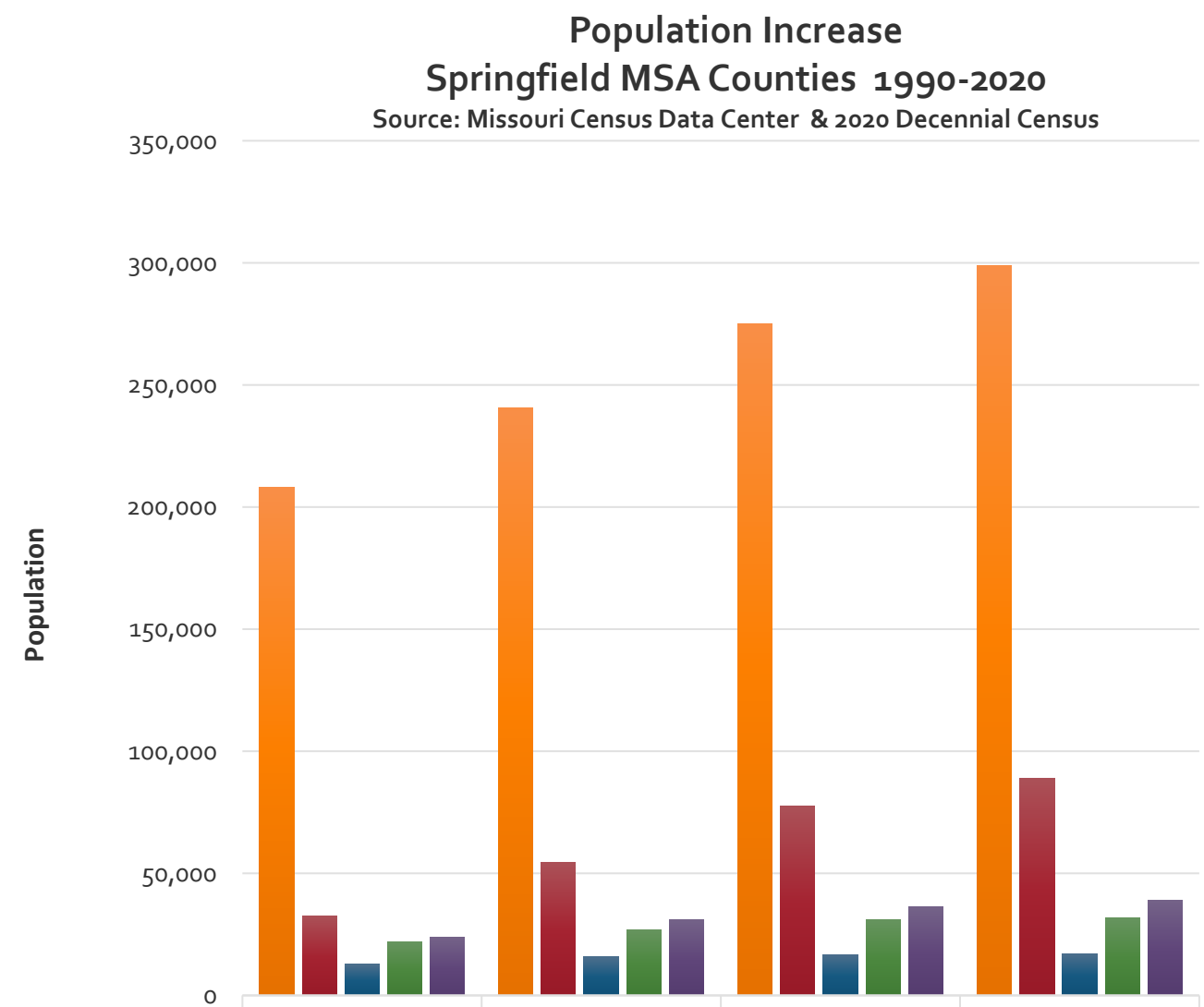


Individual Counties

The chart on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1990 to 2020.

Christian county was the fastest growing county in the MSA in terms of percent change during the 30-year period adding 56,198 people. Greene county grew the most in terms of raw numbers adding 90,966 people.

Since 2010, the proportion of the total MSA population has decreased for Greene, Dallas, and Polk, counties while increasing for Christian and remaining constant in Webster counties.



	1990	2000	2010	2020
Greene County	207,949	240,391	275,174	298,915
Christian County	32,644	54,285	77,422	88,842
Dallas County	12,646	15,661	16,777	17,071
Polk County	21,826	26,992	31,137	31,519
Webster County	23,753	31,045	36,202	39,085

Cities in the OTO Area

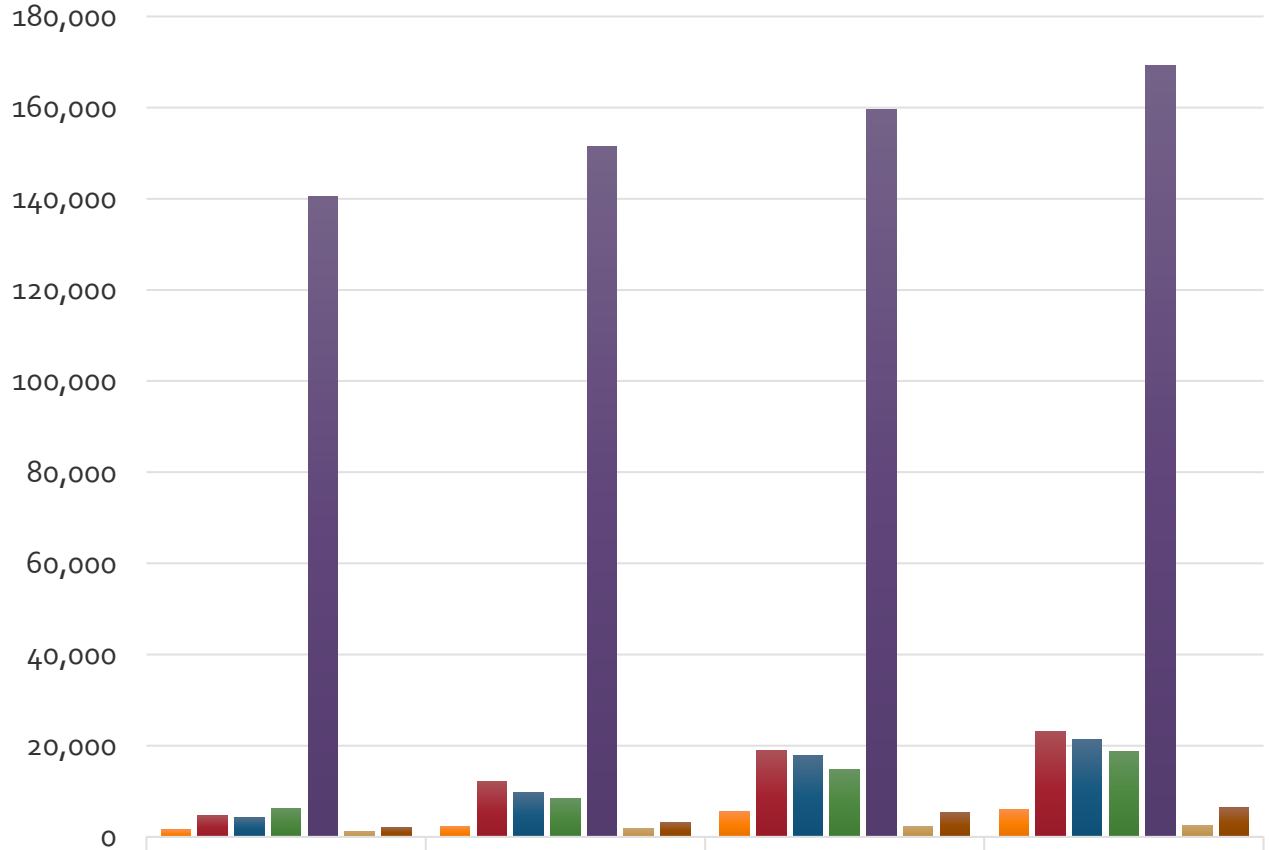
The information on this page shows population growth for cities within the OTO area from 1990 to 2020.

The City of Springfield has experienced steady growth since 2010 adding the most people (9,678) over the past decade to its population and remains the employment and activity hub for the OTO area.

Over three times as many people were added in cities other than Springfield from 2000 to 2010, 27,179 to 7,918.

During the period from 2010 to 2020, all cities other than Springfield added 13,357 people combined.

Population Growth for Cities in the OTO Area From 1990 to 2020



	1990	2000	2010	2020
Battlefield	1,526	2,385	5,590	5,990
Nixa	4,707	12,124	19,022	23,257
Ozark	4,243	9,665	17,820	21,284
Republic	6,292	8,438	14,751	18,750
Springfield	140,494	151,580	159,498	169,176
Strafford	1,166	1,845	2,358	2,561
Willard	2,177	3,193	5,288	6,344

Cities in the OTO Area

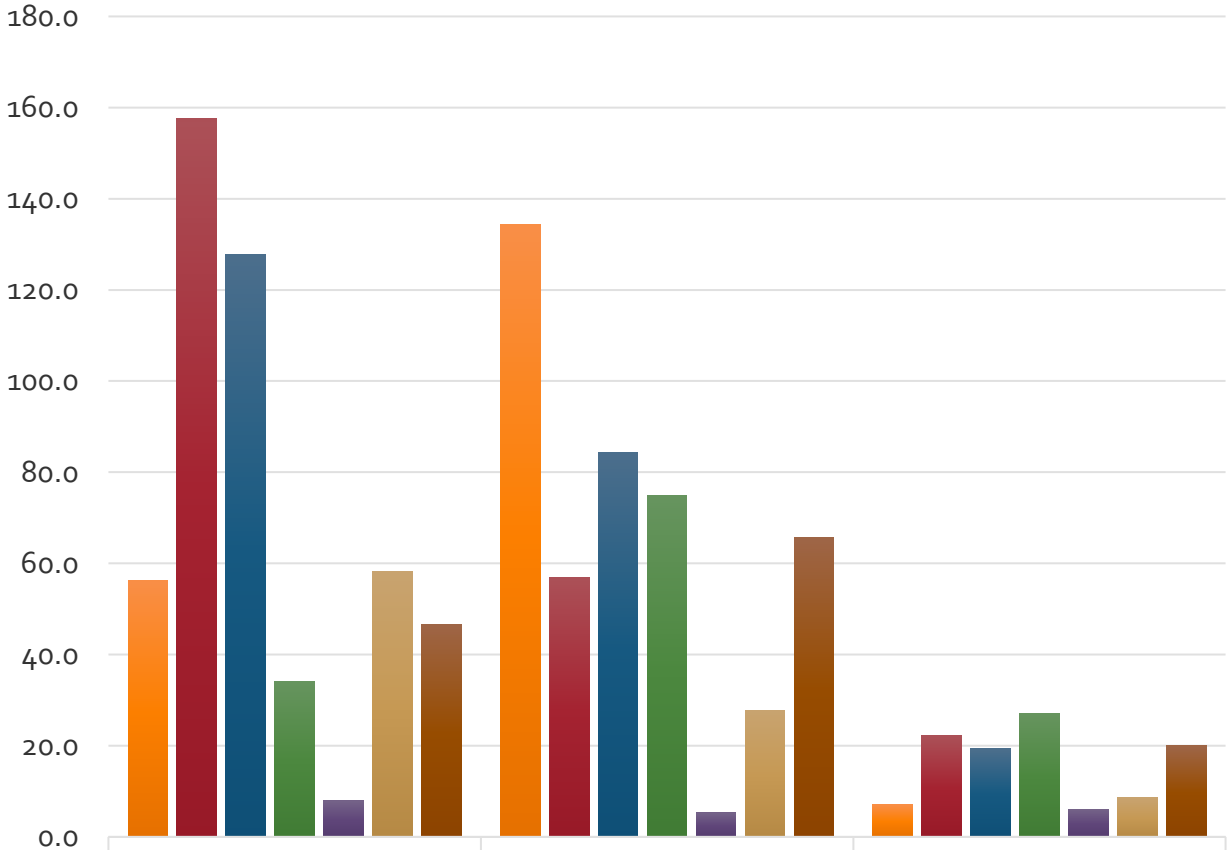
The information on this page shows population percent change for cities within the OTO for each decade from 1990 to 2020.

Although the City of Springfield has the most people to its population than any other city in each decade, its rate of growth has been the smallest.

This chart demonstrates the rapid growth in cities outside of Springfield in the 1990s and 2000s. These decades mark a period of urban sprawl in the metro area.

From 2010 – 2020, all cities experienced a significant decline in the rate of growth from prior decades apart from Springfield where the growth rate increased from the previous decade.

Population Percent Change for Cities in the OTO Area by Decade from 1990 to 2020



	1990 - 2000	2000 - 2010	2010 - 2020
Battlefield	56.3	134.4	7.2
Nixa	157.6	56.9	22.3
Ozark	127.8	84.4	19.4
Republic	34.1	74.8	27.1
Springfield	7.9	5.2	6.1
Strafford	58.2	27.8	8.6
Willard	46.7	65.6	20.0

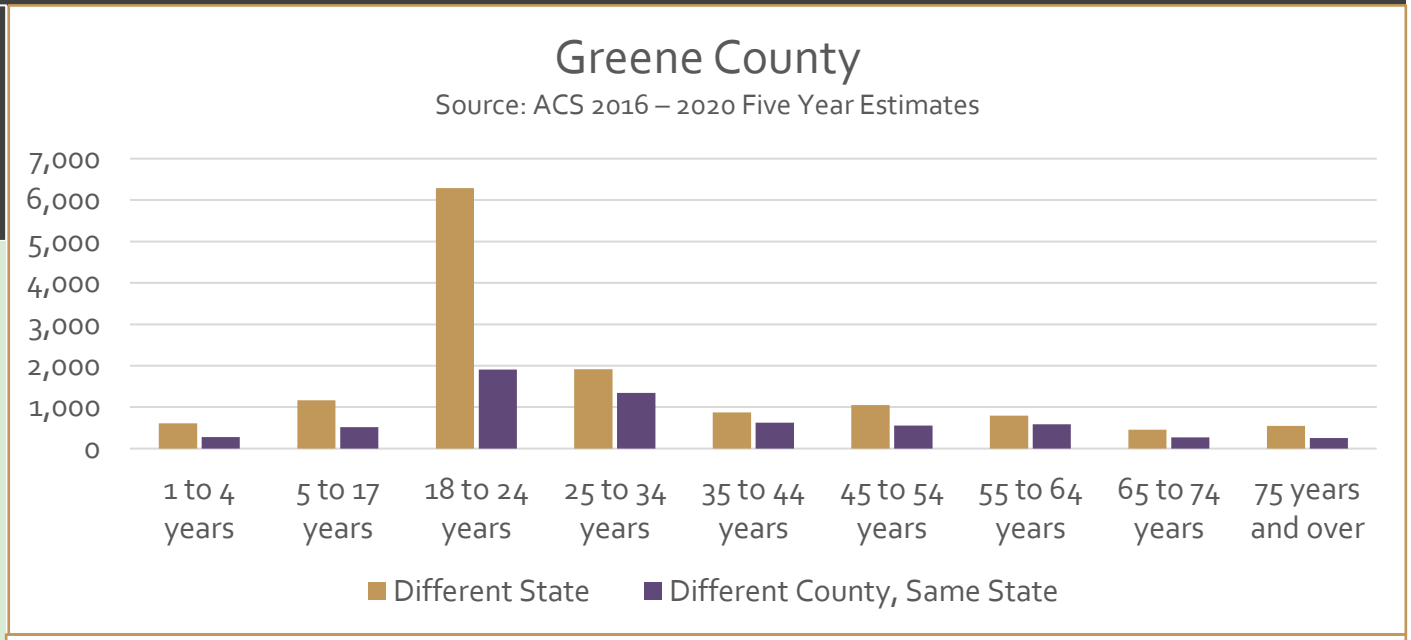
In-Migration

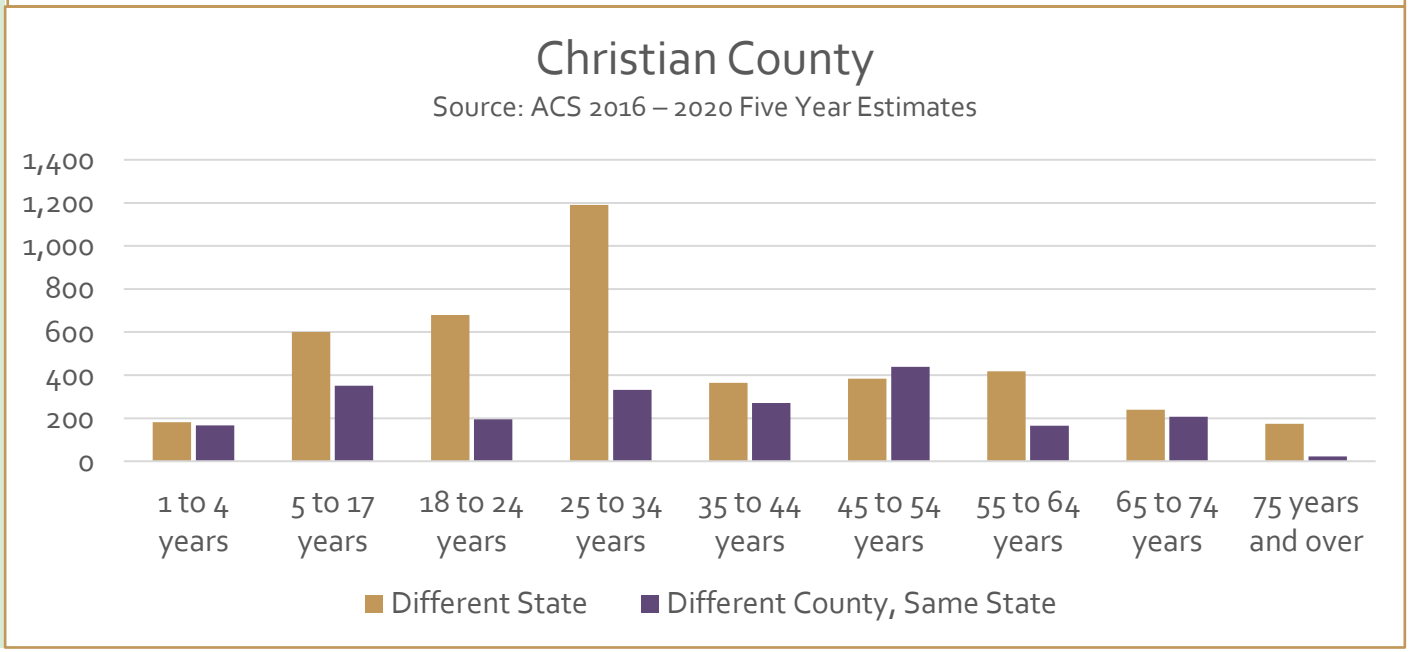
Age Characteristics

The age characteristics for individuals migrating into Greene and Christian counties in 2020 are presented on this page.

The overwhelming majority of individuals migrating into Greene county were 18 to 24 years old coming from other counties in Missouri. The median age for all in-migrants from other counties in Missouri into Greene County was estimated to be 22.5.

The largest age group migrating into Christian county were individuals 25 to 34 years old from different counties within Missouri. The median ages for in-migrants into Christian County were 29.7 and 36 for those from other counties in Missouri and from other states, respectively.





In-Migration

Race Characteristics

The race characteristics for individuals migrating into Greene County for two five-year periods from the prior decade are presented on this page.

The two largest racial groups of non-white alone that migrated into Greene County from 2016 to 2020 were individuals who reported being of two or more races when surveyed and Black or African American.

The same was true from 2011 – 2015, however, in 2020 individuals of two or more races had supplanted African American as the leading non-white racial group of in-migrants.

During the latter part of the prior decade, in-migrants into Greene County have become more racially diverse.

Greene County

Source: ACS 2011 – 2015 Five Year Estimates



Greene County

Source: ACS 2016 – 2020 Five Year Estimates



In-Migration

Race Characteristics

The race characteristics for individuals migrating into Christian County for two five-year periods from the prior decade are presented on this page.

Most in-migrants into Christian Counties are white alone. The proportion of in-migrants who were not white alone increased during the latter half of the last decade as depicted in the charts.

The two largest racial groups of non-white alone that migrated into Christian County from 2016 to 2020 were Black or African American and individuals who reported being of two or more races when surveyed.

Christian County

Source: ACS 2011 – 2015 Five Year Estimates



Christian County

Source: ACS 2016 – 2020 Five Year Estimates



Median Household Income

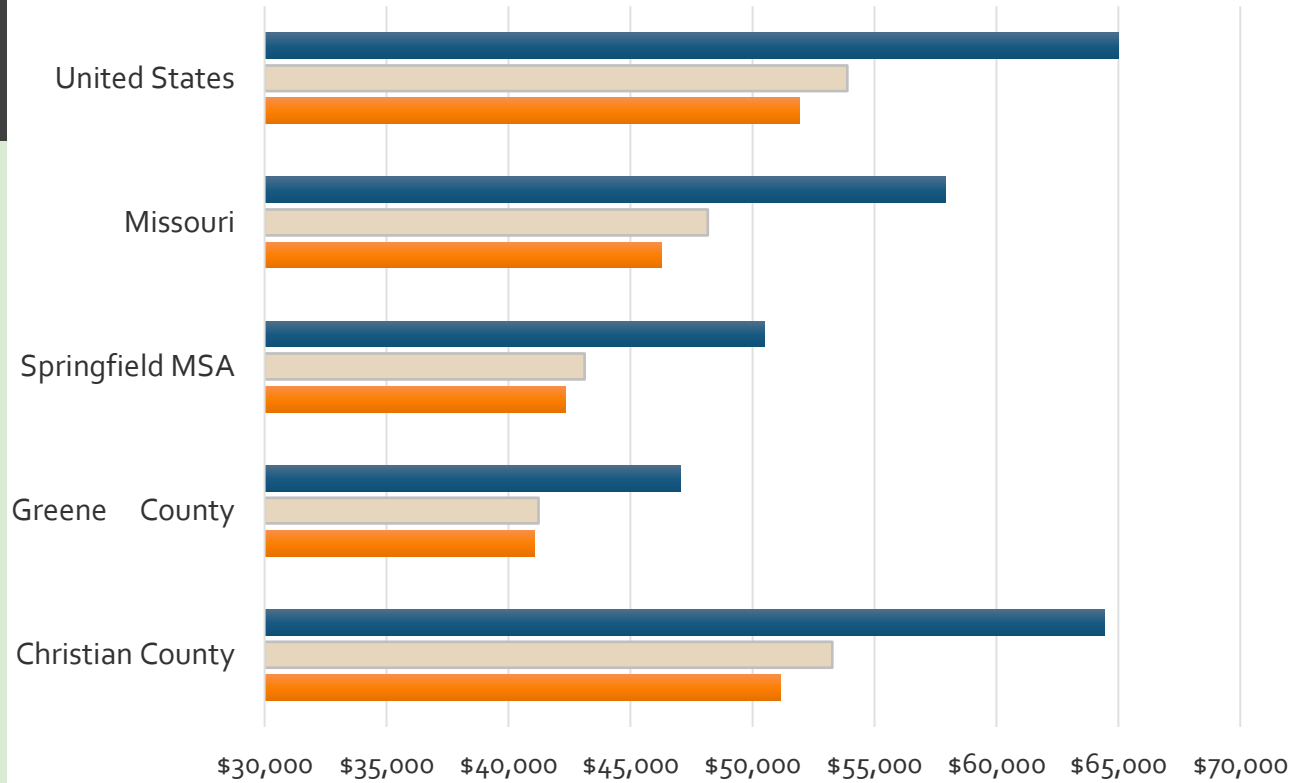
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2010, 2015, & 2020 American Community Survey 5-year estimates are presented here.

The ACS estimates are based on sampling and are reported within a margin of error. The ACS estimates should only be compared at 5-year intervals to ensure the population sampled is not included in any other survey.

A comparison of survey estimates between survey years indicates that the rise in median household incomes is statistically different in 2020. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2010 & 2015 estimates and even outpace the rate of inflation.

Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



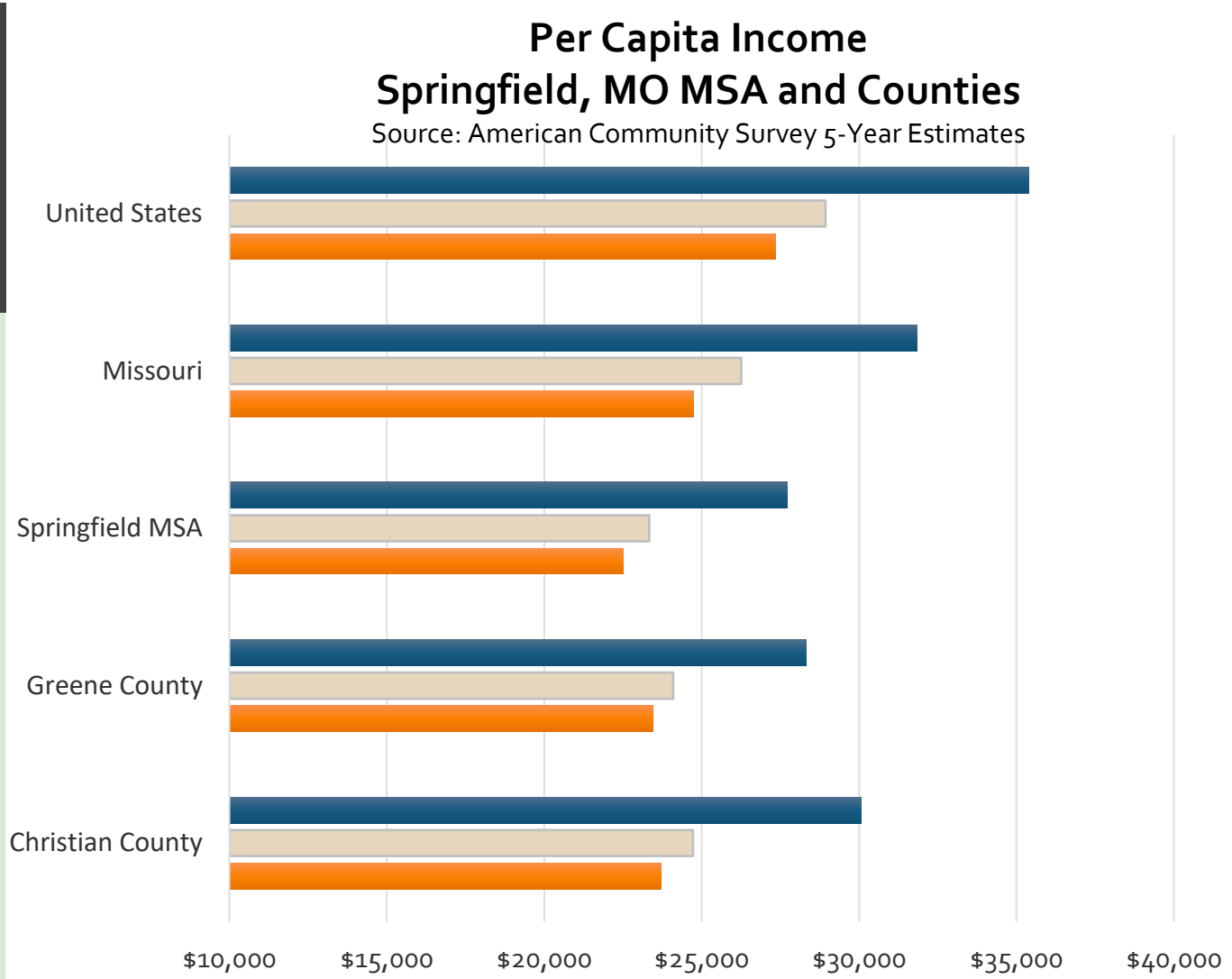
	Christian County	Greene County	Springfield MSA	Missouri	United States
2020	$64,442	$47,053	$50,496	$57,920	$64,994
2015	$53,270	$41,227	$43,123	$48,173	$53,889
2010	$51,135	$41,059	$42,328	$46,262	$51,914

Per Capita Income

The chart to the right shows per capita income for the United States, Missouri, Greene and Christian Counties, and the Springfield MO MSA.

The counties and MSA are below both the national ($35,384) and state ($31,839) per capita income levels for 2020.

As with the ACS data for median household income, comparing each surveys' per capita income for statistical difference between samples indicates that all geographies have seen a statistically significant increase in per capita income through 2020.



	Christian County	Greene County	Springfield MSA	Missouri	United States
2020	$30,078	$28,308	$27,734	$31,839	$35,384
2015	$24,730	$24,097	$23,338	$26,259	$28,930
2010	$23,720	$23,443	$22,515	$24,724	$27,334

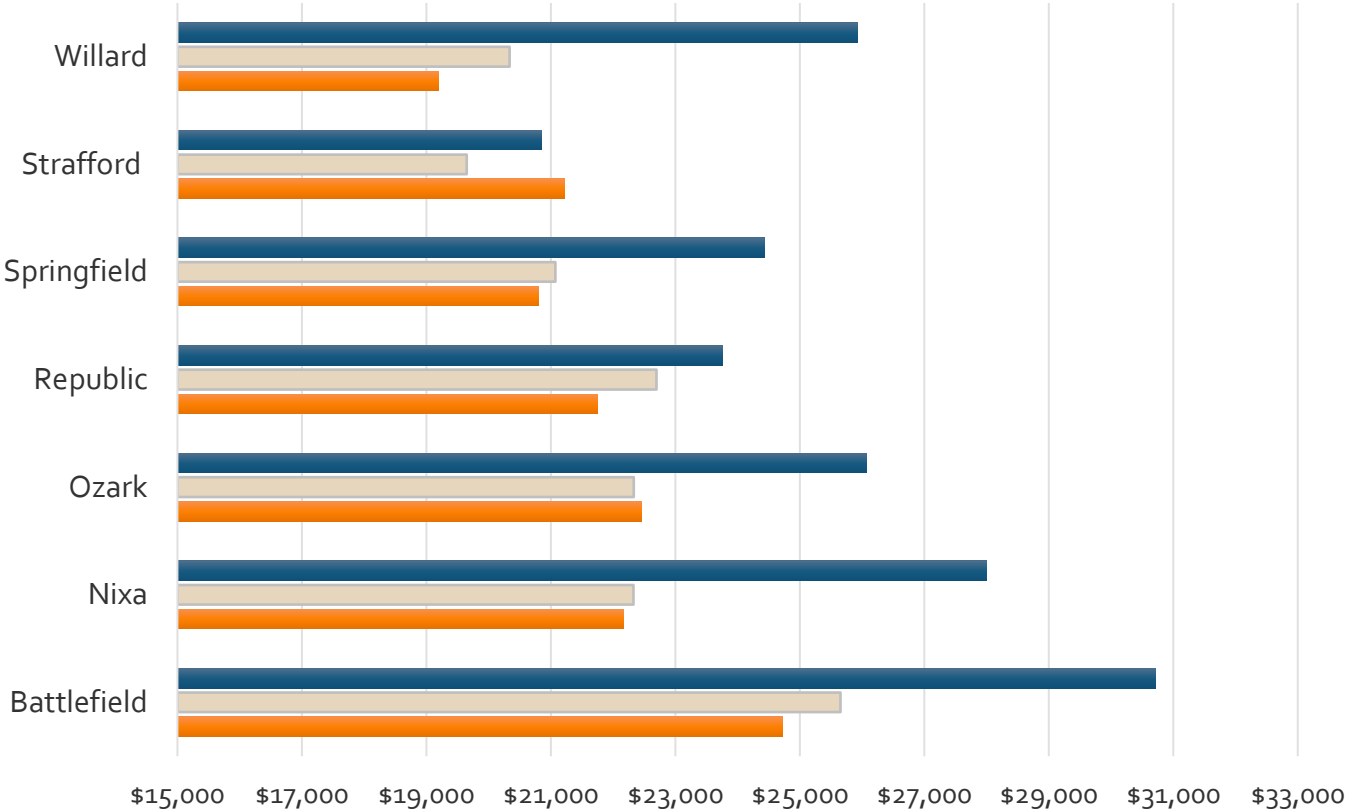
Per Capita Income

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

The ACS estimate for 2020 is higher for all cities. However, there is no statistical difference in any of the estimates for Republic or Strafford. In the cases of Springfield, Battlefield, Ozark, Nixa, & Willard there is no significant difference between 2010 & 2015, but the 2020 estimate is statistically different from the earlier five-year samples.

Per Capita Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



	Battlefield	Nixa	Ozark	Republic	Springfield	Strafford	Willard
2020	$30,717	$27,995	$26,071	$23,751	$24,438	$20,852	$25,923
2015	$25,651	$22,326	$22,334	$22,699	$21,075	$19,650	$20,338
2010	$24,727	$22,166	$22,457	$21,758	$20,793	$21,220	$19,195

Individuals Living Below Poverty

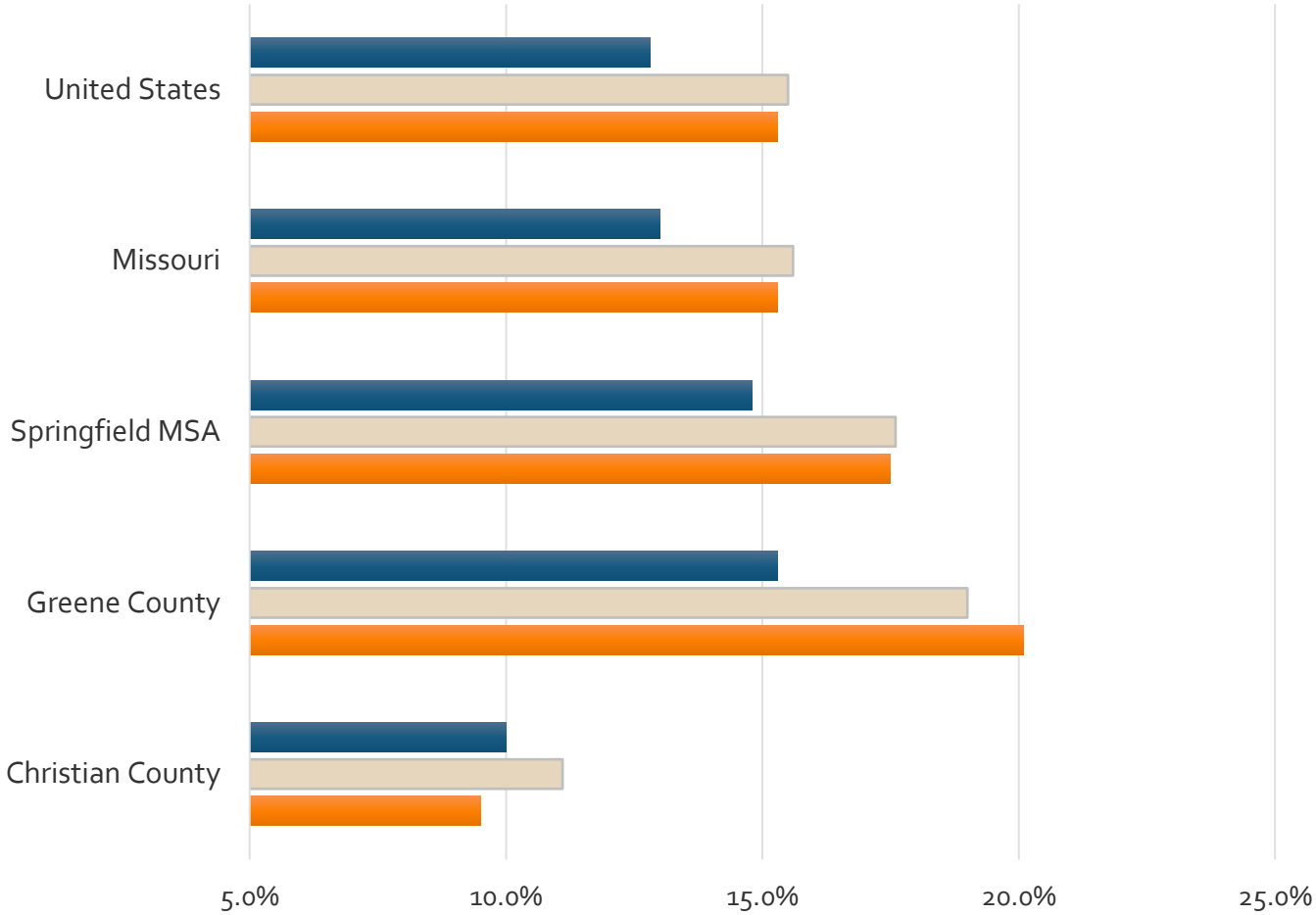
In 2020, the percentage of people living at or below the poverty level had dropped below 2010 & 2015 levels for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

Although the 2020 estimate for Christian County appears to worsened since 2010, the percentages in the survey years are not statistically different.

Apart from Christian County, survey estimates for 2020 are statistically different from 2010 & 2015 estimates for all geographies. This indicates that percentages of people living below poverty level were greatly reduced over the past decade.

Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



	Christian County	Greene County	Springfield MSA	Missouri	United States
2020	10.0%	15.3%	14.8%	13.0%	12.8%
2015	11.1%	19.0%	17.6%	15.6%	15.5%
2010*	9.5%	20.1%	17.5%	15.3%	15.3%

Children Living in Poverty

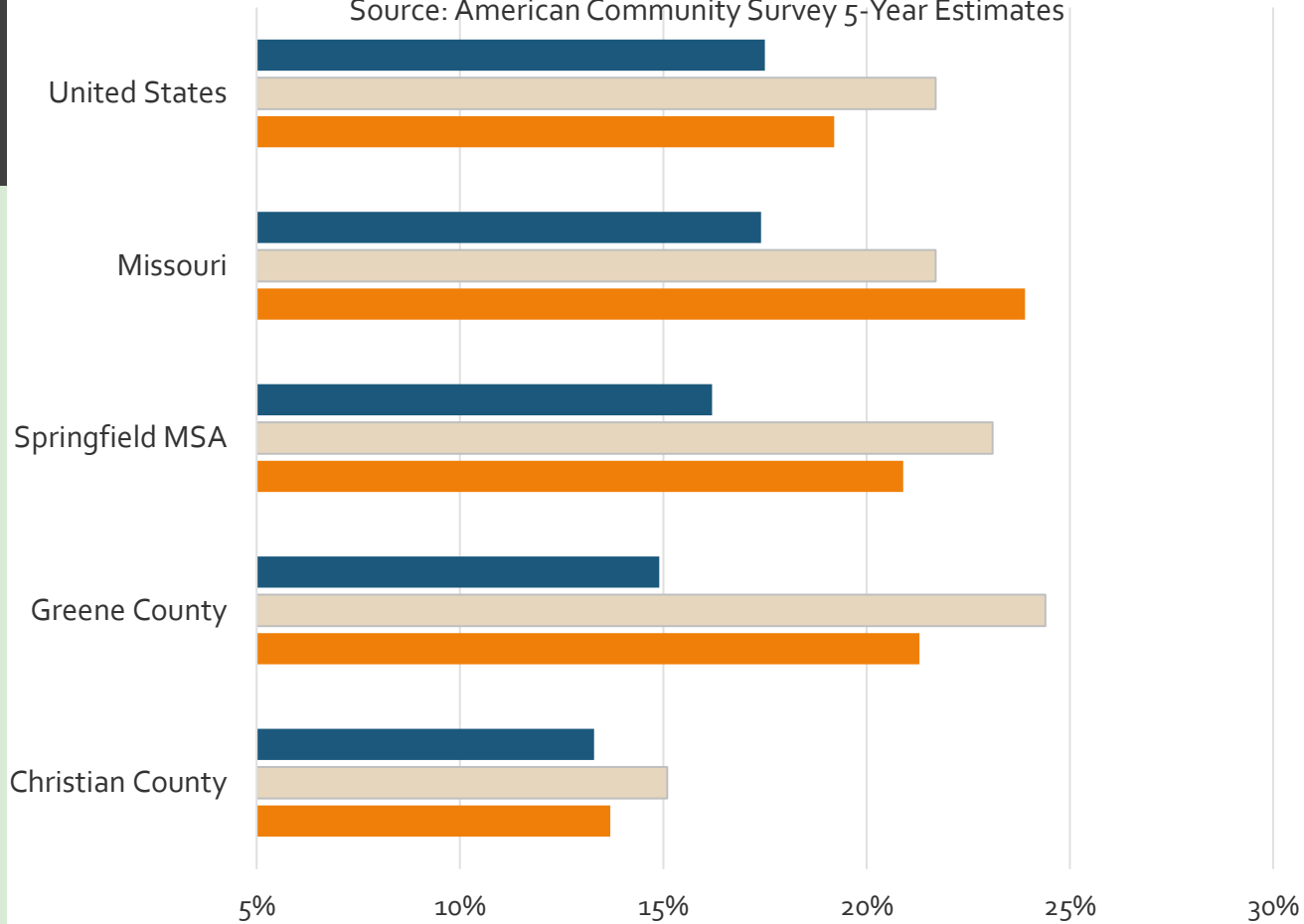
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA, Greene, and Christian Counties are compared with Missouri and the United States in the chart.

The estimates for the percentage of children living at or below the poverty level in 2010 & 2015 samples are not statistically different across all geographies. The five-year estimates for 2015 are significantly different from the 2020 sample in all geographies.

This indicates that children living at or below poverty level has returned to pre-recession levels or better across the board.

Children Living in Poverty
Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



	Christian County	Greene County	Springfield MSA	Missouri	United States
2020	13.3%	14.9%	16.2%	17.4%	17.5%
2015	15.1%	24.4%	23.1%	21.7%	21.7%
2010	13.7%	21.3%	20.9%	23.9%	19.2%

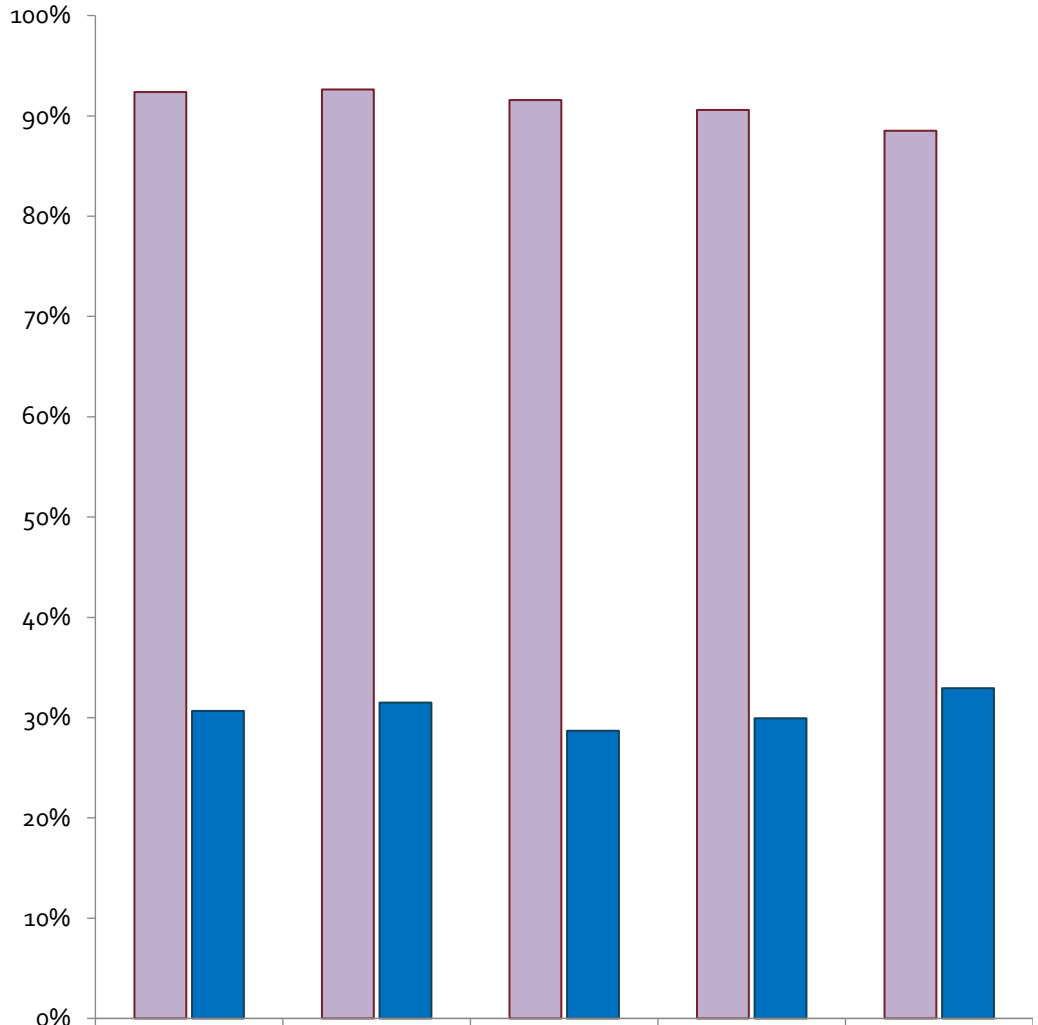
Workforce Education Levels

Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have higher percentages of residents 25 years of age or older with a high school diploma than the MSA, State, or the U.S. Greene County has the higher percentage of residents 25 years of age or older with a four-year college degree at 31.5 percent compared to all other geographies except for the U.S.

The Springfield MSA as a whole, has the lowest percentage of people over 25 with a bachelor's degree or higher while all areas have a higher percentage of high school graduates than the U.S.

Workforce Education Levels
Percent with High School Diploma and College Degrees in Springfield MSA Counties
Source: 2020 ACS 5-Year Estimates



	Christian County	Greene County	Springfield MSA	Missouri	United States
% High School	92.4%	92.6%	91.6%	90.6%	88.5%
% Bachelor's or Higher	30.7%	31.5%	28.7%	29.9%	32.9%

Commuting Patterns

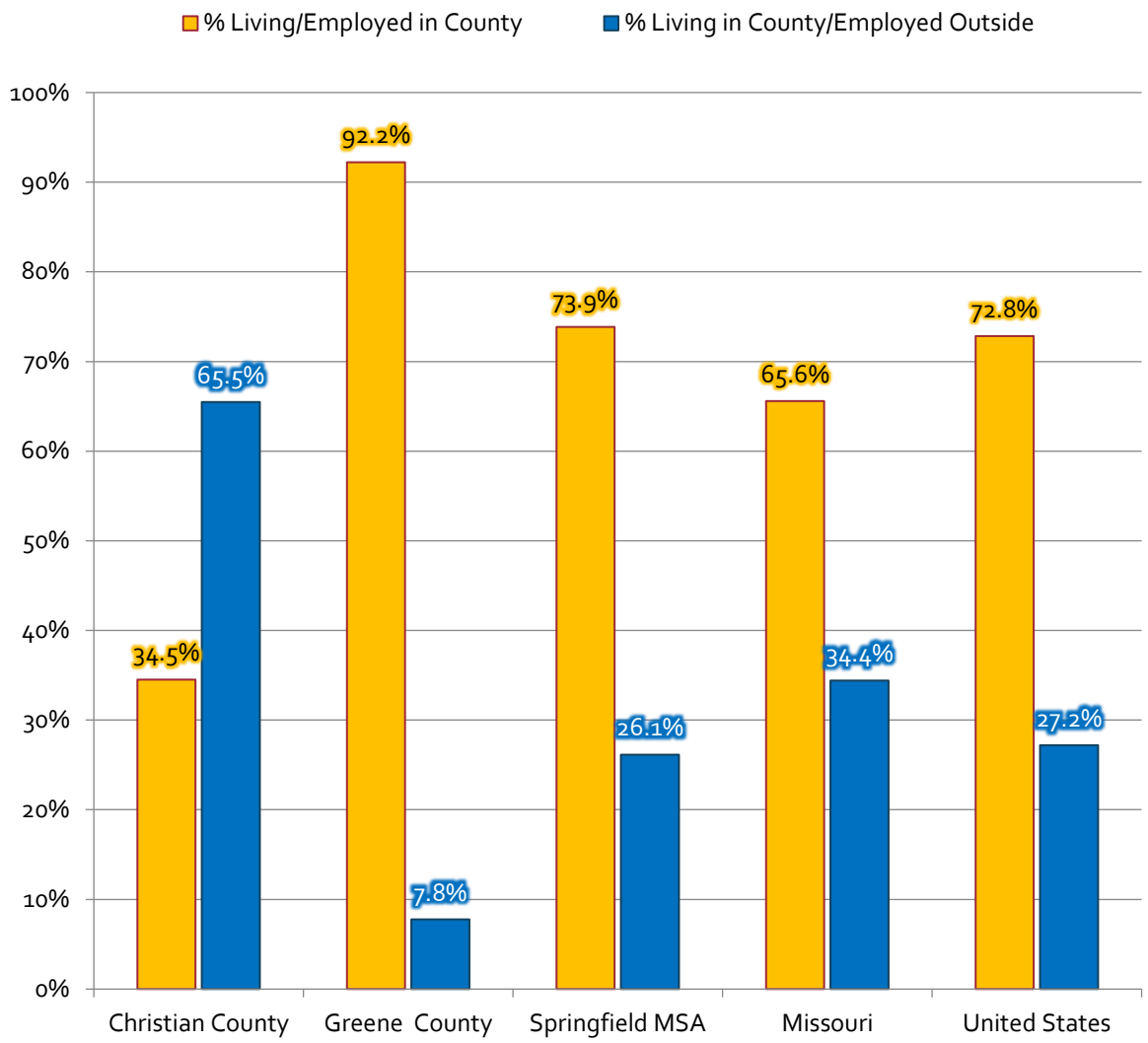
The chart to the right shows the percentage of workers who work in their county of residence compared to the percentage who work in a different county.

Of the people who work in Greene County, 92.2 percent also live in Greene County. Conversely, the majority (65.5%) of Christian County residents commute to another county for work.

The MSA percentage of workers living in the same county as they are employed is comparable to that of the United States but nearly ten percent more than Missouri.

County of Residence vs. County of Employment

Source: 2020 ACS 5-Year Estimates

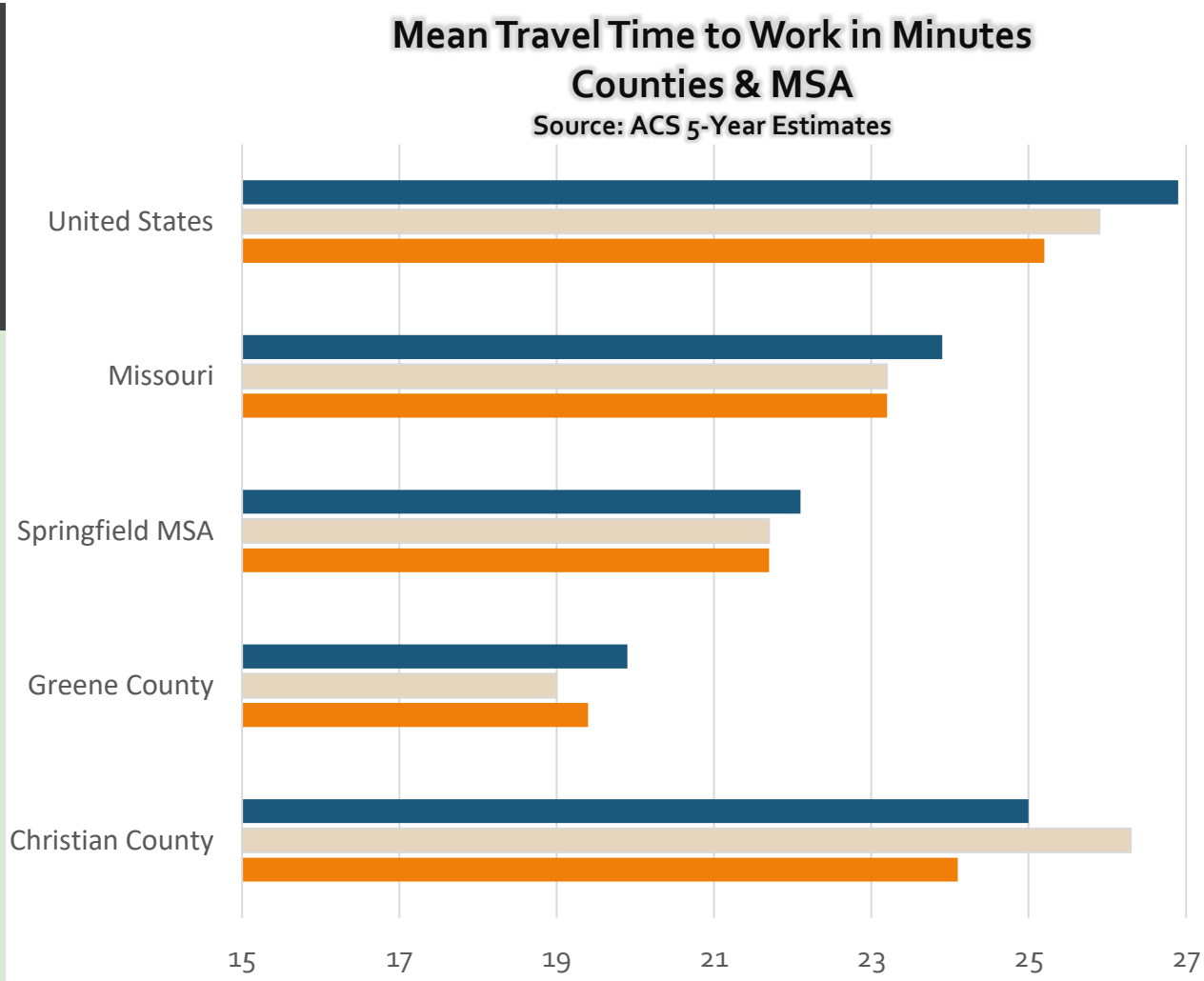


Mean Travel Time to Work

The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 19.9 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25 minutes. This is comparable to the United States as a whole.

The travel time estimates for the United States are statistically different and have increased across all five-year samples. The Missouri estimate for 2020 is significantly more than previous estimates. Greene and Christian Counties are not statistically different across all samples.



	Christian County	Greene County	Springfield MSA	Missouri	United States
2020	25	19.9	22.1	23.9	26.9
2015	26.3	19	21.7	23.2	25.9
2010	24.1	19.4	21.7	23.2	25.2

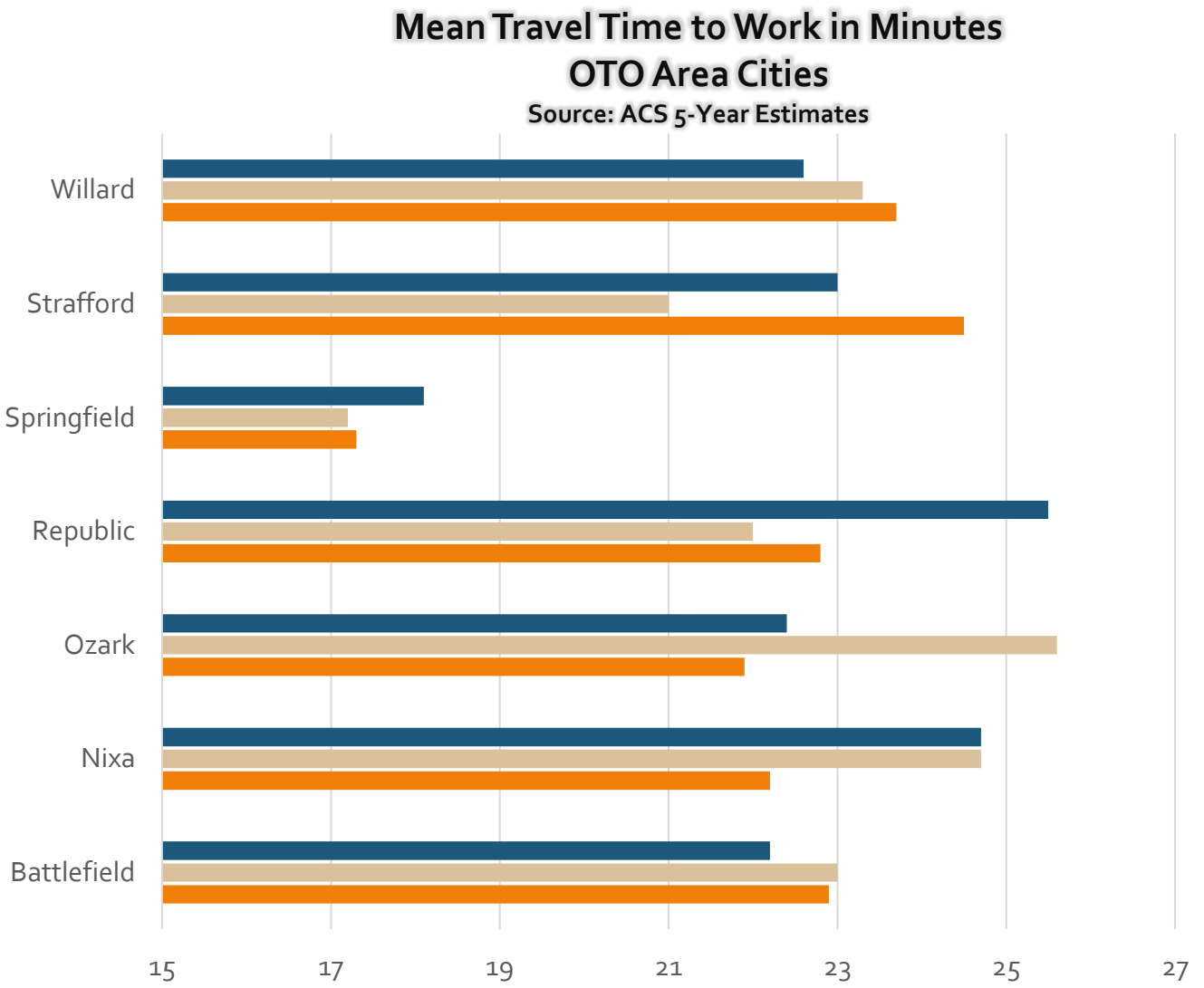
Mean Travel Time to Work

The chart to the right shows the average commute time for residents living in the seven cities within the OTO area.

The 2020 estimates for Springfield & Republic are statistically different from 2015 showing an increase but the 2015 estimate is not statistically different from 2010.

The 2020 estimate is significantly higher than 2010 but no different than 2015 for Nixa. The estimates for Ozark indicate an increase in travel time from 2010 to 2015 and then back down to 2010 levels in 2020.

There is no statistical difference between any of the estimates for Battlefield, Strafford, or Willard.



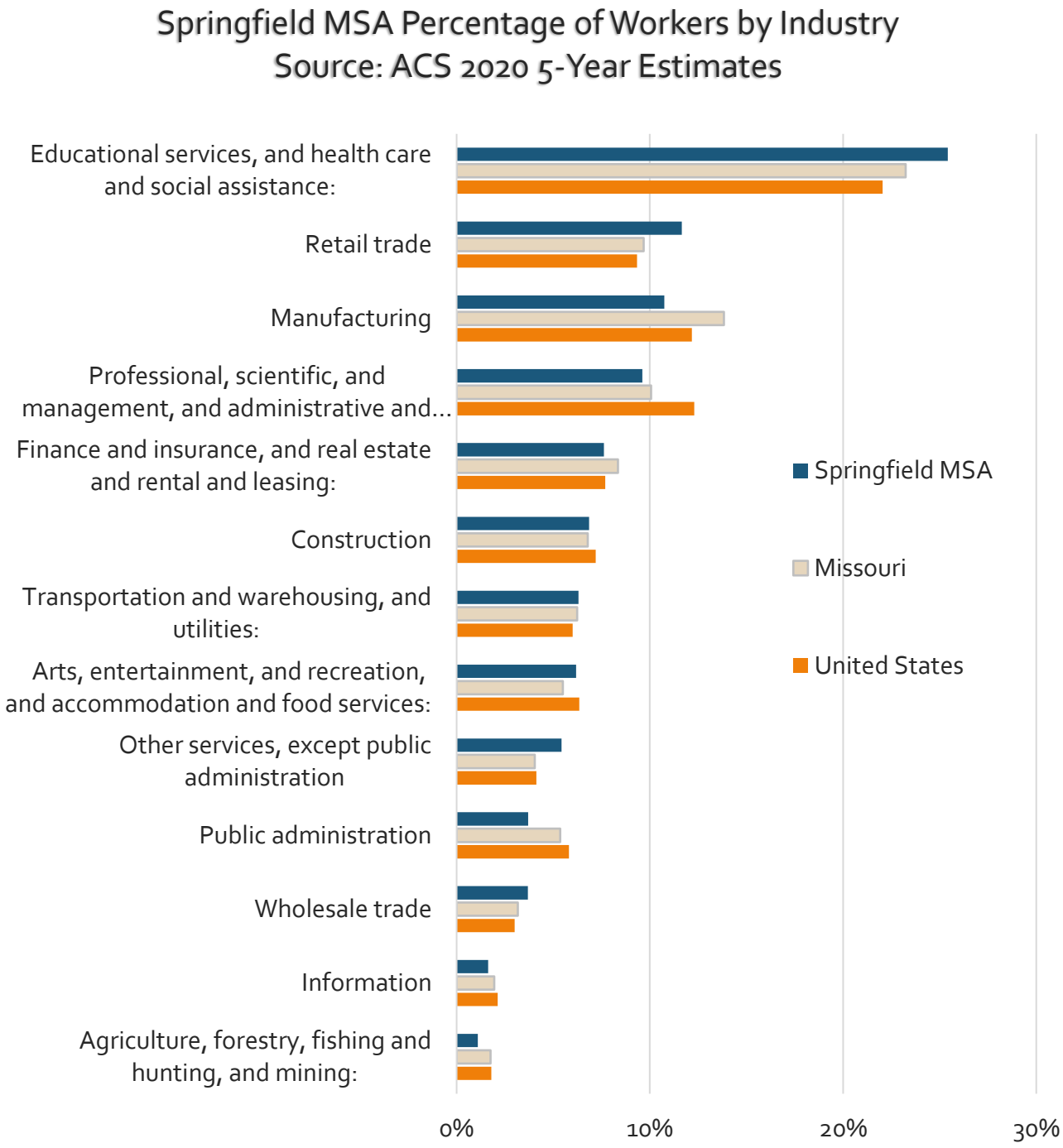
	Battlefield	Nixa	Ozark	Republic	Springfield	Strafford	Willard
2020	22.2	24.7	22.4	25.5	18.1	23	22.6
2015	23	24.7	25.6	22	17.2	21	23.3
2010	22.9	22.2	21.9	22.8	17.3	24.5	23.7

Workforce By Industry

The chart to the right compares industry employment percentages for the workforce for the Springfield, MO MSA, Missouri, & the United States.

The precent of industry employment in the Springfield MSA is greater than MO & the U.S. in Educational service, health care, and social assistance, Retail trade, Other services except public administration, & Wholesale trade.

The MSA percentages lag MO & the U.S. in Professional, scientific, etc., Manufacturing, Public Administration, and Information industries.

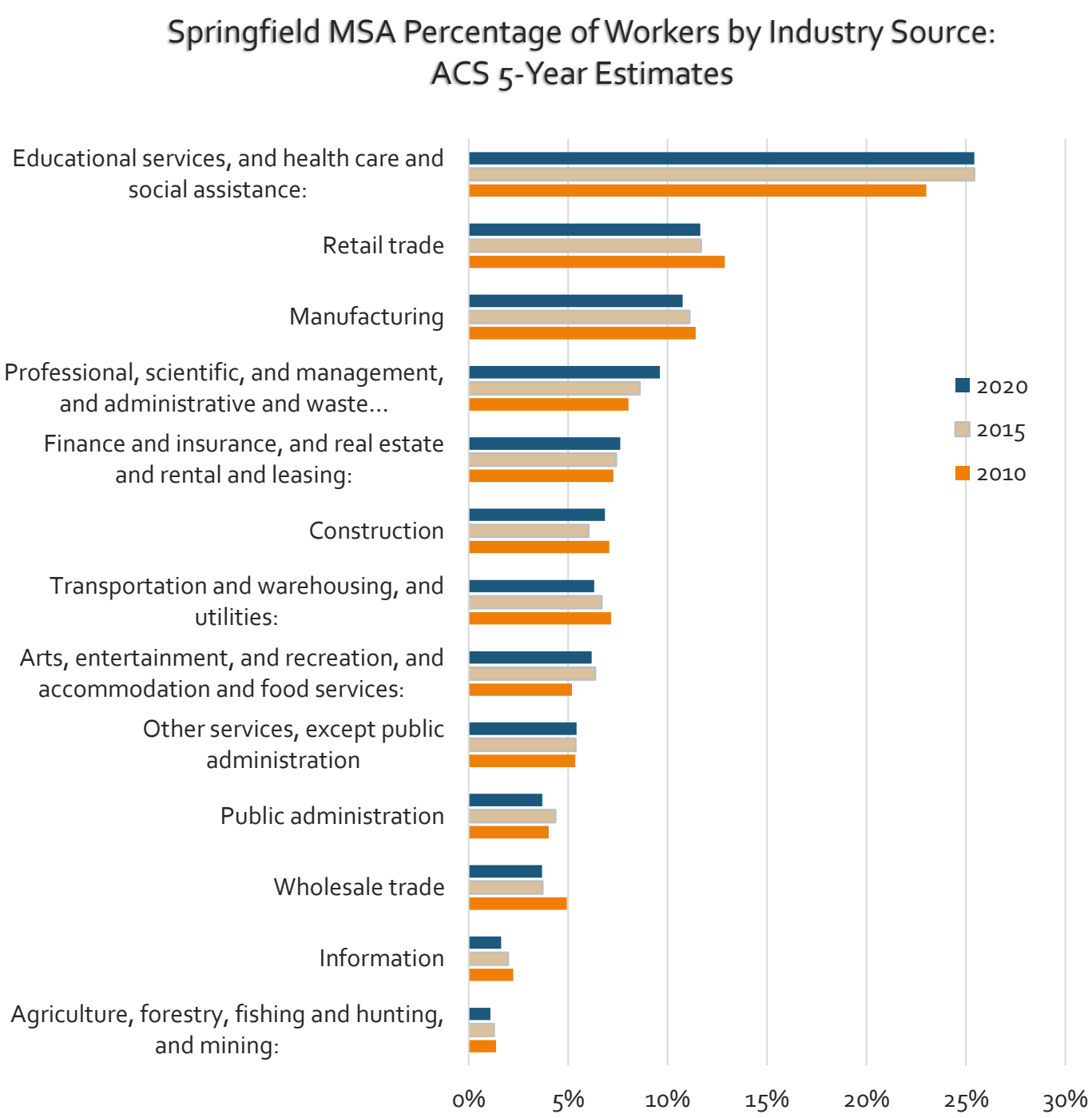


Workforce By Industry
Springfield MSA

The chart to the right shows the 5-year estimates for the percentage of workers by industry in the Springfield MSA for 2020, 2015, & 2010.

There is no statistical difference for most industries amongst the surveys. However, the estimates are significantly different for Education & Healthcare and Construction Industries from prior 5-year samples, 2010 & 2015, respectively.

Employment percentages in the Wholesale Trade, Public Administration, & Information sectors declined from 2015 to 2020 while employment in the Professional, Scientific, etc. sector increased.

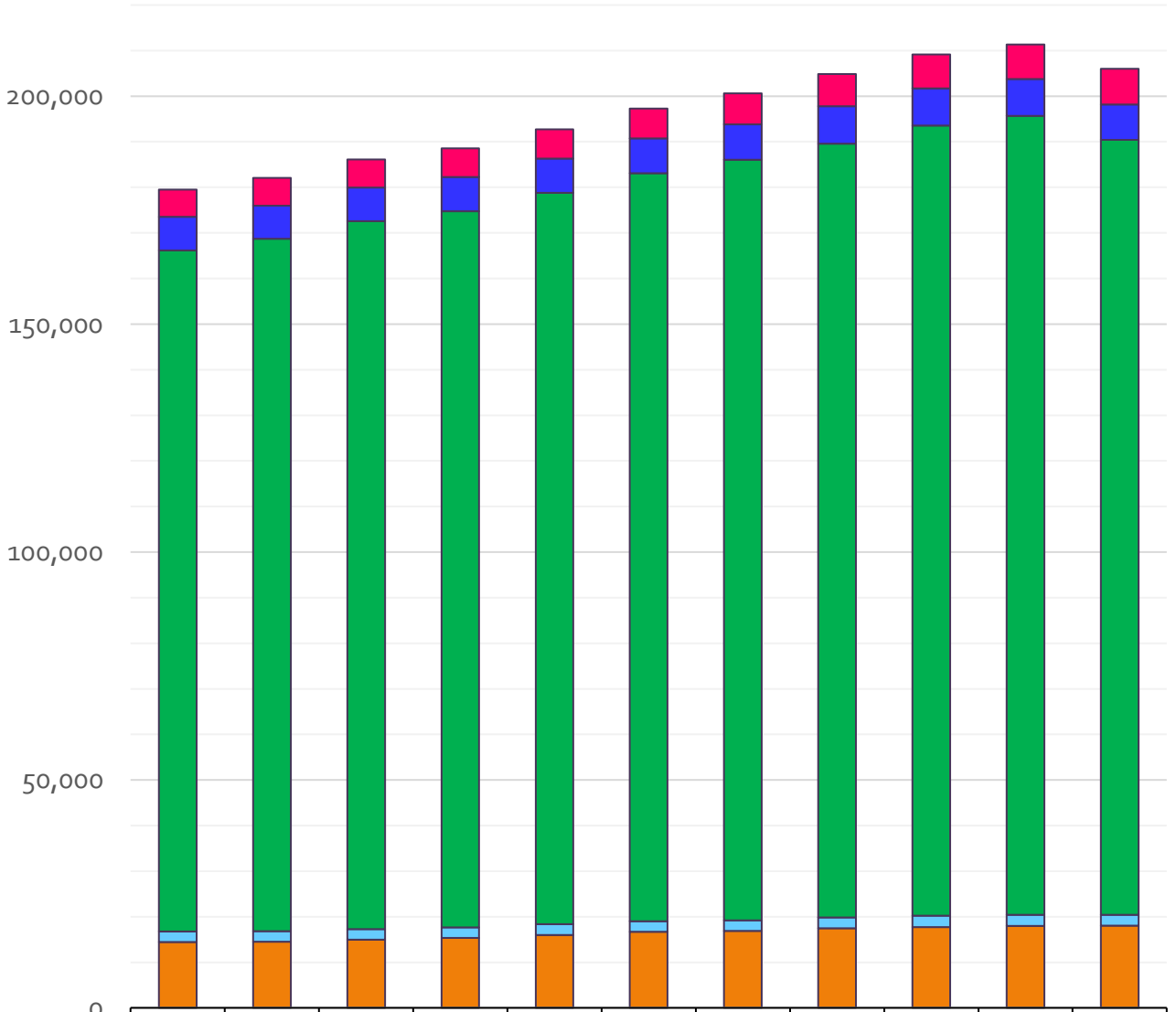


Number of Jobs by MSA County

The data contained in the chart on this page was retrieved from the U.S. Census Bureau The Local Employment and Household Dynamics (LEHD) Quarterly Workforce Indicators.

The data show job losses from 2019 to 2020. Beginning in 2011, jobs numbers start to climb every year through 2019. The overwhelming number of jobs in the MSA are in Greene County.

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2010 to 2020 has remained relatively constant.



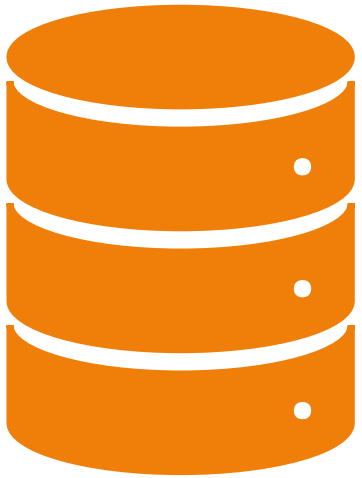
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Webster County	5,977	6,081	6,157	6,255	6,425	6,564	6,788	7,052	7,458	7,620	7,832
Polk County	7,352	7,289	7,361	7,531	7,517	7,603	7,754	8,237	8,155	8,087	7,814
Greene County	149,385	151,886	155,335	157,061	160,399	164,083	166,866	169,739	173,330	175,215	169,975
Dallas County	2,287	2,276	2,264	2,306	2,361	2,341	2,308	2,366	2,450	2,474	2,357
Christian County	14,486	14,558	15,001	15,385	16,031	16,685	16,910	17,472	17,767	17,965	18,055

Data Sources

The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, the Christian County Planning and Development Department, and the cities of Battlefield, Republic, Nixa, Ozark, Strafford, and Willard.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns.



Other data sources include:

U.S. Census Bureau, 2020 Decennial Census. P.L. 94_171 Redistricting Data

U.S. Census Bureau, 2020. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 3/29/2022 https://lehd.ces.census.gov/data/#qwi.

U.S. Census Bureau. 2022. LEHD Origin-Destination Employment Statistics (2002-2021) LEHD Origin-Destination Employment Statistics (2002-2021) at https://onthemap.ces.census.gov. LODES 7.4 [version]

Missouri Census Data Center, 2020. http://mcdc.missouri.edu/decennial-census/1980-1990.shtml

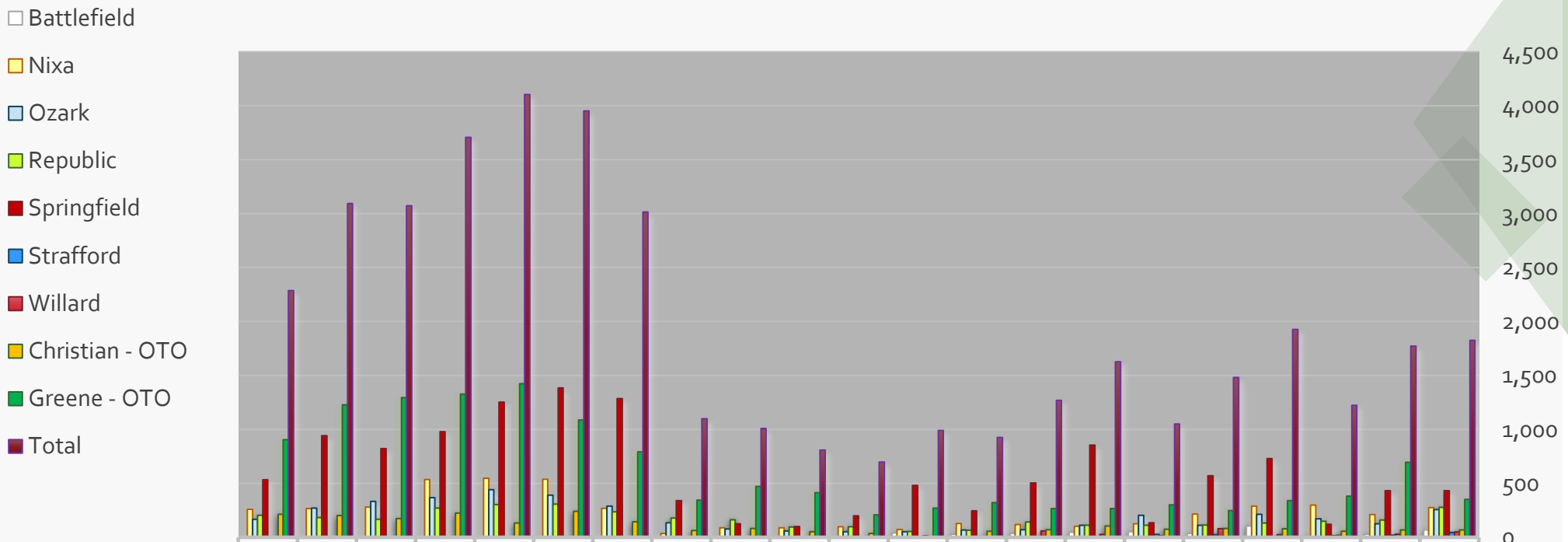
Missouri Census Data Center, 2020. http://mcdc.missouri.edu/decennial-census/2000.shtml

Missouri Census Data Center, 2020. http://mcdc.missouri.edu/decennial-census/2010.shtml

U.S. Census Bureau, 2020, 2019, 2015, 2014, 2010 American Community Survey 5-Year Estimates. https://data.census.gov/cedsci/

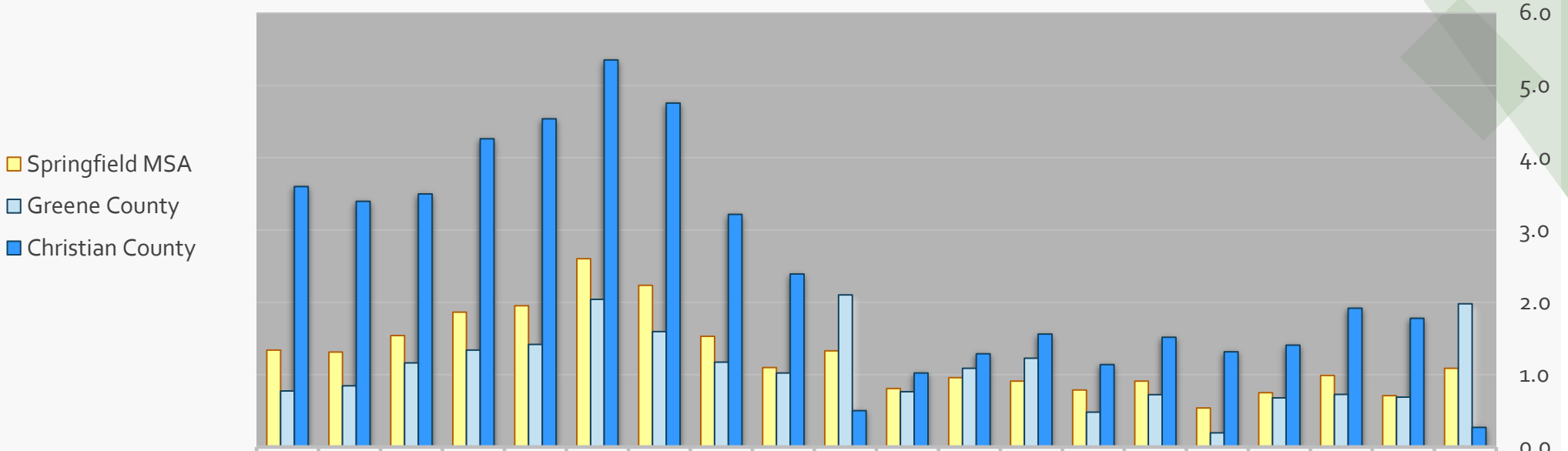
Internal Revenue Service, SOI Tax Stats – Migration Data, 2022.

Appendix A: OTO Area Permit Activity 2001 - 2020



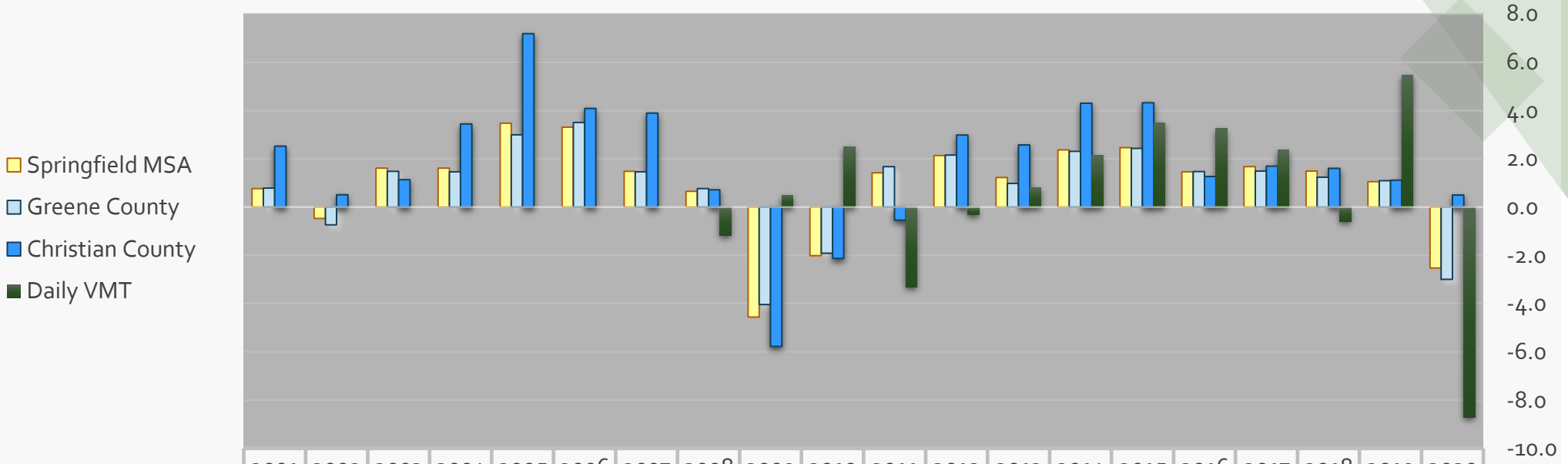
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Battlefield	-	-	-	-		-	-	-	-	-	-	40	29	36	47	53	36	106	14	30	69
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	215	289	298	212	276
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127	257
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	160	277
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122	433	432
Strafford	-	-	-	-		-	-	-	-	-	-	0	3	2	2	27	24	8	15	20	46
Willard												13	7	59	26	14	80	25	17	28	49
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	68	69
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381	695	351
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,481	1,926	1,223	1,773	1,826

Appendix B: Year-over-Year Population Percent Change 2000 - 2020



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Springfield MSA	1.34	1.31	1.54	1.86	1.95	2.60	2.24	1.53	1.10	1.33	0.81	0.96	0.91	0.79	0.91	0.54	0.75	0.99	0.71	1.09
Greene County	0.78	0.85	1.16	1.34	1.42	2.04	1.60	1.17	1.02	2.10	0.77	1.09	1.23	0.48	0.72	0.20	0.68	0.73	0.69	1.98
Christian County	3.60	3.40	3.50	4.26	4.54	5.35	4.76	3.22	2.39	0.50	1.03	1.29	1.56	1.14	1.52	1.32	1.41	1.92	1.78	0.27

Appendix C: Year-over-Year Total Jobs Percent Change 2000 – 2020 & Daily Vehicle Miles Travelled



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Springfield MSA	0.77	-0.47	1.61	1.61	3.48	3.31	1.49	0.65	-4.55	-2.01	1.42	2.14	1.22	2.37	2.46	1.46	1.68	1.49	1.05	-2.52
Greene County	0.79	-0.74	1.48	1.46	2.99	3.51	1.47	0.76	-4.03	-1.91	1.68	2.15	0.98	2.31	2.43	1.47	1.49	1.24	1.09	-2.99
Christian County	2.5	0.5	1.1	3.4	7.2	4.1	3.9	0.7	-5.8	-2.1	-0.5	3.0	2.6	4.3	4.3	1.3	1.7	1.6	1.11	0.5
Daily VMT								-1.17	0.5	2.5	-3.3	-0.33	0.82	2.14	3.49	3.26	2.37	-0.59	5.48	-8.71

TAB 6

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM II.E.

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.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Public Participation Plan
2021 Annual Evaluation

OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 1, 2022

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 2021 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

- 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 the 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.

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	Followers	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
March 2022	550	44.5/55.5

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
March 2022	20	208	30	-	47	38

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
March 2022	286	351	2,052

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
2021	6	8	-	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**
Press releases sent out for **2021 - 23**

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**
- Media Coverage from January 1, 2021 to December 31, **2021 - 20**

Events Attended by OTO Staff in 2021

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 2021.

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
2021	14,171	9,987	28,128	1:24	N/A	100

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
2021	4

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
2021	187

Action Items for 2022

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:

- Develop printed materials, such as business cards with information with comment opportunities on the OTO website, and acquire swag items for distribution at events and expos in anticipation of increased in-person opportunities to engage the public at community-based functions.

- Expand the use of social media to promote the OTO and solicit comments using ads and "boosted" content to target segments of the public for their input on studies and projects that directly affect them.

- Continue to annually update and maintain the OTO interested parties and stakeholder group contacts list/database.

- Utilize geographic information systems and census data to identify areas within the OTO that have disproportionate numbers of transportation disadvantaged or vulnerable populations with the intent of tailoring efforts to include them in the planning processes at the OTO.

Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2021 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 2021, 187 comments were logged compared to 37 in 2020. 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 2021 using Google analytics.

- The OTO sent out 23 press releases in 2021, the lowest amount in the ten-year period since 2012 while tying for the highest media coverage since 2014.

- The number of followers on OTO social media accounts has steadily increased. In 2021, the number of users following the Ozarks Transportation Page on twitter has increased for the first time in two years. 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 7

BOARD OF DIRECTORS AGENDA 5/19/22; ITEM II.F.

Federal Funds Balance Report – March 31, 2022

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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.

BOARD OF DIRECTORS 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.

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 2022

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

The federal surface transportation authorization legislation, IIJA (Infrastructure Investment and Jobs Act), reauthorizes federal highway, transit, and other surface transportation programs through September 30, 2026. The FAST Act is a continuation of prior surface transportation authorization legislation including FAST, MAP-21, SAFETEA-LU, TEA-21, ISTEA, and others dating back to the first Federal Aid Highway Act of 1956.

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

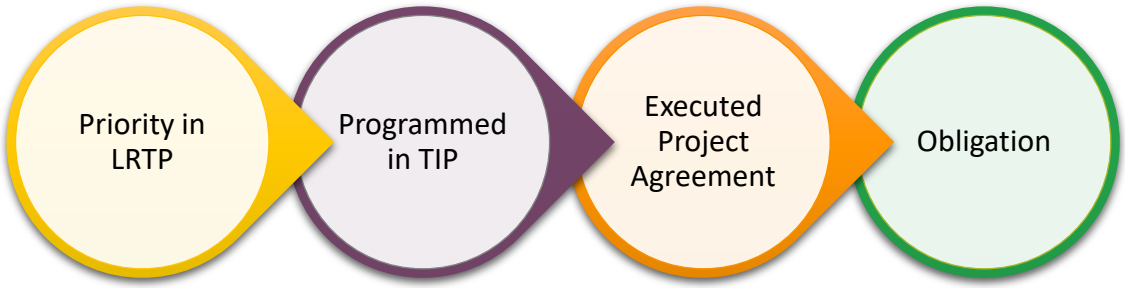
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside) and STBG-Urban funding, as well as Highway Improvement Program Funding which has been suballocated through two omnibus appropriations bills. New in IIJA is the Carbon Reduction Program (CRP). This report monitors the funding balance and obligations made by OTO member jurisdictions for this funding. OTO has been receiving sub-allocated funding since 2003.

Eligible Entities for OTO Suballocated Surface Transportation Funds

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

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

Obligating a Project



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

Program 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. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations. 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, 2022.

This report documents the balance allowed, the balance obligated, and the balance available to be programmed. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2022.

The report also outlines activity in other OTO funding accounts, such as the Transportation Alternatives Program (STBG Set-Aside) and the new Carbon Reduction Program (CRP). These accounts are subject to the same rescission policy.

Highway Improvement Program funding, also described as Omnibus funding in this report, has been allocated through the FY 2018, FY 2019, FY 2020, and FY 2021 Federal Omnibus Appropriations bills. The OTO Board of Directors voted to apply this and FY 2021 CRRSAA funding for use on Transportation Alternatives Program projects. All of this funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

FY 2022 To Date (3/31/2022)

Federal Funding Category	Balance
STBG-Urban	$14,799,224.15
Balance After Cost Shares	(11,456,900.55)
Maximum Allowed	$21,638,733.48
TAP Only (No HIP)	$1,766,905.00
Maximum Allowed	$1,707,138.00
FY 2018-2021 Omnibus (HIP) – Flexed for TAP	$1,505,125.25
FY 2021 CRRSAA – Flexed for TAP	$2,684,230.00

Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled "Lapse Potential," includes only obligations and STIP-programmed cost shares, along with allocations through FY 2022, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed or planned to be programmed in the FY 2023-2026 TIP, through FY 2025.

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2022 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	**5,956,260.25**	**5,956,260.25**	--
TAP Only	*1,766,905.00*	--	**1,707,138.00**
STBG-U HIP Flexed to TAP	*1,505,125.25*	--	**2,097,170.00**
CRRSAA Funds Flexed to TAP	*2,684,230.00*	--	--
Carbon Reduction Program (CRP)	**905,124.00**	--	**2,715,372.00**
Total STBG-Urban	**14,799,224.15**	--	--
STBG-Urban	*14,624,666.46*	*11,456,900.55*	**21,638,733.48**
OTO STBG Payback	*174,557.69*	--	--
	21,660,608.40	**17,413,160.80**	**28,158,413.48**

Total Balance All Accounts (10/1/2002-9/30/2022)

Allocations	123,202,564.75
Obligations	(101,541,956.35)
	21,660,608.40

Ending Balance (All Funding Sources) 9/30/2022	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	5,956,260.25	0.00	5,956,260.25
Carbon Reduction Program (CRP)	905,124.00	0.00	905,124.00
OTO Operations	269,212.42	0.00	269,212.42
Christian County	884,989.23	0.00	884,989.23
Greene County	366,977.79	0.00	366,977.79
City of Battlefield	797,769.21	0.00	797,769.21
City of Nixa	1,932,547.61	0.00	1,932,547.61
City of Ozark	563,414.84	0.00	563,414.84
City of Republic	388,731.80	0.00	388,731.80
City of Springfield	9,105,719.40	(3,342,323.60)	5,763,395.80
City of Strafford	292,801.88	0.00	292,801.88
City of Willard	197,059.97	0.00	197,059.97
	21,660,608.40	**(3,342,323.60)**	**18,318,284.80**

MoDOT Cost Shares	Total	Obligated	Balance
S602027 Campbell and Republic	1,400,800.00	(1,625,223.11)	0.00
SP1815 Kearney/West Bypass	1,045,803.00	(965,680.60)	80,122.40
MO2104 FY 2022 TMC Staff	360,000.00	(360,000.00)	0.00
MO2301 FY 2023 TMC Staff	376,000.00	0.00	376,000.00
MO2402 FY 2024 TMC Staff	388,000.00	0.00	388,000.00
MO2502 FY 2025 TMC Staff	404,000.00	0.00	404,000.00
SP1816 Kansas/Sunset	1,092,743.20	(87,600.00)	1,005,143.20
SP1817 Kansas/Walnut Lawn	1,237,858.00	(148,800.00)	1,089,058.00
	6,305,204.20	**(3,187,303.71)**	**3,342,323.60**

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) — Lapse Potential

Name	Account	Amount	Balance
FY 2013-2018 TAP Balance	*TAP*	*624,281.24*	*624,281.24*
FY 2019 TAP Allocation	**Estimated**	**435,146.37**	1,059,427.61
FY 2018 Omnibus Transfer	**STBG-U**	**1,153,506.00**	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
9/30/2019 Balance			*2,112,335.03*
FY 2020 TAP Allocation	**TAP**	**430,497.00**	2,542,832.03
FY 2019 Omnibus Transfer	**STBG-U**	**1,625,285.00**	4,168,117.03
FY 2020 Omnibus Transfer	**STBG-U**	**471,885.00**	4,640,002.03
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,608,001.69
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,580,001.69
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,567,001.33
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	4,437,001.33
5944804 Hunt Road SW Connections	TAP	(800.00)	4,436,201.33
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	4,435,401.33
5944804 Hunt Road SW Connections	TAP	(178,638.60)	4,256,762.73
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(158,078.40)	4,098,684.33
9901829 OGI Trail Planning Services	STBG-U	(100,000.00)	3,998,684.33
5901815 Springfield Harvard	STBG-U	(110,869.00)	3,887,815.33
9901828 Trail of Tears Elm to Somerset	STBG-U	(33,592.92)	3,854,222.41
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,633,440.34
9/30/2020 Balance			*3,633,440.34*
FY 2021 TAP Allocation	**TAP**	**430,497.00**	4,063,937.34
CRRSAA	**CRRSAA**	**2,684,230.00**	6,748,167.34
FY 2021 Omnibus Transfer	**STBG-U**	**384,600.00**	7,132,767.34
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,949,402.34
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,304.34
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,723,430.11
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,223.79
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,400,593.49
5901814 Springfield Luster/Fassnight SW	TAP	30,737.52	6,431,331.01
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,254.49
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,248.49
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,169.09
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,200.06
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,217,606.05
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,166.38
5901814 Springfield Luster/Fassnight SW	TAP	(12,070.32)	5,966,096.06
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,974,329.26
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,301.18
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,297.18
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,221.55
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,742,762.47
9/30/2021 Balance			*5,742,762.47*
FY 2022 TAP Allocation	**TAP**	**846,144.00**	6,588,906.47
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	6,590,161.96
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	5,799,086.19
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	5,956,260.25
9/30/2022 Balance			*5,956,260.25*
		5,956,260.25	**5,956,260.25**

Remaining Balance TAP Funds (9/30/2022)	1,766,905.00
Remaining Balance Omnibus Funds (9/30/2022)	1,505,125.25
Remaining Balance CRRSAA Funds (9/30/2022)	2,684,230.00
Remaining Balance All Funds (9/30/2022)	**5,956,260.25**
September 30, 2022 Balance TAP Funds	**1,766,905.00**
3-Year Maximum TAP Balance Allowed (MoDOT)	1,707,138.00
Amount of TAP Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**59,767.00**

OTO Omnibus Funding Reasonable Progress Deadlines‡		Amount Remaining to Obligate
FY 2018	9/30/2020	**118,152.22**
FY 2019	9/30/2021	**530,488.03**
FY 2020	9/30/2022	**471,885.00**
FY 2021	9/30/2023	**384,600.00**
FY 2021 CRRSAA	9/30/2023	**2,684,230.00**

Note:

†Potential Lapse amount should OTO Regional Balance be rescinded

‡Reasonable Progress Deadline is 1 Year Prior to Funding Lapse Deadline

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2013-2018 TAP Balance	*TAP*	*624,281.24*	*624,281.24*
FY 2019 TAP Allocation	**Estimated**	**435,146.37**	1,059,427.61
FY 2018 Omnibus Transfer	**STBG-U**	**1,153,506.00**	2,212,933.61
9901811 Finley R. Park Connection	TAP	0.02	2,212,933.63
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,184,933.63
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,157,606.89
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,140,074.97
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,112,335.03
9/30/2019 Balance			*2,112,335.03*
FY 2020 TAP Allocation	**TAP**	**430,497.00**	2,542,832.03
FY 2019 Omnibus Transfer	**STBG-U**	**1,625,285.00**	4,168,117.03
FY 2020 Omnibus Transfer	**STBG-U**	**471,885.00**	4,640,002.03
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,608,001.69
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,580,001.69
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,567,001.33
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	4,437,001.33
5944804 Hunt Road SW Connections	TAP	(800.00)	4,436,201.33
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	4,435,401.33
5944804 Hunt Road SW Connections	TAP	(178,638.60)	4,256,762.73
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(158,078.40)	4,098,684.33
9901829 OGI Trail Planning Services	STBG-U	(100,000.00)	3,998,684.33
5901815 Springfield Harvard	STBG-U	(110,869.00)	3,887,815.33
9901828 Trail of Tears Elm to Somerset	STBG-U	(33,592.92)	3,854,222.41
9901816 Pine and McCabe Sidewalks	TAP	(220,782.07)	3,633,440.34
9/30/2020 Balance			*3,633,440.34*
FY 2021 TAP Allocation	**TAP**	**431,185.80**	4,064,626.14
CRRSAA	**CRRSAA**	**2,684,230.00**	6,748,856.14
FY 2021 Omnibus Transfer	**STBG-U**	**384,600.00**	7,133,456.14
5901811 Springfield Greenwood	STBG-U	(183,365.00)	6,950,091.14
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	6,803,993.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	6,724,118.91
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	6,385,912.59
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	6,401,282.29
5901814 Luster/Fassnight Sidewalks	TAP	30,737.52	6,432,019.81
5901811 Springfield Greenwood	STBG-U	32,923.48	6,464,943.29
5901812 Springfield Galloway Recon	STBG-U	32,994.00	6,497,937.29
5901815 Springfield Harvard	STBG-U	31,920.60	6,529,857.89
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	6,350,888.86
9901821 Ozark South Elementary SW	TAP	(132,594.01)	6,218,294.85
9901822 Ozark West Elementary SW	TAP	(239,439.67)	5,978,855.18
5901814 Luster/Fassnight Sidewalks	TAP	(12,070.32)	5,966,784.86
9901818 Nicholas SW Ph 1 and 2	STBG-U	8,233.20	5,975,018.06
9901820 Ozark Fremont	STBG-U	(188,028.08)	5,786,989.98
9901822 Ozark West Elementary SW	TAP	31,996.00	5,818,985.98
9901821 Ozark South Elementary SW	TAP	(7,075.63)	5,811,910.35
9901828 Trail of Tears Elm to Somerset	STBG-U	(68,459.08)	5,743,451.27
9/30/2021 Balance			*5,743,451.27*
FY 2022 TAP Allocation*	**TAP**	**846,144.00**	6,589,595.27
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	6,590,850.76
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	5,799,774.99
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	5,956,949.05
9901817 Battlefield Third St Sidewalk	TAP Programmed	(272,000.00)	5,684,949.05
5901814 Luster/Fassnight Sidewalks	TAP Programmed	(19,207.80)	5,665,741.25
9901822 Ozark West Elementary SW	TAP Programmed	(89,675.39)	5,576,065.86
5901817 Fassnight Clay to Brookside	STBG-U Programmed	(217,461.00)	5,358,604.86
6900813 Shuyler Creek Trail	STBG-U Programmed	(177,737.97)	5,180,866.89
6900813 Shuyler Creek Construction	TAP Programmed	(509,392.00)	4,671,474.89
EN2203 Chadwick Flyer Phase III	STBG-U Programmed	(269,000.00)	4,402,474.89
EN2203 Chadwick Flyer Phase III	CRRSAA Programmed	(863,750.00)	3,538,724.89
EN2204 Chadwick Flyer Phase II	STBG-U Programmed	(181,000.00)	3,357,724.89
EN2204 Chadwick Flyer Phase II	CRRSAA Programmed	(573,750.00)	2,783,974.89
EN2205 Wilson's Creek Blvd Trail	STBG-U Programmed	(384,600.00)	2,399,374.89
EN2205 Wilson's Creek Blvd Trail	CRRSAA Programmed	(1,246,730.00)	1,152,644.89
9/30/2022 Balance			*1,152,644.89*
		1,152,644.89	**1,152,644.89**
Remaining Balance All Funds (9/30/2022)			**1,152,644.89**
Funds Immediately Available to be Programmed through 2022			**1,152,644.89**

Transportation Alternatives Program Balance

Carbon Reduction Program (CRP)

Lapse Potential

Name	Account	Amount	Balance
FY 2022 CRP Allocation	**CRP**	**905,124.00**	905,124.00
9/30/2022 Balance			*905,124.00*
		905,124.00	**905,124.00**

Remaining Balance All Funds (9/30/2022)	**905,124.00**
September 30, 2022 Balance TAP Funds	**905,124.00**
3-Year Maximum TAP Balance Allowed (MoDOT)	2,715,372.00
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**0.00**

Transportation Alternatives Program Balance

Carbon Reduction Program (CRP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2022 CRP Allocation	**CRP**	**905,124.00**	905,124.00
OGI Operations	CRP	(260,201.00)	644,923.00
9/30/2022 Balance			*644,923.00*
		644,923.00	**644,923.00**
Remaining Balance All Funds (9/30/2022)			**644,923.00**
Funds Immediately Available to be Programmed through 2022			**644,923.00**

Combined STBG-U Balance

STBG-U/Small Urban Summary **Lapse Potential**

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance	*STBG-Urban/Small/Payback*	*18,600,901.08*	*18,600,901.08*
FY 2018 Allocation	STBG-Urban	**6,409,144.05**	**25,010,045.13**
FY 2018 Omnibus	STBG-Urban (HIP)	**1,153,506.00**	**26,163,551.13**
FY 2018 Omnibus Transfer to TAP	STBG-Urban	(1,153,506.00)	**25,010,045.13**
Obligations	STBG-Urban	(4,852,799.68)	**20,157,245.45**
9/30/2018 Balance			*20,157,245.45*
FY 2019 Allocation	STBG-Urban	**6,768,092.40**	**26,925,337.85**
FY 2019 Omnibus	STBG-Urban (HIP)	**1,625,285.00**	**28,550,622.85**
FY 2019 Omnibus Transfer to TAP	STBG-Urban	(1,625,285.00)	**26,925,337.85**
Obligations	STBG-Urban	(4,853,398.68)	**22,071,939.17**
OTO Operations	STBG-Urban	(200,000.00)	**21,871,939.17**
Rideshare	STBG-Urban	(10,000.00)	**21,861,939.17**
9/30/2019 Balance			*21,861,939.17*
FY 2020 Allocation	STBG-Urban	**7,287,487.03**	**29,149,426.20**
FY 2020 Omnibus	STBG-Urban (HIP)	**471,885.00**	**29,621,311.20**
FY 2020 Omnibus Transfer to TAP	STBG-Urban	(471,885.00)	**29,149,426.20**
Obligations	STBG-Urban	(6,332,273.47)	**22,817,152.73**
Rideshare	STBG-Urban	(10,000.00)	**22,807,152.73**
OTO Operations	STBG-Urban	(100,000.00)	**22,707,152.73**
9/30/2020 Balance			*22,707,152.73*
FY 2021 Allocation	STBG-Urban	**6,916,120.12**	**29,623,272.85**
FY 2021 Omnibus	STBG-Urban (HIP)	**384,600.00**	**30,007,872.85**
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	**2,684,230.00**	**32,692,102.85**
FY 2021 Omnibus Transfer to TAP	STBG-Urban	(3,068,830.00)	**29,623,272.85**
Obligations	STBG-Urban	(27,393,873.09)	**2,229,399.76**
Rideshare	STBG-Urban	(10,000.00)	**2,219,399.76**
OTO Operations	STBG-Urban	(156,800.00)	**2,062,599.76**
9/30/2021 Balance			*2,062,599.76*
FY 2022 Allocation	STBG-Urban	**7,435,126.33**	**9,497,726.09**
Obligations	STBG-Urban	5,353,810.64	**14,851,536.73**
Rideshare	STBG-Urban	(10,000.00)	**14,841,536.73**
OTO Operations	STBG-Urban	(42,312.58)	**14,799,224.15**
9/30/2022 Balance			*14,799,224.15*
*Estimate		14,799,224.15	14,799,224.15

Remaining Balance All Funds (9/30/2022)	**14,799,224.15**
MoDOT STIP Programmed Cost Shares	
MO2301 FY 2023 TMC Staff	(376,000.00)
MO2402 FY 2024 TMC Staff	(388,000.00)
MO2502 FY 2025 TMC Staff	(404,000.00)
1602076 Kearney/West Bypass	(80,122.40)
0132093 Kansas/Sunset	(1,005,143.20)
0132092 Kansas/Walnut Lawn	(1,089,058.00)
9/30/2022 Balance after MoDOT STIP Programmed Cost Shares	**11,456,900.55**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	21,638,733.48
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**0.00**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Combined STBG-U Balance

STBG-U/Small Urban Summary **Funds Available for Programming**

Name	Account	Transactions	Balance
FY 2003 - FY 2019 Balance	*STBG-Urban*	*21,861,939.17*	*21,861,939.17*
FY 2020 Allocation	STBG-Urban	**7,287,487.03**	**29,149,426.20**
Obligations	STBG-Urban	**(6,332,273.47)**	**22,817,152.73**
Rideshare	STBG-Urban	(10,000.00)	**22,807,152.73**
OTO Operations	STBG-Urban	(100,000.00)	**22,707,152.73**
9/30/2020 Balance			*22,707,152.73*
FY 2021 Allocation	STBG-Urban	**6,916,120.12**	**29,623,272.85**
Obligations:	STBG-Urban	(27,393,873.09)	**2,229,399.76**
Rideshare	STBG-Urban	(10,000.00)	**2,219,399.76**
OTO Operations	STBG-Urban	(156,800.00)	**2,062,599.76**
9/30/2021 Balance			*2,062,599.76*
FY 2022 Allocation*	STBG-Urban	**7,435,126.33**	**9,497,726.09**
Obligated:		**5,301,498.06**	**14,799,224.15**
5909802 Kansas Extension	*STBG-Urban*	*4,192,964.59*	
5909802 Kansas Extension	*STBG-Urban (HIP)*	*345,782.74*	
5900849 FR 135/102 Mill/Fill and ADA	*STBG-Urban*	*50,494.60*	
SP2216 North 13 Corridor Study	*STBG-Urban*	*(236,004.19)*	
9901814 FF SW Weaver to Rose	*STBG-Urban*	*418.67*	
9901814 FF SW Weaver to Rose	*STBG-Urban*	*1.03*	
1601063 Tracker/Northview/160	*STBG-Urban*	*116,078.17*	
1601071 160 and South	*STBG-Urban*	*(6,623.36)*	
0141030 South and Third	*STBG-Urban*	*(179,962.84)*	
5916807 Overlay Improvements	*STBG-Urban*	*(223,758.56)*	
0132093 Kansas/Sunset	*STBG-Urban*	*(87,600.00)*	
0132092 Kansas/Walnut Lawn	*STBG-Urban*	*(148,800.00)*	
1602076 Kearney/West Bypass	*STBG-Urban*	*(115,808.07)*	
S602027 Campbell and Republic	*STBG-Urban*	*807,784.84*	
5903803 Jefferson Footbridge	*STBG-Urban*	*2,000,000.00*	
5901810 Republic Road Widening	*STBG-Urban*	*161,828.02*	
S602027 Campbell and Republic	*STBG-Urban*	*(1,411,653.07)*	
00FY820	*STBG-Urban*	*36,010.00*	
00FY821	*STBG-Urban*	*345.49*	
Programmed:		**(936,359.05)**	**13,862,865.10**
00FY823	*Programmed*	*(231,525.00)*	
GR2105 FR 175 Bridge Replacement	*Programmed*	*(520,000.00)*	
9901828 Trail of Tears Elm to Somerset	*Programmed*	*(184,834.05)*	
9/30/2022 Balance			*13,862,865.10*
FY 2023 Allocation*	STBG-Urban	**7,592,729.36**	**21,455,594.46**
Programmed:		(11,878,598.40)	**9,576,996.06**
OT1901-19A5 (UPWP FY 2024)	*Programmed*	*(243,101.00)*	
9901830 Nelson Mill Bridge	*Programmed*	*(392,000.00)*	
9901831 N. Main Street	*Programmed*	*(1,873,146.00)*	
9901832 Truman Heather Pembrook	*Programmed*	*(1,530,550.00)*	
NX2301 Downtown N. Main	*Programmed*	*(247,277.00)*	
5916808 ADA Improvements	*Programmed*	*(992,998.40)*	
SP2202 TMC Signal Replacements	*Programmed*	*(112,000.00)*	
SP2003 Oper/Safety/ADA Glenstone	*Programmed*	*(315,434.00)*	
SP1817 Kansas/Walnut Lawn	*Programmed Cost Share*	*(1,199,065.00)*	
SP1816 Kansas/Sunset	*Programmed Cost Share*	*(1,006,228.00)*	
MO2301 FY 2023 TMC Staff	*Programmed Cost Share*	*(376,000.00)*	
5903803 Jefferson Footbridge	*Programmed*	*(2,480,000.00)*	
0132091 Kansas ADA I-44 to 60	*Programmed*	*(629,437.00)*	
ST2202 N. Old Orchard	*Programmed*	*(481,362.00)*	
9/30/2023 Balance			*9,576,996.06*
FY 2024 Allocation*	STBG-Urban	**7,760,358.54**	**17,337,354.60**
Programmed:		(12,255,916.00)	**5,081,438.60**
OT1901-19A5 (UPWP FY 2025)	*Programmed*	*(255,256.00)*	
5909802 Kansas Extension Ph. II Const.	*Programmed*	*(6,628,660.00)*	
S602093 MM I-44 to 360	*STBG-Urban*	*(2,296,000.00)*	
5901819 Walnut Street Bridge	*Programmed*	*(1,600,000.00)*	
SP2202 TMC Signal Replacements	*Programmed*	*(1,088,000.00)*	
MO2402 FY 2024 TMC Staff	*Programmed Cost Share*	*(388,000.00)*	
9/30/2024 Balance			*5,081,438.60*
FY 2025 Allocation*	STBG-Urban	**7,901,926.28**	**12,983,364.88**
Programmed:		(4,954,614.90)	**8,028,749.98**
OT1901-19A5 (UPWP FY 2026)	*Programmed*	*(268,019.00)*	
CC Cost Share	*Proposed Cost Share*	*(2,682,595.90)*	
SP2501 Grand Street Safety and Ped	*Programmed*	*(1,600,000.00)*	
MO2502 FY 2025 TMC Staff	*Programmed Cost Share*	*(404,000.00)*	
9/30/2025 Balance			*8,028,749.98*
*Estimate		8,028,749.98	8,028,749.98
Remaining Balance All Funds (9/30/2025)			**8,028,749.98**
Funds Available to be Programmed through 2025			**8,028,749.98**

Funds Balance by Jurisdiction

OTO

Lapse Potential

Name	Account	Transactions	Balance
FY 2019 Allocation (for 2020 UPWP)	STBG-Urban	**200,000.00**	**200,000.00**
00FY820	STBG-Urban	(200,000.00)	**0.00**
Expended	*STBG-Urban*	*163,990.00*	
9/30/2019 Balance			*0.00*
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	**100,000.00**	**100,000.00**
00FY821	STBG-Urban	(100,000.00)	**0.00**
Expended	*STBG-Urban*	*99,654.51*	
9/30/2020 Balance			*0.00*
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	**236,800.00**	**236,800.00**
00FY822	STBG-Urban	(156,800.00)	**80,000.00**
9/30/2021 Balance			*80,000.00*
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	**231,525.00**	**311,525.00**
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.07)	**232,856.93**
00FY820	STBG-Urban	36,010.00	**268,866.93**
00FY821	STBG-Urban	345.49	**269,212.42**
9/30/2022 Balance			*269,212.42*
		269,212.42	269,212.42

Funds Balance by Jurisdiction

OTO

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2019 Allocation (for 2020 UPWP)	STBG-Urban	**200,000.00**	**200,000.00**
00FY820	STBG-Urban	(200,000.00)	**0.00**
Expended	*STBG-Urban*	*163,990.00*	
9/30/2019 Balance			*0.00*
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	**100,000.00**	**100,000.00**
00FY821	STBG-Urban	(100,000.00)	**0.00**
Expended	*STBG-Urban*	*99,654.51*	
9/30/2020 Balance			*0.00*
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	**236,800.00**	**236,800.00**
00FY822	STBG-Urban	(156,800.00)	**80,000.00**
9/30/2021 Balance			*80,000.00*
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	**231,525.00**	**311,525.00**
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.07)	**232,856.93**
00FY820	STBG-Urban	36,010.00	**268,866.93**
00FY821	STBG-Urban	345.49	**269,212.42**
00FY823	Programmed	(231,525.00)	**37,687.42**
9/30/2022 Balance			*37,687.42*
FY 2023 Allocation*	STBG-Urban	**243,101.00**	**280,788.42**
OT1901-19A5 (UPWP FY 2024)	Programmed	(243,101.00)	**37,687.42**
9/30/2022 Balance			*37,687.42*
FY 2024 Allocation*	STBG-Urban	**255,256.00**	**292,943.42**
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	**37,687.42**
9/30/2023 Balance			*37,687.42*
FY 2025 Allocation*	STBG-Urban	**268,019.00**	**305,706.42**
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	**37,687.42**
9/30/2025 Balance			*37,687.42*
*Estimate		37,687.42	37,687.42

Funds Balance by Jurisdiction

Christian County — Lapse Potential

Name	Account	Transactions	Balance	
FY 2003 - FY 2017 Balance	*STBG-Urban*	*65,866.34*	*65,866.34*	
FY 2018 Allocation	STBG-Urban	**335,454.60**	**401,320.94**	
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	**(572,556.45)**	
FY 2018 Rideshare	City of Springfield	(523.40)	**(573,079.85)**	
9/30/2018 Balance			*(573,079.85)*	
FY 2019 Allocation	STBG-Urban	**343,250.56**	**(229,829.29)**	
9/30/2019 Balance			*(229,829.29)*	**
FY 2020 Allocation	STBG-Urban	**375,669.67**	**145,840.38**	
9/30/2020 Balance			*145,840.38*	
FY 2021 Allocation	STBG-Urban	**349,072.22**	**494,912.60**	
9/30/2021 Balance			*494,912.60*	
FY 2022 Allocation	STBG-Urban	**390,076.63**	**884,989.23**	
9/30/2022 Balance			*884,989.23*	
		884,989.23	884,989.23	

**Advance Agreement on File

Remaining Balance All Funds (9/30/2022)	**884,989.23**
September 30, 2022 Balance	**884,989.23**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,114,818.52
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**0.00**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

**Advance Agreement on File

Funds Balance by Jurisdiction

Christian County — Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2003 - FY 2017 Balance	*STBG-Urban*	*65,866.34*	*65,866.34*	
FY 2018 Allocation	STBG-Urban	**335,454.60**	**401,320.94**	
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	**(572,556.45)**	**
FY 2018 Rideshare	City of Springfield	(523.40)	**(573,079.85)**	
9/30/2018 Balance			*(573,079.85)*	
FY 2019 Allocation	STBG-Urban	**343,250.56**	**(229,829.29)**	
9/30/2019 Balance			*(229,829.29)*	
FY 2020 Allocation	STBG-Urban	**375,669.67**	**145,840.38**	
9/30/2020 Balance			*145,840.38*	
FY 2021 Allocation	STBG-Urban	**349,072.22**	**494,912.60**	
9/30/2021 Balance			*494,912.60*	
FY 2022 Allocation	STBG-Urban	**390,076.63**	**884,989.23**	
9/30/2022 Balance			*884,989.23*	
FY 2023 Allocation*	STBG-Urban	**397,878.16**	**1,282,867.39**	
9901830 Nelson Mill Bridge	Programmed	(392,000.00)	**890,867.39**	
9/30/2023 Balance			*890,867.39*	
FY 2024 Allocation*	STBG-Urban	**405,835.73**	**1,296,703.12**	
9/30/2024 Balance			*1,296,703.12*	
FY 2025 Allocation*	STBG-Urban	**413,952.44**	**1,710,655.56**	
9/30/2025 Balance			*1,710,655.56*	
*Estimate		1,710,655.56	1,710,655.56	

**Advance Agreement on File

Remaining Balance All Funds (9/30/2025)	**1,710,655.56**
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)	**1,710,655.56**

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

Greene County — Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		*6,953,543.64*	*6,953,543.64*
FY 2018 Allocation	STBG-Urban	**1,427,700.93**	**8,381,244.57**
Transfer	City of Republic	(100,000.00)	**8,281,244.57**
FY 2018 Rideshare	Greene County	(2,227.60)	**8,279,016.97**
9/30/2018 Balance			*8,279,016.97*
FY 2019 Allocation	STBG-Urban	**1,460,880.66**	**9,739,897.63**
5909802 Kansas Extension	STBG-Urban	(180,118.70)	**9,559,778.93**
5909802 Kansas Extension	STBG-Urban	(1,448,152.50)	**8,111,626.43**
9/30/2019 Balance			*8,111,626.43*
FY 2020 Allocation	STBG-Urban	**1,598,857.01**	**9,710,483.44**
5909802 Kansas Extension	STBG-Urban	(348,000.00)	**9,362,483.44**
5909802 Kansas Extension	STBG-Urban	348,000.00	**9,710,483.44**
5909802 Kansas Extension	STBG-Urban	(3,657,888.00)	**6,052,595.44**
9/30/2020 Balance			*6,052,595.44*
FY 2021 Allocation	STBG-Urban	**1,485,657.75**	**7,538,253.19**
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	**7,100,430.39**
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	**9,180,430.39**
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	**11,880,430.39**
9901826 FR 169 Bridge	STBG-Urban	37,475.60	**11,917,905.99**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	**11,655,463.08**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	**11,634,154.86**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	**11,408,811.37**
5909802 Kansas Extension	STBG-Urban	(345,782.74)	**11,063,028.63**
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	**(949,696.51)**
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	**(3,273,051.55)**
5909802 Kansas Extension	STBG-Urban	(352,977.68)	**(3,626,029.23)**
5909802 Kansas Extension	STBG-Urban	(41,436.78)	**(3,667,466.01)**
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	**(5,292,751.01)**
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	**(5,764,636.01)**
9/30/2021 Balance			*(5,764,636.01)*
FY 2022 Allocation	STBG-Urban	**1,621,039.93**	**(4,143,596.08)**
5909802 Kansas Extension	STBG-Urban	4,192,964.59	**49,368.51**
5909802 Kansas Extension	STBG-Urban (HIP)	345,782.74	**395,151.25**
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	**445,645.85**
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	**366,977.79**
9/30/2022 Balance			*366,977.79*
		366,977.79	366,977.79

Remaining Balance All Funds (9/30/2022)	**366,977.79**
September 30, 2022 Balance	**366,977.79**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	4,705,554.69
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**0.00**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		*6,953,543.64*	*6,953,543.64*
FY 2018 Allocation	STBG-Urban	**1,427,700.93**	**8,381,244.57**
Transfer	City of Republic	(100,000.00)	**8,281,244.57**
FY 2018 Rideshare	Greene County	(2,227.60)	**8,279,016.97**
9/30/2018 Balance			*8,279,016.97*
FY 2019 Allocation	STBG-Urban	**1,460,880.66**	**9,739,897.63**
5909802 Kansas Extension Eng.	STBG-Urban	(180,118.70)	**9,559,778.93**
5909802 Kansas Extension	STBG-Urban	(1,448,152.50)	**8,111,626.43**
9/30/2019 Balance			*8,111,626.43*
FY 2020 Allocation	STBG-Urban	**1,598,857.01**	**9,710,483.44**
5909802 Kansas Extension	STBG-Urban	(348,000.00)	**9,362,483.44**
5909802 Kansas Extension	STBG-Urban	348,000.00	**9,710,483.44**
5909802 Kansas Extension	STBG-Urban	(3,657,888.00)	**6,052,595.44**
9/30/2020 Balance			*6,052,595.44*
FY 2021 Allocation	STBG-Urban	**1,485,657.75**	**7,538,253.19**
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	**7,100,430.39**
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	**9,180,430.39**
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	**11,880,430.39**
9901826 FR 169 Bridge	STBG-Urban	37,475.60	**11,917,905.99**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	**11,655,463.08**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	**11,634,154.86**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	**11,408,811.37**
5909802 Kansas Extension	STBG-Urban	(345,782.74)	**11,063,028.63**
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	**(949,696.51)** **
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	**(3,273,051.55)**
5909802 Kansas Extension	STBG-Urban	(352,977.68)	**(3,626,029.23)**
5909802 Kansas Extension	STBG-Urban	(41,436.78)	**(3,667,466.01)**
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	**(5,292,751.01)**
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	**(5,764,636.01)**
9/30/2021 Balance			*(5,764,636.01)*
FY 2022 Allocation	STBG-Urban	**1,621,039.93**	**(4,143,596.08)**
5909802 Kansas Extension	STBG-Urban	4,192,964.59	**49,368.51**
5909802 Kansas Extension	STBG-Urban (HIP)	345,782.74	**395,151.25**
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	**445,645.85**
SP2216 North 13 Corridor Study	STBG-Urban	(78,668.06)	**366,977.79**
GR2105 FR 175 Bridge Replacement	Programmed	(520,000.00)	**(153,022.21)**
9/30/2022 Balance			*(153,022.21)*
FY 2023 Allocation*	STBG-Urban	**1,653,460.73**	**1,500,438.52**
9/30/2023 Balance			*1,500,438.52*
FY 2024 Allocation*	STBG-Urban	**1,686,529.94**	**3,186,968.46**
5909802 Kansas Extension Ph. II Const.	Programmed	(6,628,660.00)	**(3,441,691.54)**
9/30/2024 Balance			*(3,441,691.54)*
FY 2025 Allocation*	STBG-Urban	**1,720,260.54**	**(1,721,431.00)**
9/30/2025 Balance			*(1,721,431.00)*
*Estimate		(1,721,431.00)	(1,721,431.00)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2025)			**(1,721,431.00)**
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			**--**

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Battlefield — Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance	*STP-Urban*	*570,508.47*	*570,508.47*
FY 2018 Allocation	STBG-Urban	**115,749.14**	**686,257.61**
FY 2018 Rideshare	City of Springfield	(180.60)	**686,077.01**
9/30/2018 Balance			*686,077.01*
FY 2019 Allocation	STBG-Urban	**118,439.16**	**804,516.17**
9/30/2019 Balance			*804,516.17*
FY 2020 Allocation	STBG-Urban	**129,625.42**	**934,141.59**
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	**479,619.65**
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	**551,327.21**
9/30/2020 Balance			*551,327.21*
FY 2021 Allocation	STBG-Urban	**120,447.92**	**671,775.13**
9/30/2021 Balance			*671,775.13*
FY 2022 Allocation	STBG-Urban	**125,574.38**	**797,349.51**
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	**797,768.18**
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	**797,769.21**
9/30/2022 Balance			*797,769.21*
		797,769.21	797,769.21

Remaining Balance All Funds (9/30/2022)	**797,769.21**
September 30, 2022 Balance	**797,769.21**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	375,647.72
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**422,121.49**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Battlefield — Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance	*STP-Urban*	*570,508.47*	*570,508.47*
FY 2018 Allocation	STBG-Urban	**115,749.14**	**686,257.61**
FY 2018 Rideshare	City of Springfield	(180.60)	**686,077.01**
9/30/2018 Balance			*686,077.01*
FY 2019 Allocation	STBG-Urban	**118,439.16**	**804,516.17**
9/30/2019 Balance			*804,516.17*
FY 2020 Allocation	STBG-Urban	**129,625.42**	**934,141.59**
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	**479,619.65**
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	**551,327.21**
9/30/2020 Balance			*551,327.21*
FY 2021 Allocation	STBG-Urban	**120,447.92**	**671,775.13**
9/30/2021 Balance			*671,775.13*
FY 2022 Allocation	STBG-Urban	**125,574.38**	**797,349.51**
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	**797,768.18**
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	**797,769.21**
9901828 Trail of Tears Elm to Somerset	Programmed	(184,834.05)	**612,935.16**
9/30/2022 Balance			*612,935.16*
FY 2023 Allocation*	STBG-Urban	**128,085.87**	**741,021.03**
9/30/2023 Balance			*741,021.03*
FY 2024 Allocation*	STBG-Urban	**130,647.58**	**871,668.61**
9/30/2024 Balance			*871,668.61*
FY 2025 Allocation*	STBG-Urban	**133,260.54**	**1,004,929.15**
9/30/2025 Balance			*1,004,929.15*
*Estimate		1,004,929.15	1,004,929.15

Remaining Balance All Funds (9/30/2025)	**1,004,929.15**
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)	**1,004,929.15**

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		*1,196,517.29*	*1,196,517.29*
FY 2018 Allocation	STBG-Urban	**393,970.08**	**1,590,487.37**
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	**1,571,708.57**
9901804 Tracker/Main	STBG-Urban	285,941.73	**1,857,650.30**
FY 2018 Rideshare	City of Springfield	(614.70)	**1,857,035.60**
9/30/2018 Balance			*1,857,035.60*
FY 2019 Allocation	STBG-Urban	**403,125.94**	**2,260,161.54**
9900859 Main Street	STBG-Urban	46,654.94	**2,306,816.48**
9900854 CC Realignment	STBG-Urban	233,631.58	**2,540,448.06**
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	**2,360,448.06**
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	**1,718,654.20**
0141023 160/14	STBG-Urban	149,155.47	**1,867,809.67**
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	**1,767,523.67**
1601071 160 and South	STBG-Urban	(50,000.00)	**1,717,523.67**
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	**1,555,731.40**
9/30/2019 Balance			*1,555,731.40*
FY 2020 Allocation	STBG-Urban	**441,200.13**	**1,996,931.53**
1601071 160 and South	STBG-Urban	(524,703.35)	**1,472,228.18**
1601071 160 and South	STBG-Urban	52,517.42	**1,524,745.60**
9/30/2020 Balance			*1,524,745.60*
FY 2021 Allocation	STBG-Urban	**409,963.11**	**1,934,708.71**
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	**1,751,161.11**
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	**1,320,807.12**
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	**1,335,533.52**
9/30/2021 Balance			*1,335,533.52*
FY 2022 Allocation	STBG-Urban	**487,559.28**	**1,823,092.80**
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	**1,939,170.97**
1601071 160 and South	STBG-Urban	(6,623.36)	**1,932,547.61**
9/30/2022 Balance			*1,932,547.61*
		1,932,547.61	1,932,547.61

Remaining Balance All Funds (9/30/2022)	**1,932,547.61**
March 31, 2022 Balance	**1,932,547.61**
3/31/2022 Balance after MoDOT STIP Programmed Cost Shares	**1,932,547.61**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,338,722.52
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**593,825.09**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2003 - FY 2017 Balance		*1,196,517.29*	*1,196,517.29*	
FY 2018 Allocation	STBG-Urban	**393,970.08**	**1,590,487.37**	
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	**1,571,708.57**	
9901804 Tracker/Main	STBG-Urban	285,941.73	**1,857,650.30**	
FY 2018 Rideshare	City of Springfield	(614.70)	**1,857,035.60**	
9/30/2018 Balance			*1,857,035.60*	
FY 2019 Allocation	STBG-Urban	**403,125.94**	**2,260,161.54**	
9900859 Main Street	STBG-Urban	46,654.94	**2,306,816.48**	
9900854 CC Realignment	STBG-Urban	233,631.58	**2,540,448.06**	
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	**2,360,448.06**	
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	**1,718,654.20**	
0141023 160/14	STBG-Urban	149,155.47	**1,867,809.67**	
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	**1,767,523.67**	
1601071 160 and South	STBG-Urban	(50,000.00)	**1,717,523.67**	
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	**1,555,731.40**	
9/30/2019 Balance			*1,555,731.40*	
FY 2020 Allocation	STBG-Urban	**441,200.13**	**1,996,931.53**	
1601071 160 and South	STBG-Urban	(524,703.35)	**1,472,228.18**	
1601071 160 and South	STBG-Urban	52,517.42	**1,524,745.60**	
9/30/2020 Balance			*1,524,745.60*	
FY 2021 Allocation	STBG-Urban	**409,963.11**	**1,934,708.71**	
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	**1,751,161.11**	
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	**1,320,807.12**	
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	**1,335,533.52**	
9/30/2021 Balance			*1,335,533.52*	
FY 2022 Allocation	STBG-Urban	**487,559.28**	**1,823,092.80**	
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	**1,939,170.97**	
1601071 160 and South	STBG-Urban	(6,623.36)	**1,932,547.61**	
9/30/2022 Balance			*1,932,547.61*	
FY 2023 Allocation*	STBG-Urban	**497,310.47**	**2,429,858.08**	
9901831 N. Main Street	Programmed	(1,873,146.00)	**556,712.08**	
9901832 Truman Heather Pembrook	Programmed	(1,530,550.00)	**(973,837.92)**	**
NX2301 Downtown N. Main	Programmed	(247,277.00)	**(1,221,114.92)**	
9/30/2023 Balance			*(1,221,114.92)*	
FY 2024 Allocation*	STBG-Urban	**507,256.67**	**(713,858.25)**	
9/30/2024 Balance			*(713,858.25)*	
FY 2025 Allocation*	STBG-Urban	**517,401.81**	**(196,456.44)**	
9/30/2025 Balance			*(196,456.44)*	
*Estimate		(196,456.44)	(196,456.44)	
** Advance Agreement on File				
Remaining Balance All Funds (9/30/2025)			**(196,456.44)**	
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			--	

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Ozark — Lapse Potential

Name	Account	Transactions	Balance	
FY 2003 - FY 2017 Balance	*STBG-Urban*	*2,185,507.29*	*2,185,507.29*	
FY 2018 Allocation	STBG-Urban	**369,038.51**	**2,554,545.80**	
FY 2018 Rideshare	City of Springfield	(575.80)	**2,553,970.00**	
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	**2,420,955.91**	
0141030 South and Third	STBG-Urban	(1,279,524.03)	**1,141,431.88**	
9/30/2018 Balance			*1,141,431.88*	
FY 2019 Allocation	STBG-Urban	**377,614.96**	**1,519,046.84**	
0141030 South and Third	STBG-Urban	(65,659.82)	**1,453,387.02**	
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	**653,387.02**	
9/30/2019 Balance			*653,387.02*	
FY 2020 Allocation	STBG-Urban	**413,279.70**	**1,066,666.72**	
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	**(86,839.28)**	**
9/30/2020 Balance			*(86,839.28)*	
FY 2021 Allocation	STBG-Urban	**384,019.45**	**297,180.17**	
9/30/2021 Balance			*297,180.17*	
FY 2022 Allocation	STBG-Urban	**446,197.51**	**743,377.68**	
0141030 South and Third	STBG-Urban	(179,962.84)	**563,414.84**	
9/30/2022 Balance			*563,414.84*	
		563,414.84	563,414.84	

**Advance Agreement on File

Remaining Balance All Funds (9/30/2022)	**563,414.84**
September 30, 2022 Balance	**563,414.84**
9/30/2022 Balance after MoDOT STIP Programmed Cost Shares	**563,414.84**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,243,496.66
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**0.00**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Ozark — Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2003 - FY 2017 Balance	*STBG-Urban*	*2,185,507.29*	*2,185,507.29*	
FY 2018 Allocation	STBG-Urban	**369,038.51**	**2,554,545.80**	
FY 2018 Rideshare	City of Springfield	(575.80)	**2,553,970.00**	
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	**2,420,955.91**	
0141030 South and Third	STBG-Urban	(1,279,524.03)	**1,141,431.88**	
9/30/2018 Balance			*1,141,431.88*	
FY 2019 Allocation	STBG-Urban	**377,614.96**	**1,519,046.84**	
0141030 South and Third	STBG-Urban	(65,659.82)	**1,453,387.02**	
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	**653,387.02**	
9/30/2019 Balance			*653,387.02*	
FY 2020 Allocation	STBG-Urban	**413,279.70**	**1,066,666.72**	
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	**(86,839.28)**	**
9/30/2020 Balance			*(86,839.28)*	
FY 2021 Allocation	STBG-Urban	**384,019.45**	**297,180.17**	
9/30/2021 Balance			*297,180.17*	
FY 2022 Allocation	STBG-Urban	**446,197.51**	**743,377.68**	
0141030 South and Third	STBG-Urban	(179,962.84)	**563,414.84**	
9/30/2022 Balance			*563,414.84*	
FY 2023 Allocation*	STBG-Urban	**455,121.46**	**1,018,536.30**	
9/30/2023 Balance			*1,018,536.30*	
FY 2024 Allocation*	STBG-Urban	**464,223.89**	**1,482,760.19**	
9/30/2024 Balance			*1,482,760.19*	
FY 2025 Allocation*	STBG-Urban	**473,508.37**	**1,956,268.56**	
CC Cost Share	Proposed Cost Share	(2,682,595.90)	**(726,327.34)**	***
9/30/2025 Balance			*(726,327.34)*	
*Estimate		(726,327.34)	(726,327.34)	
**Advance Agreement on File				
***Need Advance Agreement on File				
Remaining Balance All Funds (9/30/2025)			**(726,327.34)**	
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			--	

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Republic — Lapse Potential

Name	Account	Transactions	Balance	
FY 2013 - FY 2017 Balance	*STBG-Urban/Small Urban*	*1,043,605.95*	*1,043,605.95*	
FY 2018 Allocation	STBG-Urban	**305,523.90**	**1,349,129.85**	
FY 2018 Rideshare	City of Springfield	(476.70)	**1,348,653.15**	
S601061 M/Repmo Drive	Greene County	100,000.00	**1,448,653.15**	
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	**(117,918.55)**	**
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	**(160,718.55)**	
9/30/2018 Balance			*(160,718.55)*	
FY 2019 Allocation	STBG-Urban	**312,624.26**	**151,905.71**	
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	**(626,867.22)**	
S601061 M/Repmo Drive	STBG-Urban	111,673.31	**(515,193.91)**	
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	**(551,193.92)**	
9/30/2019 Balance			*(551,193.92)*	
FY 2020 Allocation	STBG-Urban	**342,150.81**	**(209,043.11)**	
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	**(262,388.14)**	
9/30/2020 Balance			*(262,388.14)*	
FY 2021 Allocation	STBG-Urban	**317,926.49**	**55,538.35**	
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	**(4,343.12)**	
9/30/2021 Balance			*(4,343.12)*	
FY 2022 Allocation	STBG-Urban	**393,074.92**	**388,731.80**	
9/30/2022 Balance			*388,731.80*	
		388,731.80	**388,731.80**	

**Advance Agreement on File

Remaining Balance All Funds (9/30/2022)	**388,731.80**
September 30, 2022 Balance	**388,731.80**
9/30/22 Balance after MoDOT STIP Programmed Cost Shares	**388,731.80**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,053,152.22
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**0.00**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2013 - FY 2017 Balance	*STBG-Urban/Small Urban*	*1,043,605.95*	*1,043,605.95*	
FY 2018 Allocation	STBG-Urban	**305,523.90**	**1,349,129.85**	
FY 2018 Rideshare	City of Springfield	(476.70)	**1,348,653.15**	
S601061 M/Repmo Drive	Greene County	100,000.00	**1,448,653.15**	
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	**(117,918.55)**	**
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	**(160,718.55)**	
9/30/2018 Balance			*(160,718.55)*	
FY 2019 Allocation	STBG-Urban	**312,624.26**	**151,905.71**	
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	**(626,867.22)**	
S601061 M/Repmo Drive	STBG-Urban	111,673.31	**(515,193.91)**	
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	**(551,193.92)**	
9/30/2019 Balance			*(551,193.92)*	
FY 2020 Allocation	STBG-Urban	**342,150.81**	**(209,043.11)**	
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	**(262,388.14)**	
9/30/2020 Balance			*(262,388.14)*	
FY 2021 Allocation	STBG-Urban	**317,926.49**	**55,538.35**	
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	**(4,343.12)**	
9/30/2021 Balance			*(4,343.12)*	
FY 2022 Allocation	STBG-Urban	**393,074.92**	**388,731.80**	
9/30/2022 Balance			*388,731.80*	
FY 2023 Allocation*	STBG-Urban	**400,936.42**	**789,668.22**	
9/30/2023 Balance			*789,668.22*	
FY 2024 Allocation*	STBG-Urban	**408,955.15**	**1,198,623.37**	
S602093 MM I-44 to 360	STBG-Urban	(2,296,000.00)	**(1,097,376.63)**	***
9/30/2024 Balance			*(1,097,376.63)*	
FY 2025 Allocation*	STBG-Urban	**417,134.25**	**(680,242.39)**	
9/30/2025 Balance			*(680,242.39)*	
*Estimate		(680,242.39)	(680,242.39)	
**Advance Agreement on File				
***Needs Advance Agreement on File				
Remaining Balance All Funds (9/30/2025)			**(680,242.39)**	
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			--	

Funds Balance by Jurisdiction

City of Springfield — Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		*6,142,338.50*	*6,142,338.50*
FY 2018 Allocation	STBG-Urban	**3,303,336.94**	**9,445,675.44**
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	**9,450,521.34**
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	**9,450,521.54**
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	**9,135,521.54**
0652079 Eastgate Relocation	STBG-Urban	(0.01)	**9,135,521.53**
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	**8,926,763.55**
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	**8,790,345.94**
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	**8,531,145.94**
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	**8,466,345.94**
9/30/2018 Balance			*8,466,345.94*
FY 2019 Allocation	STBG-Urban	**3,380,106.40**	**11,846,452.34**
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	**11,856,452.34**
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	**11,776,452.34**
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	**11,818,939.22**
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	**11,578,939.22**
9/30/2019 Balance			*11,578,939.22*
FY 2020 Allocation	STBG-Urban	**3,699,348.59**	**15,278,287.81**
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	**15,288,287.81**
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	**15,022,687.81**
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	**14,956,287.81**
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	**14,963,364.81**
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	**14,631,364.81**
0652079 Eastgate Relocation	STBG-Urban	8,920.16	**14,640,284.97**
9/30/2020 Balance			*14,640,284.97*
FY 2021 Allocation	STBG-Urban	**3,437,434.28**	**18,077,719.25**
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	**18,087,719.25**
5901818 Signal Improvements	STBG-Urban	(640,000.00)	**17,447,719.25**
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	**17,402,919.25**
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	**17,414,650.71**
0652079 Eastgate Relocation	STBG-Urban	178.21	**17,414,828.92**
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	**15,254,828.92**
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	**13,174,828.92**
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	**10,474,828.92**
5901810 Republic Road Widening	STBG-Urban	33,912.00	**10,508,740.92**
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	**9,484,778.12**
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	**9,124,778.12**
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	**8,343,423.24**
0652088 US65/Division Interchange	STBG-Urban	262,442.91	**8,605,866.15**
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	**7,985,866.15**
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	**7,745,866.15**
5916808 ADA Improvements	STBG-Urban	(295,001.60)	**7,450,864.55**
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	**5,450,864.55**
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	**4,645,792.02**
9/30/2021 Balance			*4,645,792.02*
FY 2022 Allocation	STBG-Urban	**3,546,602.28**	**8,192,394.30**
FY 2022 Rideshare	All Other Cities and Counties	10,000.00	**8,202,394.30**
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	**7,978,635.74**
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	**7,899,967.68**
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	**7,812,367.68**
0132092 Kansas/Walnut Lawn	STBG-Urban	(148,800.00)	**7,663,567.68**
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	**7,547,759.61**
S602027 Campbell and Republic	STBG-Urban	807,784.84	**8,355,544.45**
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	**10,355,544.45**
5901810 Republic Road Widening	STBG-Urban	161,828.02	**10,517,372.47**
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	**9,105,719.40**
9/30/2022 Balance			*9,105,719.40*
		9,105,719.40	9,105,719.40

Remaining Balance All Funds (9/30/2022)	**9,105,719.40**
September 30, 2022 Balance	**9,105,719.40**
MoDOT STIP Programmed Cost Shares	
MO2301 FY 2023 TMC Staff	(376,000.00)
MO2402 FY 2024 TMC Staff	(388,000.00)
MO2502 FY 2025 TMC Staff	(404,000.00)
1602076 Kearney/West Bypass	(80,122.40)
0132093 Kansas/Sunset	(1,005,143.20)
0132092 Kansas/Walnut Lawn	(1,089,058.00)
9/30/2022 Balance after MoDOT STIP Programmed Cost Shares	**5,763,395.80**
3-Year Maximum STBG-Urban Balance Allowed in 2022 (MoDOT)	10,683,385.15
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**0.00**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Springfield — Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance		*6,142,338.50*	*6,142,338.50*
FY 2018 Allocation	STBG-Urban	**3,303,336.94**	**9,445,675.44**
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	**9,450,521.34**
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	**9,450,521.54**
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	**9,135,521.54**
0652079 Eastgate Relocation	STBG-Urban	(0.01)	**9,135,521.53**
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	**8,926,763.55**
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	**8,790,345.94**
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	**8,531,145.94**
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	**8,466,345.94**
9/30/2018 Balance			*8,466,345.94*
FY 2019 Allocation	STBG-Urban	**3,380,106.40**	**11,846,452.34**
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	**11,856,452.34**
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	**11,776,452.34**
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	**11,536,452.34**
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	**11,578,939.22**
9/30/2019 Balance			*11,578,939.22*
FY 2020 Allocation	STBG-Urban	**3,699,348.59**	**15,278,287.81**
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	**15,288,287.81**
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	**15,022,687.81**
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	**14,956,287.81**
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	**14,963,364.81**
5905809 FY2021 TMC Staff	STBG-Urban	(332,000.00)	**14,631,364.81**
0652079 Eastgate Relocation	STBG-Urban	8,920.16	**14,640,284.97**
9/30/2020 Balance			*14,640,284.97*
FY 2021 Allocation	STBG-Urban	**3,437,434.28**	**18,077,719.25**
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	**18,087,719.25**
5901818 Signal Improvements	STBG-Urban	(640,000.00)	**17,447,719.25**
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	**17,402,919.25**
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	**17,414,650.71**
0652079 Eastgate Relocation	STBG-Urban	178.21	**17,414,828.92**
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	**15,254,828.92**
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	**13,174,828.92**
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	**10,474,828.92**
5901810 Republic Road Widening	STBG-Urban	33,912.00	**10,508,740.92**
5901810 Republic Road Widening	STBG-Urban	(1,023,962.80)	**9,484,778.12**
S603084 FY 2022 TMC Staff	STBG-Urban	(360,000.00)	**9,124,778.12**
S602027 Campbell and Republic	STBG-Urban	(781,354.88)	**8,343,423.24**
0652088 US65/Division Interchange	STBG-Urban	262,442.91	**8,605,866.15**
5901821 Traffic Signal System Imp.	STBG-Urban	(620,000.00)	**7,985,866.15**
5901819 Walnut Street Bridge	STBG-Urban	(240,000.00)	**7,745,866.15**
5916808 ADA Improvements	STBG-Urban	(295,001.60)	**7,450,864.55**
5903803 Jefferson Footbridge	STBG-Urban	(2,000,000.00)	**5,450,864.55**
1602076 Kearney/West Bypass	STBG-Urban	(805,072.53)	**4,645,792.02**
9/30/2021 Balance			*4,645,792.02*
FY 2022 Allocation	STBG-Urban	**3,546,602.28**	**8,192,394.30**
FY 2022 Rideshare	All Other Cities and Counties	10,000.00	**8,202,394.30**
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	**7,978,635.74**
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	**7,899,967.68**
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	**7,812,367.68**
0132092 Kansas/Walnut Lawn	STBG-Urban	(148,800.00)	**7,663,567.68**
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	**7,547,759.61**
S602027 Campbell and Republic	STBG-Urban	807,784.84	**8,355,544.45**
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	**10,355,544.45**
5901810 Republic Road Widening	STBG-Urban	161,828.02	**10,517,372.47**
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	**9,105,719.40**
9/30/2022 Balance			*9,105,719.40*
FY 2023 Allocation*	STBG-Urban	**3,617,534.33**	**12,723,253.73**
5916808 ADA Improvements	Programmed	(992,998.40)	**11,730,255.33**
SP2202 TMC Signal Replacements	Programmed	(112,000.00)	**11,618,255.33**
SP2003 Oper/Safety/ADA Glenstone	Programmed	(315,434.00)	**11,302,821.33**
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,199,065.00)	**10,103,756.33**
SP1816 Kansas/Sunset	Programmed Cost Share	(1,006,228.00)	**9,097,528.33**
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(376,000.00)	**8,721,528.33**
5903803 Jefferson Footbridge	Programmed	(2,480,000.00)	**6,241,528.33**
0132091 Kansas ADA I-44 to 60	Programmed	(629,437.00)	**5,612,091.33**
9/30/2023 Balance			*5,612,091.33*
FY 2024 Allocation*	STBG-Urban	**3,689,885.01**	**9,301,976.34**
5901819 Walnut Street Bridge	Programmed	(1,600,000.00)	**7,701,976.34**
SP2202 TMC Signal Replacements	Programmed	(1,088,000.00)	**6,613,976.34**
MO2402 FY 2024 TMC Staff	Programmed Cost Share	(388,000.00)	**6,225,976.34**
9/30/2024 Balance			*6,225,976.34*
FY 2025 Allocation*	STBG-Urban	**3,763,682.71**	**9,989,659.05**
SP2501 Grand Street Safety and Ped	Programmed	(1,600,000.00)	**8,389,659.05**
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(404,000.00)	**7,985,659.05**
9/30/2025 Balance			*7,985,659.05*
* Estimate		7,985,659.05	7,985,659.05
Remaining Balance All Funds (9/30/2025)			**7,985,659.05**
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)			**7,985,659.05**

Note: Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Strafford — Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2017 Balance	*STP-Urban*	*65,112.65*	*65,112.65*
FY 2018 Allocation	STBG-Urban	**48,837.68**	**113,950.33**
FY 2018 Rideshare	City of Springfield	(76.20)	**113,874.13**
9/30/2018 Balance			*113,874.13*
FY 2019 Allocation	STBG-Urban	**49,972.66**	**163,846.79**
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	**136,808.11**
9/30/2019 Balance			*136,808.11*
FY 2020 Allocation	STBG-Urban	**54,692.45**	**191,500.56**
9/30/2020 Balance			*191,500.56*
FY 2021 Allocation	STBG-Urban	**50,820.22**	**242,320.78**
9/30/2021 Balance			*242,320.78*
FY 2022 Allocation	STBG-Urban	**50,481.10**	**292,801.88**
9/30/2022 Balance			*292,801.88*
		292,801.88	292,801.88

Remaining Balance All Funds (9/30/2022)	**292,801.88**
September 30, 2022 Balance	**242,320.78**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	155,485.33
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**86,835.45**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance by Jurisdiction

City of Strafford — Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2003 - FY 2017 Balance	*STP-Urban*	*65,112.65*	*65,112.65*	
FY 2018 Allocation	STBG-Urban	**48,837.68**	**113,950.33**	
FY 2018 Rideshare	City of Springfield	(76.20)	**113,874.13**	
9/30/2018 Balance			*113,874.13*	
FY 2019 Allocation	STBG-Urban	**49,972.66**	**163,846.79**	
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	**136,808.11**	
9/30/2019 Balance			*136,808.11*	
FY 2020 Allocation	STBG-Urban	**54,692.45**	**191,500.56**	
9/30/2020 Balance			*191,500.56*	
FY 2021 Allocation	STBG-Urban	**50,820.22**	**242,320.78**	
9/30/2021 Balance			*242,320.78*	
FY 2022 Allocation	STBG-Urban	**50,481.10**	**292,801.88**	
9/30/2022 Balance			*292,801.88*	
FY 2023 Allocation*	STBG-Urban	**51,490.72**	**344,292.60**	
ST2202 N. Old Orchard	Programmed	(481,362.00)	**(137,069.40)**	**
9/30/2023 Balance			*(137,069.40)*	
FY 2024 Allocation*	STBG-Urban	**52,520.54**	**(84,548.86)**	
9/30/2024 Balance			*(84,548.86)*	
FY 2025 Allocation*	STBG-Urban	**53,570.95**	**(30,977.91)**	
9/30/2025 Balance			*(30,977.91)*	
*Estimate		(30,977.91)	(30,977.91)	

** Advance Agreement Needed

Remaining Balance All Funds (9/30/2025)	**(30,977.91)**
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)	**--**

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance by Jurisdiction

City of Willard — Lapse Potential

Name	Account	Transactions	Balance	
FY 2003 - FY 2017 Balance		*377,900.95*	*377,900.95*	
FY 2018 Allocation	STBG-Urban	**109,532.27**	**487,433.22**	
FY 2018 Rideshare	City of Springfield	(170.90)	**487,262.32**	
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	**347,262.32**	
9/30/2018 Balance			*347,262.32*	
FY 2019 Allocation	STBG-Urban	**112,077.80**	**459,340.12**	
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	**(198,045.97)**	**
9/30/2019 Balance			*(198,045.97)*	
FY 2020 Allocation	STBG-Urban	**122,663.25**	**(75,382.72)**	
5944803 Miller Road Widening	STBG-Urban	25,468.71	**(49,914.01)**	
9/30/2020 Balance			*(49,914.01)*	
FY 2021 Allocation	STBG-Urban	**113,978.68**	**64,064.67**	
9/30/2021 Balance			*64,064.67*	
FY 2022 Allocation	STBG-Urban	**132,995.30**	**197,059.97**	
9/30/2022 Balance			*197,059.97*	
		197,059.97	197,059.97	

Remaining Balance All Funds (9/30/2022)	**197,059.97**
September 30, 2022 Balance	**197,059.97**
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	369,637.23
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2022)†	**0.00**

Note:

Rideshare - MPO area wide funds from all jurisdictions

†Potential Lapse amount should OTO Regional Balance be rescinded

**Advance Agreement on File

Funds Balance by Jurisdiction

City of Willard — Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2003 - FY 2017 Balance		*377,900.95*	*377,900.95*	
FY 2018 Allocation	STBG-Urban	**109,532.27**	**487,433.22**	
FY 2018 Rideshare	City of Springfield	(170.90)	**487,262.32**	
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	**347,262.32**	
9/30/2018 Balance			*347,262.32*	
FY 2019 Allocation	STBG-Urban	**112,077.80**	**459,340.12**	
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	**(198,045.97)**	**
9/30/2019 Balance			*(198,045.97)*	
FY 2020 Allocation	STBG-Urban	**122,663.25**	**(75,382.72)**	
5944803 Miller Road Widening	Programmed	25,468.71	**(49,914.01)**	
9/30/2020 Balance			*(49,914.01)*	
FY 2021 Allocation	STBG-Urban	**113,978.68**	**64,064.67**	
9/30/2021 Balance			*64,064.67*	
FY 2022 Allocation	STBG-Urban	**132,995.30**	**197,059.97**	
9/30/2022 Balance			*197,059.97*	
FY 2023 Allocation*	STBG-Urban	**135,655.21**	**332,715.18**	
9/30/2023 Balance			*332,715.18*	
FY 2024 Allocation*	STBG-Urban	**138,368.31**	**471,083.49**	
9/30/2024 Balance			*471,083.49*	
FY 2025 Allocation*	STBG-Urban	**141,135.68**	**612,219.16**	
9/30/2025 Balance			*612,219.16*	
*Estimate		612,219.16	612,219.16	

**Advance Agreement on File

Remaining Balance All Funds (9/30/2025)	**612,219.16**
Available to be Programmed through 2025 (w/ 3 Year Advance Agreement)	**612,219.16**

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022 Estimate*
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,435,126.33
STP/BG-Urban Distribution							
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	236,800.00	231,525.00
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00	10,000.00	10,000.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	375,669.67	349,072.22	390,076.63
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,485,657.75	1,621,039.93
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.16	129,625.42	120,447.92	125,574.38
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	409,963.11	487,559.28
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,019.45	446,197.51
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	317,926.49	393,074.92
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,437,434.28	3,546,602.28
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,820.22	50,481.10
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	113,978.68	132,995.30
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,435,126.33
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00

*Includes $0.59 adjustment on 2010-2014 allocations

Funding Allocation

OTO Population Distribution

Jurisdiction	2000 Population in MPO Area	Population in Urbanized Area	% of MPO Population	% of Urbanized Area Population	2010 Population in MPO Area	% of MPO Population	2020 Population in MPO Area	% of MPO Population
Christian County	13,488	13,488	5.24%	5.53%	16,196	5.23%	18,607	5.42%
Greene County	54,106	54,106	21.01%	22.17%	68,934	22.28%	77,325	22.53%
City of Battlefield	2,452	2,452	0.95%	1.00%	5,590	1.81%	5,990	1.75%
City of Nixa	12,192	12,192	4.73%	5.00%	19,022	6.15%	23,257	6.78%
City of Ozark	9,975	9,975	3.87%	4.09%	17,820	5.76%	21,284	6.20%
City of Republic	8,461	-	3.29%	-	14,751	4.77%	18,750	5.46%
City of Springfield	151,823	151,823	58.96%	62.21%	159,498	51.54%	169,176	49.30%
City of Strafford	1,834	-	0.71%	-	2,358	0.76%	2,408	0.70%
City of Willard	3,179	-	1.23%	-	5,288	1.71%	6,344	1.85%
	257,510	244,036	100.00%	100.00%	309,457	100.00%	343,141	100.00%

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	Rideshare	FY 2019 OTO Operations	FY 2020 OTO Operations	FY 2021 OTO Operations
Springfield Area Small Urban	**(184,224.00)**	**14.67**				
STBG-Urban			**(10,000.00)**	**(200,000.00)**	**(100,000.00)**	**(236,800.00)**
Distribution						
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(5,234.00)	(12,394.11)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(22,276.00)	(52,749.57)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(1,806.00)	(4,276.61)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(6,147.00)	(14,556.10)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(5,758.00)	(13,634.94)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(4,767.00)	(11,288.26)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(51,541.00)	(122,049.09)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(762.00)	(1,804.41)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(1,709.00)	(4,046.91)
	(184,224.00)	**14.67**	**(10,000.00)**	**(200,000.00)**	**(100,000.00)**	**(236,800.00)**

Notes:

FY 2003-FY2010 STP-Urban funds distribution based on percentage of 2000 Urbanized Population

FY 2011 STP-Urban funds distributed based on percentage of 2000 MPO Population

FY 2012-FY2021 STP/BG-Urban funds distribution based on percentage of 2010 MPO Population

FY 2022 STBG-Urban funds distribution based on percentage of 2020 MPO Population

Republic Small Urban FY 04-10 not included in overall distribution

Republic Small Urban FY 11-16 included in overall distribution

Small Urban Program Discontinued FY 17 and beyond

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	Type	Date	Account	Amount	Balance
FY 2012 Allocation					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
FY 2012 BRM Allocation					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
FY 2013 Allocation					
	Deposit	10/01/2012	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2012	Christian County	284,571.43	317,649.09
	Deposit	10/01/2012	Greene County	1,211,203.16	1,528,852.25
	Deposit	10/01/2012	City of Battlefield	98,218.96	1,627,071.21
	Deposit	10/01/2012	City of Nixa	334,225.59	1,961,296.80
	Deposit	10/01/2012	City of Ozark	313,105.87	2,274,402.67
	Deposit	10/01/2012	City of Republic	226,104.43	2,500,507.10
	Deposit	10/01/2012	City of Springfield	2,802,455.71	5,302,962.81
	Deposit	10/01/2012	City of Strafford	41,431.18	5,344,393.99
	Deposit	10/01/2012	City of Willard	92,912.67	5,437,306.66
Total FY 2013 Allocation				5,437,306.66	5,437,306.66
FY 2013 BRM Allocation					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
FY 2013 TAP Allocation					
	Deposit	10/01/2012	Enhancements (TAP)	602,196.69	602,196.69
Total FY 2013 TAP Allocation				602,196.69	602,196.69

All Allocations

	Type	Date	Account	Amount	Balance
FY 2014 Allocation					
	Deposit	10/01/2013	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2013	Christian County	295,187.56	328,265.22
	Deposit	10/01/2013	Greene County	1,256,387.95	1,584,653.17
	Deposit	10/01/2013	City of Battlefield	101,883.09	1,686,536.26
	Deposit	10/01/2013	City of Nixa	346,694.10	2,033,230.36
	Deposit	10/01/2013	City of Ozark	324,786.51	2,358,016.87
	Deposit	10/01/2013	City of Republic	235,773.39	2,593,790.26
	Deposit	10/01/2013	City of Springfield	2,907,003.30	5,500,793.56
	Deposit	10/01/2013	City of Strafford	42,976.80	5,543,770.36
	Deposit	10/01/2013	City of Willard	96,378.85	5,640,149.21
Total FY 2014 Allocation				5,640,149.21	5,640,149.21
FY 2014 BRM Allocation					
	Deposit	10/01/2013	Bridge (BRM)	352,601.99	352,601.99
Total FY 2014 BRM Allocation				352,601.99	352,601.99
FY 2014 TAP Allocation					
	Deposit	10/01/2013	Enhancements (TAP)	612,826.23	612,826.23
Total FY 2014 TAP Allocation				612,826.23	612,826.23
FY 2015 Allocation					
	Deposit	10/01/2014	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2014	Christian County	287,071.50	320,149.16
	Deposit	10/01/2014	Greene County	1,221,844.09	1,541,993.25
	Deposit	10/01/2014	City of Battlefield	99,081.85	1,641,075.10
	Deposit	10/01/2014	City of Nixa	337,161.90	1,978,237.00
	Deposit	10/01/2014	City of Ozark	315,856.64	2,294,093.64
	Deposit	10/01/2014	City of Republic	228,381.45	2,522,475.09
	Deposit	10/01/2014	City of Springfield	2,827,076.46	5,349,551.55
	Deposit	10/01/2014	City of Strafford	41,795.17	5,391,346.72
	Deposit	10/01/2014	City of Willard	93,728.95	5,485,075.67
Total FY 2015 Allocation				5,485,075.67	5,485,075.67
FY 2015 BRM Allocation					
	Deposit	10/01/2014	Bridge (BRM)	342,850.16	342,850.16
Total FY 2015 BRM Allocation				342,850.16	342,850.16
FY 2015 TAP Allocation					
	Deposit	10/01/2014	Enhancements (TAP)	397,253.54	397,253.54
Total FY 2015 TAP Allocation				397,253.54	397,253.54

All Allocations

	Type	Date	Account	Amount	Balance
FY 2016 Allocation					
	Deposit	10/01/2015	City of Republic	31,112.85	31,112.85
	Deposit	10/01/2015	Christian County	314,854.34	345,967.19
	Deposit	10/01/2015	Greene County	1,340,094.39	1,686,061.58
	Deposit	10/01/2015	City of Battlefield	108,671.01	1,794,732.59
	Deposit	10/01/2015	City of Nixa	369,792.49	2,164,525.08
	Deposit	10/01/2015	City of Ozark	346,425.31	2,510,950.39
	Deposit	10/01/2015	City of Republic	255,650.32	2,766,600.71
	Deposit	10/01/2015	City of Springfield	3,100,681.46	5,867,282.17
	Deposit	10/01/2015	City of Strafford	45,840.12	5,913,122.29
	Deposit	10/01/2015	City of Willard	102,800.06	6,015,922.35
Total FY 2016 Allocation				6,015,922.35	6,015,922.35
FY 2016 BRM Allocation					
	Deposit	10/01/2015	Bridge (BRM)	269,417.23	269,417.23
Total FY 2016 BRM Allocation				269,417.23	269,417.23
FY 2016 TAP Allocation					
	Deposit	10/01/2015	Enhancements (TAP)	425,853.11	425,853.11
Total FY 2016 TAP Allocation				425,853.11	425,853.11
FY 2017 Allocation*					
	Deposit	10/01/2016	City of Republic	0.00	0.00
	Deposit	10/01/2016	Christian County	317,405.64	317,405.64
	Deposit	10/01/2016	Greene County	1,350,884.23	1,668,289.87
	Deposit	10/01/2016	City of Battlefield	109,521.32	1,777,811.19
	Deposit	10/01/2016	City of Nixa	372,772.73	2,150,583.92
	Deposit	10/01/2016	City of Ozark	349,182.59	2,499,766.51
	Deposit	10/01/2016	City of Republic	289,085.34	2,788,851.85
	Deposit	10/01/2016	City of Springfield	3,125,602.62	5,914,454.47
	Deposit	10/01/2016	City of Strafford	46,209.99	5,960,664.46
	Deposit	10/01/2016	City of Willard	103,638.95	6,064,303.41
Total FY 2017 Allocation*				6,064,303.41	6,064,303.41
FY 2017 TAP Allocation					
	Deposit	10/01/2016	Enhancements (TAP)	415,677.56	415,677.56
Total FY 2017 TAP Allocation				415,677.56	415,677.56

All Allocations

	Type	Date	Account	Amount	Balance
FY 2018 Allocation					
	Deposit	10/01/2017	City of Republic	0.00	0.00
	Deposit	10/01/2017	Christian County	335,454.60	335,454.60
	Deposit	10/01/2017	Greene County	1,427,700.93	1,763,155.53
	Deposit	10/01/2017	City of Battlefield	115,749.14	1,878,904.67
	Deposit	10/01/2017	City of Nixa	393,970.08	2,272,874.75
	Deposit	10/01/2017	City of Ozark	369,038.51	2,641,913.26
	Deposit	10/01/2017	City of Republic	305,523.90	2,947,437.16
	Deposit	10/01/2017	City of Springfield	3,303,336.94	6,250,774.10
	Deposit	10/01/2017	City of Strafford	48,837.68	6,299,611.78
	Deposit	10/01/2017	City of Willard	109,532.27	6,409,144.05
Total FY 2018 Allocation*				6,409,144.05	6,409,144.05
FY 2018 TAP Allocation					
	Deposit	10/01/2017	Enhancements (TAP)	429,463.81	429,463.81
Total FY 2018 TAP Allocation				429,463.81	429,463.81
FY 2018 Omnibus Allocation					
	Deposit	03/23/2018	STBG-U (HIP)	1,153,506.00	1,153,506.00
Total FY 2018 Omnibus Allocation				1,153,506.00	1,153,506.00
FY 2019 Allocation					
	Deposit	10/01/2018	OTO Operations	200,000.00	200,000.00
	Deposit	10/01/2018	Rideshare	10,000.00	210,000.00
	Deposit	10/01/2018	Christian County	343,250.56	553,250.56
	Deposit	10/01/2018	Greene County	1,460,880.66	2,014,131.22
	Deposit	10/01/2018	City of Battlefield	118,439.16	2,132,570.38
	Deposit	10/01/2018	City of Nixa	403,125.94	2,535,696.32
	Deposit	10/01/2018	City of Ozark	377,614.96	2,913,311.28
	Deposit	10/01/2018	City of Republic	312,624.26	3,225,935.54
	Deposit	10/01/2018	City of Springfield	3,380,106.40	6,606,041.94
	Deposit	10/01/2018	City of Strafford	49,972.66	6,656,014.60
	Deposit	10/01/2018	City of Willard	112,077.80	6,768,092.40
Total FY 2019 Allocation				6,768,092.40	6,768,092.40
FY 2019 TAP Allocation					
	Deposit	10/01/2018	Enhancements (TAP)	435,146.37	435,146.37
Total FY 2019 TAP Allocation				435,146.37	435,146.37

All Allocations

	Type	Date	Account	Amount	Balance
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00
FY 2020 Allocation					
	Deposit	10/01/2019	OTO Operations	100,000.00	100,000.00
	Deposit	10/01/2019	Rideshare	10,000.00	110,000.00
	Deposit	10/01/2019	Christian County	375,669.67	485,669.67
	Deposit	10/01/2019	Greene County	1,598,857.01	2,084,526.68
	Deposit	10/01/2019	City of Battlefield	129,625.42	2,214,152.10
	Deposit	10/01/2019	City of Nixa	441,200.13	2,655,352.23
	Deposit	10/01/2019	City of Ozark	413,279.70	3,068,631.93
	Deposit	10/01/2019	City of Republic	342,150.81	3,410,782.74
	Deposit	10/01/2019	City of Springfield	3,699,348.59	7,110,131.33
	Deposit	10/01/2019	City of Strafford	54,692.45	7,164,823.78
	Deposit	10/01/2019	City of Willard	122,663.25	7,287,487.03
Total FY 2020 Allocation				7,287,487.03	7,287,487.03
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2020 TAP Allocation				430,497.00	430,497.00
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
FY 2021 Allocation					
	Deposit	10/01/2020	OTO Operations	236,800.00	236,800.00
	Deposit	10/01/2020	Rideshare	10,000.00	246,800.00
	Deposit	10/01/2020	Christian County	349,072.22	595,872.22
	Deposit	10/01/2020	Greene County	1,485,657.75	2,081,529.97
	Deposit	10/01/2020	City of Battlefield	120,447.92	2,201,977.89
	Deposit	10/01/2020	City of Nixa	409,963.11	2,611,941.00
	Deposit	10/01/2020	City of Ozark	384,019.45	2,995,960.45
	Deposit	10/01/2020	City of Republic	317,926.49	3,313,886.94
	Deposit	10/01/2020	City of Springfield	3,437,434.28	6,751,321.22
	Deposit	10/01/2020	City of Strafford	50,820.22	6,802,141.44
	Deposit	10/01/2020	City of Willard	113,978.68	6,916,120.12
Total FY 2021 Allocation				6,916,120.12	6,916,120.12
FY 2021 TAP Allocation					
	Deposit	10/01/2020	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2021 TAP Allocation				430,497.00	430,497.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2021 Omnibus Allocation					
	Deposit	01/19/2021	STBG-U (HIP)	384,600.00	384,600.00
Total FY 2021 Omnibus Allocation				384,600.00	384,600.00
FY 2021 CRRSAA Allocation					
	Deposit	01/20/2021	STBG-U (CRRSAA)	2,684,230.00	2,684,230.00
Total FY 2021 CRRSAA Allocation				2,684,230.00	2,684,230.00
FY 2022 Allocation					
	Deposit	10/01/2021	OTO Operations	231,525.00	231,525.00
	Deposit	10/01/2021	Rideshare	10,000.00	241,525.00
	Deposit	10/01/2021	Christian County	390,076.63	631,601.63
	Deposit	10/01/2021	Greene County	1,621,039.93	2,252,641.56
	Deposit	10/01/2021	City of Battlefield	125,574.38	2,378,215.94
	Deposit	10/01/2021	City of Nixa	487,559.28	2,865,775.22
	Deposit	10/01/2021	City of Ozark	446,197.51	3,311,972.73
	Deposit	10/01/2021	City of Republic	393,074.92	3,705,047.65
	Deposit	10/01/2021	City of Springfield	3,546,602.28	7,251,649.93
	Deposit	10/01/2021	City of Strafford	50,481.10	7,302,131.03
	Deposit	10/01/2021	City of Willard	132,995.30	7,435,126.33
Total FY 2022 Allocation				7,435,126.33	7,435,126.33
FY 2022 TAP Allocation					
	Deposit	10/01/2021	Enhancements (TAP)	846,144.00	846,144.00
Total FY 2022 TAP Allocation				846,144.00	846,144.00
FY 2022 CRP Allocation					
	Deposit	10/01/2021	CO2 Reduction (CRP)	905,124.00	905,124.00
Total FY 2022 CRP Allocation				905,124.00	905,124.00
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				**123,202,564.75**	

All Obligations by Project

	Date	Jurisdiction	Amount
00FY820 OTO Operations/Planning			
Active	06/26/2019	OTO Operations	(200,000.00)
	11/12/2021	OTO Operations	36,010.00
			(163,990.00)
00FY821 OTO Operations/Planning			
Active	06/29/2020	OTO Operations	(100,000.00)
	01/27/2022	OTO Operations	345.49
			(99,654.51)
00FY822 OTO Operations/Planning			
Active	06/28/2021	OTO Operations	(156,800.00)
			(156,800.00)
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			(978,000.00)
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			(354,887.54)
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			(799,517.00)
0132092 Kansas/Walnut Lawn			
	11/23/2021	City of Springfield	(134,930.67)
	11/23/2021	City of Springfield	(13,869.33)
			(148,800.00)
0132093 Kansas/Sunset			
	11/18/2021	City of Springfield	(87,600.00)
			(87,600.00)
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			(244,800.00)
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			(165,587.00)
0141023 14 and 160			
Closed	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			(1,048,107.83)

All Obligations by Project

	Date	Jurisdiction	Amount
0141028 14-Fort to Ridgecrest			
Active	03/05/2021	City of Nixa	(183,547.60)
	08/10/2021	City of Nixa	14,726.40
			(168,821.20)
0141029 Jackson and NN			
Active	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			(1,286,520.09)
0141030 South and Third			
Active	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
	12/21/2021	City of Ozark	(179,962.84)
			(1,525,146.69)
0141032 14 in Ozark 32nd to 22nd			
Active	02/11/2020	City of Ozark	(130,000.00)
			(130,000.00)
0442239 I-44 Bridge-65			
Closed	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			(1,110,295.00)
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			(3,949,229.96)
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			(100,000.00)
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			(758,009.07)
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			0.00
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			(1,800,000.00)

All Obligations by Project

	Date	Jurisdiction	Amount
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			(223,050.00)
0651056 65/CC/J			
Closed	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			(2,300,000.00)
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			(1,000,000.00)
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			(74,000.00)
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			(432,597.22)
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			0.00
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			(1,061,000.00)
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			(106,000.00)
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			(4,541,168.92)

All Obligations by Project

	Date	Jurisdiction	Amount
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			(1,450,562.09)
0652079 Eastgate Relocation			
Closed	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
	09/09/2020	City of Springfield	8,920.16
	03/26/2021	City of Springfield	178.21
			(146,718.63)
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			(6,223,258.28)
0652087 Chestnut RR			
Active	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			(3,482,241.03)
0652088 US65/Division Interchange			
Closed	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/207	City of Springfield	(62,616.16)
	07/06/2021	City of Springfield	262,442.91
			(1,347,640.11)
0652099 Chestnut RR Utilities			
	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
			(1,108,035.39)
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			(21,000.00)

All Obligations by Project

	Date	Jurisdiction	Amount
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			(357,398.72)
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			(538,233.28)
1601063 Tracker/Northview/160			
Active	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
	01/07/2022	City of Nixa	116,078.17
			(746,064.11)
1601071 160 and South			
Active	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
	04/27/2020	City of Nixa	52,517.42
	01/07/2022	City of Nixa	(6,623.36)
			(528,809.29)
1602076 Kearney/West Bypass			
Active	11/25/2020	City of Springfield	(44,800.00)
	09/16/2021	City of Springfield	(805,072.53)
	01/04/2022	City of Springfield	(115,808.07)
			(965,680.60)
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			(3,995,539.57)
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			(214,977.98)

All Obligations by Project

	Date	Jurisdiction	Amount
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			(184,209.33)
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			(24,992.27)
5900849 FR 135/102 Mill/Fill/ADA			
Active	09/14/2021	Greene County	(262,442.91)
	09/14/2021	Greene County	(225,343.49)
	09/14/2021	Greene County	(21,308.22)
	12/21/2021	Greene County	50,494.60
			(458,600.02)
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			(250,000.00)
5901806 S. Dry Sac Trail Parks			
Closed	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			(192,680.00)
5901807 Mt. Vernon Bridge			
Closed	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			(1,001,068.99)
5901809 FY 2019 TMC Staff			
Closed	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			(316,923.00)

All Obligations by Project

	Date	Jurisdiction	Amount
5901810 Republic Road Widening			
Active	03/18/2019	City of Springfield	(80,000.00)
	05/17/2021	City of Springfield	(1,023,962.80)
	05/17/2021	City of Springfield	33,912.00
	03/29/2022	City of Springfield	161,828.02
			(908,222.78)
5901811 Springfield Greenwood			
Active	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
			(150,441.52)
5901812 Galloway Reco			
Active	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
			(113,104.00)
5901814 Luster/Fassnight			
Active	05/27/2020	Enhancements (TAP)	(158,078.40)
	01/21/2021	Enhancements (TAP)	30,737.52
	03/26/2021	Enhancements (TAP)	(12,070.32)
			(139,411.20)
5901815 SGF Harvard Sidewalks			
Active	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
			(78,948.40)
5901818 Signal Improvements			
Active	10/20/2020	City of Springfield	(640,000.00)
			(640,000.00)
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
			(240,000.00)
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			(620,000.00)
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			(459,587.00)
5903803 Jefferson Footbridge			
Active	09/14/2021	City of Springfield	(2,000,000.00)
	03/17/2022	City of Springfield	2,000,000.00
			0.00
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			(64,027.15)

All Obligations by Project

	Date	Jurisdiction	Amount
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			(111,340.76)
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			(189,540.94)
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			(227,869.98)
5905809 TMC Salaries 2021			
Active	06/26/2020	City of Springfield	(332,000.00)
			(332,000.00)
5907801 Campbell/Weaver			
Active	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			(2,217,020.84)

All Obligations by Project

	Date	Jurisdiction	Amount
5909802 KS Extension			
Active	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	Greene County	(1,448,152.50)
	01/30/2020	Greene County	(348,000.00)
	04/27/2020	Greene County	348,000.00
	08/28/2020	Greene County	(3,657,888.00)
	09/16/2021	Greene County	(345,782.74)
	09/16/2021	Greene County	(12,012,725.14)
	09/16/2021	Greene County	(2,323,355.04)
	09/16/2021	Greene County	(352,977.68)
	09/16/2021	Greene County	(41,436.78)
	09/16/2021	Greene County	(1,625,285.00)
	09/16/2021	Greene County	(471,885.00)
	12/06/2021	Greene County	345,782.74
	12/06/2021	Greene County	4,192,964.59
			(18,700,900.55)
5911802 College and Grant SW			
Closed	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			(250,000.00)
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			(240,000.00)
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			(14,215.22)
5916807 Overlay Improvements			
Active	03/29/2021	City of Springfield	(2,160,000.00)
	10/26/2021	City of Springfield	(223,758.56)
			(2,383,758.56)
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
			(295,001.60)

All Obligations by Project

	Date	Jurisdiction	Amount
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			(237,391.82)
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			23,883.07
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			(266,854.57)
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			(260,000.00)
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			(251,031.34)
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			(187,782.10)
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			(295,361.40)
5938807 FY 2020 TMC Staff			
Closed	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
	11/01/2019	City of Springfield	11,731.46
			(320,268.54)
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			(48,300.00)

All Obligations by Project

	Date	Jurisdiction	Amount
5944803 Miller Road Widening			
Active	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
	07/27/2020	City of Willard	25,468.71
			(924,427.29)
5944804 Hunt Rd Sidewalks			
Active	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			(207,438.60)
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			(303,436.00)
6900809 Rte 174 Trail			
Closed	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			(250,000.00)
6900811 Oakwood/Hines			
Closed	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			(1,911,623.75)
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
			(178,969.03)
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			(728,721.00)
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			(63,984.87)

All Obligations by Project

	Date	Jurisdiction	Amount
9900824 Third Street/14			
Closed	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			(1,078,283.68)
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			(27,759.89)
9900843 Strafford Sidewalks 2014			
Closed	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			(250,000.00)
9900845 Strafford Schools SW 2014			
Closed	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			(123,766.80)
9900846 Scenic Sidewalks			
Closed	05/23/2008	Greene County	(74,642.40)
	08/15/2008	Greene County	18,089.16
	10/02/2009	Greene County	(7,350.46)
			(63,903.70)
9900854 CC Realignment			
Withdrawn	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
	02/07/2019	City of Nixa	233,631.58
			0.00
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			(14,331.69)

All Obligations by Project

	Date	Jurisdiction	Amount
9900856 Willard Kime Sidewalks			
Closed	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			(78,135.08)
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			(38,029.66)
9900859 Main Street			
Withdrawn	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
	02/07/2019	City of Nixa	46,654.94
			0.00
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			(205,706.70)
9900861 Northview Road			
Withdrawn	07/09/2009	City of Nixa	(17,386.10)
	10/02/2010	City of Nixa	(89,798.40)
	10/02/2011	City of Nixa	107,184.50
			0.00
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			(1,998.24)
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			(795.68)
9900869 14/Gregg			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			(296,590.47)
9900878 125/OO			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			(130,011.44)

All Obligations by Project

	Date	Jurisdiction	Amount
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			(500,000.00)
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			(978,676.98)
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2105	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			(190,670.54)
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			(196,697.22)
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			(117,203.90)
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			(110,912.36)
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			(40,034.00)

All Obligations by Project

	Date	Jurisdiction	Amount
9901814 FF SW Weaver to Rose			
Active	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
	11/10/2021	City of Battlefield	418.67
	11/10/2021	City of Battlefield	1.03
			(428,352.74)
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			(312,653.87)
9901816 Pine and McCabe Sidewalks			
Active	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
	09/22/2020	Enhancements (TAP)	(220,782.07)
	09/22/2020	Enhancements (TAP)	15,369.70
	12/06/2021	Enhancements (TAP)	1,255.49
			(236,957.22)
9901817 Battlefield Third Street Sidewalk			
Active	10/18/2019	Enhancements (TAP)	(28,000.00)
			(28,000.00)
9901818 Nicholas SW Ph 1 & 2			
Active	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
	04/07/2021	Enhancements (TAP)	8,233.20
			(357,299.86)
9901820 Ozark N. Fremont SW			
Active	06/14/2019	Enhancements (TAP)	(17,531.92)
	04/07/2021	Enhancements (TAP)	(188,028.08)
			(205,560.00)
9901821 Ozark South Elem SW			
Active	10/18/2019	Enhancements (TAP)	(13,000.36)
	02/24/2021	Enhancements (TAP)	(132,594.01)
	06/15/2021	Enhancements (TAP)	(7,075.63)
			(152,670.00)
9901822 Ozark West Elem SW			
Active	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(239,439.67)
	06/15/2021	Enhancements (TAP)	31,996.00
			(235,183.61)

All Obligations by Project

	Date	Jurisdiction	Amount
9901826 FR 169 Bridge			
Active	02/09/2021	Greene County	(437,822.80)
	04/16/2021	Greene County	37,475.60
			(400,347.20)
9901827 ChadwickFlyr Jackson/Clay			
Active	10/19/2020	Enhancements (TAP)	(79,874.23)
	10/28/2021	Enhancements (TAP)	(791,075.77)
	03/03/2022	Enhancements (TAP)	157,174.06
			(713,775.94)
9901828 Trail of Tears SmrSet			
Active	09/03/2020	City of Battlefield	(33,592.92)
	09/13/2021	City of Battlefield	(68,459.08)
			(102,052.00)
9901829 OGI Trail Plng Services			
Active	06/26/2020	Enhancements (TAP)	(100,000.00)
			(100,000.00)
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
			(430,353.99)
9901835 I-44/13 Study			
Active	10/27/2021	City of Springfield	(78,668.06)
	10/27/2021	City of Nixa	(78,668.06)
	10/27/2021	OTO Operations	(78,668.07)
			(236,004.19)
B022009 Riverside Bridge			
Active	09/01/2109	City of Ozark	(800,000.00)
			(800,000.00)
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			(6,804.21)
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			0.00
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			(2,584,800.00)
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			(185,838.68)

All Obligations by Project

	Date	Jurisdiction	Amount
S601061 M/Repmo Drive			
Active	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
	10/29/2019	City of Republic	(53,345.03)
	10/29/2019	City of Republic	(59,881.47)
			(959,126.13)
S601065 14 SW Cedar Hts to Ellen			
Active	04/04/2019	City of Nixa	(100,286.00)
			(100,286.00)
S601071 FY 2017 TMC Staff			
Closed	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			(272,513.12)
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
	03/17/2022	City of Springfield	807,784.84
	03/30/2022	City of Springfield	(1,411,653.07)
			(1,625,223.11)
S602083 Northview Rd Improvements			
Active	03/28/2019	City of Nixa	(180,000.00)
			(180,000.00)
S602084 TMC Staff 2022			
Active	06/01/2021	City of Springfield	(360,000.00)
			(360,000.00)
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			(2,700,000.00)
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			(198,465.00)
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			(30,868.56)
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			(0.43)
TOTAL OBLIGATIONS			**(101,541,956.35)**

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.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 8

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM II.G.

Chadwick Flyer Crossing Study

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization (OTO) contracted with Crawford, Murphy, & Tilly (CMT) in October of 2021 to conduct a study to determine the safest and most practical location and method for the crossing of U.S. Highway 65 by the Chadwick Flyer Trail in Ozark, Missouri. In coordination with OTO, the City of Ozark, MoDOT, and Ozark Greenways, CMT has completed the study and developed a draft report of the findings that includes the identification of a preliminary preferred crossing location and method. A 15-day public review and comment period was initiated Monday, April 11 and continues until Monday, April 25.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 20, 2022, the Technical Planning Committee recommended the Board of Directors accept the Chadwick Flyer Crossing Study.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to accept the Chadwick Flyer Crossing Study."

OR

"Move to accept the Chadwick Flyer Crossing Study, with these changes…"

CHADWICK FLYER TRAIL
US-65 CROSSING

LOCATION STUDY REPORT

Ozark, Missouri

May 5th, 2022

Prepared by:

CMT
Crawford, Murphy & Tilly

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Appendix C – Recommended Alternative Program Cost
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Appendix E – Trail Sections 1, 2a, 2b, & 4 Program Cost
Appendix F – Public Involvement Comments

1.0 INTRODUCTION

The primary goal of this study is to develop and evaluate overpass and underpass crossing alternative locations and methods for the Chadwick Flyer Trail at US-65 in Ozark, Missouri. The crossing is a vital connection piece for the Chadwick Flyer Trail which is ultimately going to provide an important bicycle and pedestrian corridor between the cities of Springfield and Ozark, Missouri. A high-level interchange alternative study was also developed to determine an appropriate location and program budget for a separated trail crossing of US-65 adjacent to the future Longview Road interchange.

Regular meetings were held between CMT and a core group of stakeholders including the Ozarks Transportation Organization (OTO), the City of Ozark, Ozark Greenways, and the Missouri Department of Transportation (MoDOT) to develop and lead the project study.

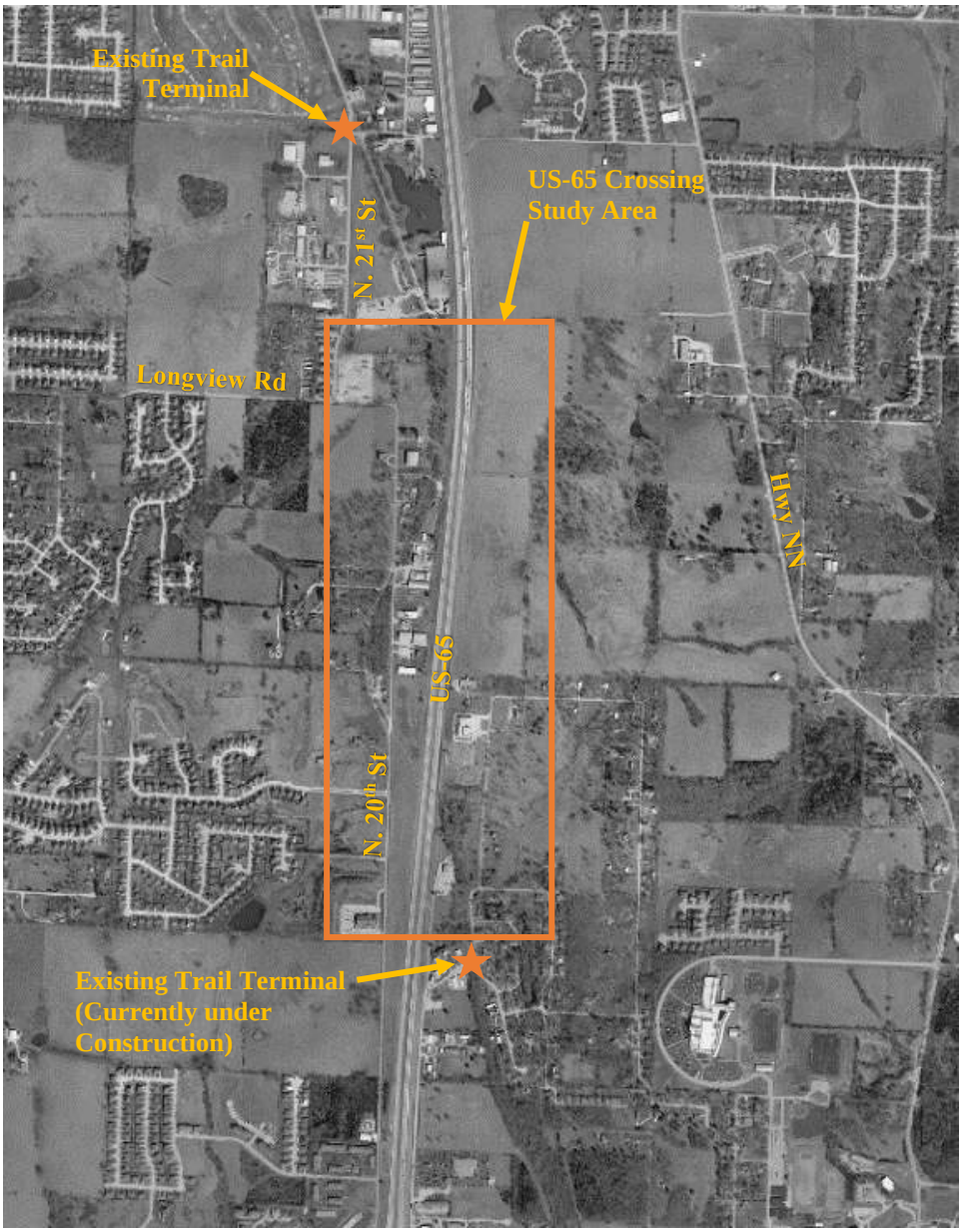


Figure 1: Chadwick Flyer Trail Crossing Project Corridor

2.0 PURPOSE AND NEED

The OTO Trail Investment Study completed in October 2017 identified the Chadwick Flyer Trail as a priority trail alignment for the region. This trail, once completed, will provide an important regional bicycle and pedestrian connection between the cities of Springfield and Ozark, Missouri. Once a section of the former Frisco rail system named the "Chadwick Flyer," the old rail corridor was identified as a guiding alignment for the Trail.

The Chadwick Flyer Trail is a key priority for many local and agency partners, with a focus on the following community benefits:

- Utilize an important piece of Ozarks transportation history by utilizing much of the former Chadwick Flyer Rail corridor as the basis for the proposed trail alignment
- Promote regional connection for multi-use transportation by connecting the cities of Springfield and Ozark, Missouri
- Provide a safe transportation corridor for all trail users through congested urban and suburban areas.

With US-65 effectively dividing the trail corridor in two, a grade-separated crossing of the high-volume highway is a critical piece of the Chadwick Flyer Trail corridor. With much of the abandoned railroad right-of-way now owned by various third parties, exploration of several crossing locations and methods is warranted.

As such, the Ozarks Transportation Organization (OTO) contracted Crawford, Murphy & Tilly (CMT) to conduct a study to determine the safest and most practical location and method for the crossing of US-65 by the Chadwick Flyer Trail in Ozark, Missouri that aligns with the community benefits described above.

3.0 ALTERNATIVES ANALYSIS

3.1 PROPOSED DESIGN CRITERIA

The proposed Chadwick Flyer Trail crossing at US-65 will be a multi-use trail facility serving predominantly bicycle and pedestrian traffic. In accordance with design sources as noted, the following standards will be used when designing this facility:

Criteria	Standard	Source/Remarks
Bicycle Design Speed	30 mph (max.) 18 mph (min.)	AASHTO Bicycle Facilities Guide
Design Bicycle Lean Angle	20°	AASHTO Bicycle Facilities Guide
Superstructure Clearance Over Roadway	17'-6"	MoDOT EPG (Sec. 751.1.2.6.1)

Minimum Structure Width	14’-0” (10’ two-way bikes & 2’ shy distance)	AASHTO Bicycle Facilities Guide
Minimum Path Width	10’-0”	OTO Bicycle & Pedestrian Trail Investment Study, ADA
Minimum Path Radius	60’-0”	AASHTO Bicycle Facilities Guide, ADA
Maximum Path Cross Slope	2%	OTO Bicycle & Pedestrian Trail Investment Study, ADA
Minimum Path Shoulder Width	2’-0”	OTO Bicycle & Pedestrian Trail Investment Study
Standard Maximum Path Grade	5% (1% at structures)	AASHTO Bicycle Facilities Guide
Foreslopes (Fill) Backslopes (Cut)	0’ to 2’ – 6:1 or flatter 2’ to 5’ – 4:1 max. >5’ – 3:1 max. 0’ to 2’ – 6:1 or flatter 2’ to 5’ – 4:1 max. >5’ – 3:1 max.	AASHTO Bicycle Facilities Guide & OTO Bicycle & Pedestrian Trail Investment Study
Path Clear Zone Width	2’-0”	AASHTO Bicycle Facilities Guide

Table 1: Proposed Design Criteria

3.2 ALTERNATIVES DEVELOPMENT

Initially, several locations were explored for the Chadwick Flyer trail to cross U.S. Highway 65, but were dismissed early on due to topographic complications, residential or commercial property impacts, or significant associated costs. These locations included various points along US-65 between the original Chadwick Flyer Rail location and the Tracker Marine property. Although undeveloped land largely exists on the east side of US-65 in this area, a high density of established residences and businesses closely abut US-65 on the west side which makes establishing reasonable trail geometry a challenge and would likely require long structure lengths with high costs due to the required skew angle. Other options were explored where undeveloped land could be better utilized, however discussions with the core group identified a desire to consider future economic development opportunities in the immediate area. Due to trail geometry and the long approach lengths for overpass and underpass alternatives to meet required clearances, significant right-of-way would be needed to construct the crossings. Underpass crossings generally have smaller footprints due to shorter clearance requirements, however roadside ditches along US-65 and the condition of adjacent topography would require significant right-of-way or permanent easement to properly convey the water from MoDOT right-of-way to the appropriate and feasible downstream location. This initial investigation resulted in three crossing alternatives to be carried forward for further study:

- **Option 1** – Overpass structure near original Chadwick Flyer Rail alignment at US-65
- **Option 2** – Underpass structure near original Chadwick Flyer Rail alignment at US-65
- **Option 3** – Overpass structure adjacent to future Longview Rd & US-65 interchange

Vertical profiles and approximate grading limits were developed to evaluate potential right-of-way impacts and magnitude of cost for each alternative.

Alternatives were developed consistent with the AASHTO Guide for the Development of Bicycle Facilities (2012, 4th Edition), the OTO Trail Investment Study (October 2017), and MoDOT's *Engineering Policy Guide (EPG*). Appendix A shows detailed conceptual layouts of the alternatives that were further analyzed.

3.3 OVERVIEW OF ALTERNATIVES

Option 1 – Overpass Structure Near Original Chadwick Flyer Rail Alignment at US-65 (South Overpass)

Appendix A - Option 1 Exhibit and Figure 2 below show the conceptual layout. Major features of Option 1 include:

- Approximately 275-foot ADA-compliant bike/ped bridge over US-65 with 14-foot width for 10-foot trail width and 2-foot shy distance on each side
- Earth embankment on bridge approaches with safety rail along trail, 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Accommodations for US-65 drainage discharge on the south bridge approach
- Total length of improvements of approximately 1,910 feet for construction of the overpass structure and trail approaches

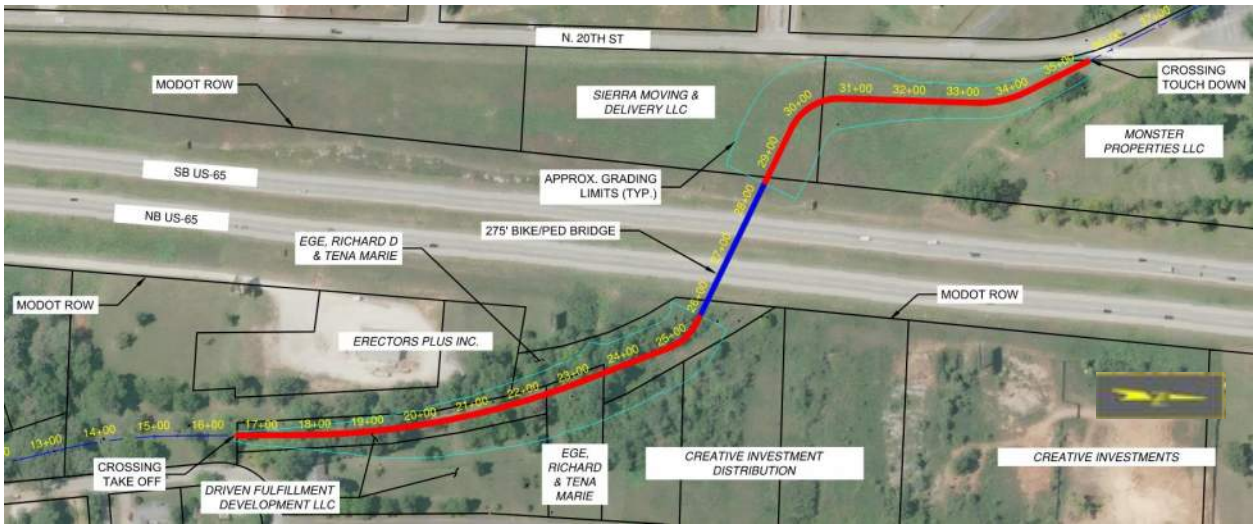


Figure 2: Crossing Option 1 – South Overpass

Benefits

- Closely follows the original Chadwick Flyer rail alignment
- Provides a more isolated user experience versus following an adjacent roadway
- Independent of future Longview Road and US-65 interchange which will allow for minimal trail closures during construction of the interchange
- Less significant impact to US-65 traffic operations during construction versus an underpass option

- Opportunity for enhanced aesthetics to promote the trail and provide an attractive monument along US-65

Disadvantages

- Narrow right-of-way on south bridge approach may require impacts to adjacent properties if retaining walls or an elevated trail concept are not utilized
- Bridge will be at a skew with relation to US-65 to limit right-of-way impacts and provide a better trail user experience

Option 2 – Underpass Structure Near Original Chadwick Flyer Rail Alignment at US-65 (South Underpass)

Appendix A - Option 2 Exhibit and Figure 3 below shows the conceptual layout. Major features of Option 2 include:

- Approximately 243-foot ADA-compliant box culvert sized to accommodate bicyclists constructed under US-65
- Special ditch profiles and other grading to accommodate drainage through the box culvert from US-65 roadside ditches
- 5% maximum trail profile grades for ADA compliance
- Total length of improvements of approximately 825 feet for construction of the box culvert and trail approaches

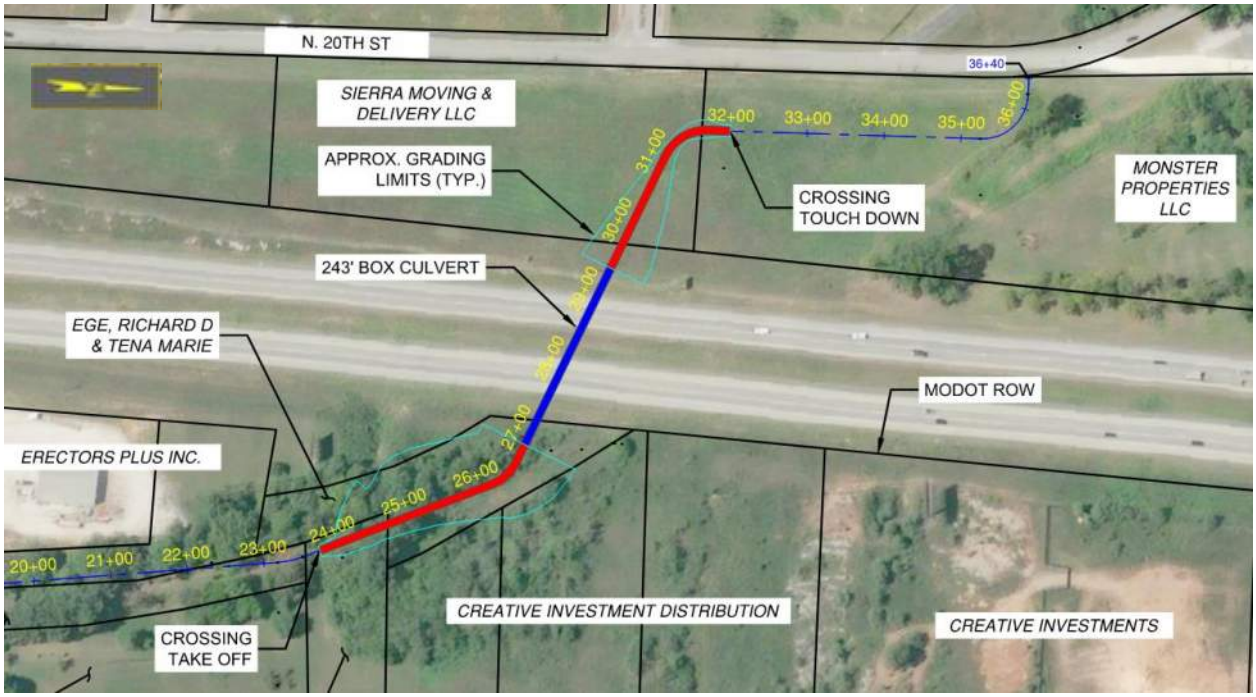


Figure 3: Crossing Option 2 – South Underpass

Benefits

- Less impact to adjacent parcels due to shorter take-off and touchdown limits of approaches to the box culvert
- Reduced maintenance costs

Disadvantages

- Less opportunity for enhanced aesthetics for trail users and exposure to traveling public on US-65
- Poor user experience for pedestrians and bicyclists traveling underground for approximately 240 feet under US-65
- Greater impact to traffic operations on US-65 for construction of the box culvert. This would require an open cut of the roadway for installation and utilize significantly more traffic control
- Avoiding a newly installed water main west of US-65 could require slower bicycle design speeds of the trail while approaching the underpass to achieve a more perpendicular crossing of US-65 while limiting excavation limits of the trail construction

Option 3 – Overpass Structure Adjacent to Future Longview Rd & US-65 Interchange (North Overpass)

Appendix A-Option 3 Exhibit shows the conceptual layout. Potential future interchange configurations were explored and developed as part of the Option 3 evaluation and summarized in the Interchange Alternatives Executive Summary seen in Appendix B. Major features of Option 3 include:

- Approximately 362-foot ADA-compliant bike/ped bridge over US-65 and future Longview Road interchange ramps with 14-foot width for 10-foot trail width and 2-foot shy distance on each side
- Earth embankment on bridge approaches with safety rail along trail, 3:1 side slopes and a maximum 5% trail profile grade for ADA compliance
- Chadwick Flyer Trail stays on east side of US-65 to the south prior to crossing
- Total length of improvements of approximately 1,960 feet for construction of the overpass structure and trail approaches

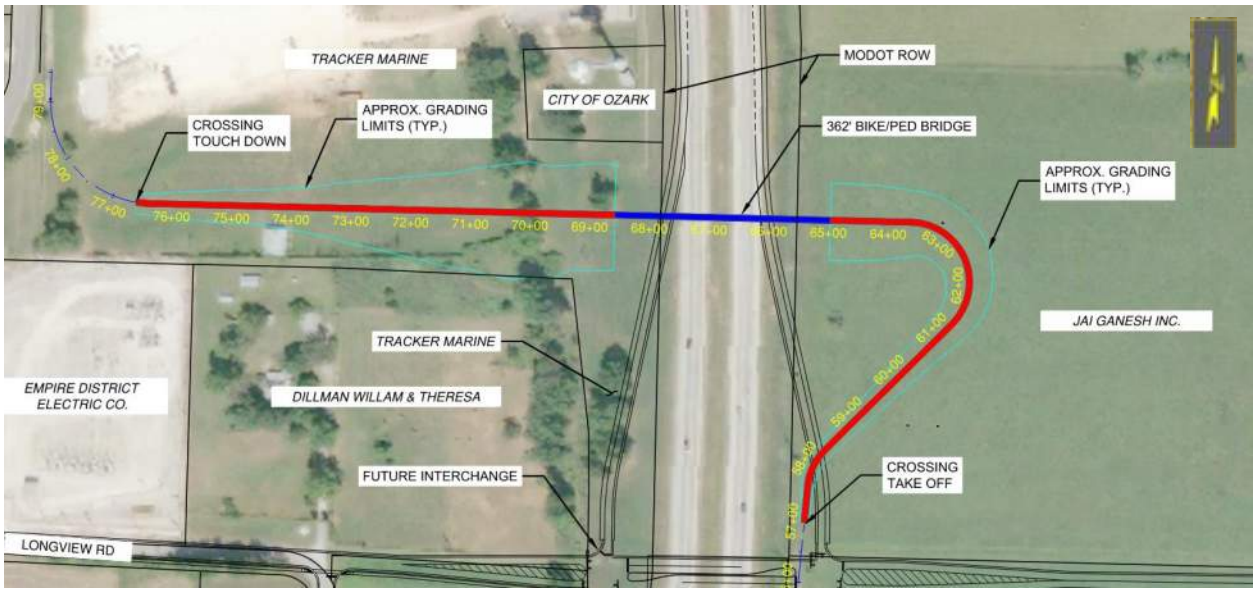


Figure 4: Crossing Option 3 – North Overpass

Benefits

- Trail users would cross US-65 closer to a future interchange which may promote more use of the bridge structure and/or Chadwick Flyer Trail
- Lesser impact of trail alignment on established parcels west of US-65
- Opportunity for enhanced aesthetics to promote the trail and provide an attractive monument along US-65

Disadvantages

- The bridge would need to be longer and thus more expensive than the Option 1 overpass due to accommodation of the future interchange ramps. Details about the US-65 and Longview Road future interchange can be found in the Interchange Executive Summary located in the appendix.
- Trail users would travel adjacent to US-65 and the user experience would lack a feeling of off-road or isolation from traditional roadway corridors
- Longer trail closures would be expected during construction of the future Longview Road interchange due to a need for significant reconstruction of the trail alignment.

3.4 MAINTENANCE OPERATIONS

Prefabricated Steel Overpass Structures

The baseline design for overpass structures assumes the selection of a prefabricated steel bridge to achieve the long spans across US-65 in a cost-effective and efficient manner. Depending on the type of prefabricated structure type and bridge deck material chosen, a variety of maintenance activities should be considered to prolong the life of the structure. Such activities should include:

- Annual inspection of all safety rails, handrails, rubrails, fencing or other types of safety features
- Annual inspection of all deck surfaces for gaps, cracks, or projections to maintain a safe structure and ADA compliance of the trail
- Annual inspection of decking to ensure it is in satisfactory condition
- Annual inspection of steel structure surfaces, welded and bolted connections, any impact damage from strikes, abutments and bents, bearings and expansion joints, and any other structural component of the bridge
- Re-painting of painted structures every 5-10 years, depending on realized deterioration during annual inspections
- Rinsing of the steel surfaces on weathering steel bridges frequently if de-icing salts are used. This can severely damage the weathering steel
- Removal of vegetation or debris from weathering steel surfaces to encourage naturally
- Replacement of wood decking planks that have deteriorated past a useful and safe life or have cause unacceptable gaps, faults, or other uneven or slippery surfaces for ADA compliance
- Annual inspection of concrete or asphalt decking for excessive cracking and deterioration and replacement of failing pavement

Annual maintenance costs for prefabricated steel structures in Option 1 and Option 3 are estimated to be between $2,500 and $5,000 per year. The actual realized maintenance costs will depend on the preferred structure type, additional aesthetic enhancements to the bridge requiring maintenance, unfavorable or unexpected environmental impacts, and frequency of routine maintenance activities. Additional costs beyond regular maintenance such as replacement or repair of structural elements,

safety features, or other non-annual maintenance activities to preserve the structure are not included in the estimated regular maintenance costs.

Concrete Box Culvert Underpass Structure

The baseline design for the underpass structure assumes use of a reinforced concrete box culvert large enough to accommodate bicyclists for vertical clearance and shy distance on either side of the trail. Due to the topography west and east of US-65 at the crossing location, excavation below grade would be required for the structure approaches to avoid any impacts to the US-65 roadway pavement structure. This will inherently introduce drainage from the US-65 roadside ditches and adjacent parcels into the box culvert. The following maintenance activities should be expected on the box culvert underpass option:

- Regular flushing of debris and sediment from the box culvert to maintain normal flow and avoid ponding on the trail surface
- Regular inspection of the box culvert condition should take place every five years. Specific items to evaluate and assess should include corrosion of concrete or reinforcement, abrasion of the culvert surface, coating loss of the culvert walls, cracks, joints, seams, changes in shape or deflection, undermining of the culvert, and other structural elements of the culvert.

Annual maintenance costs for the box culvert in Option 2 are estimated to be between $1,000 and $2,000 per year. Actual realized maintenance costs may differ depending on frequency of maintenance activities or unexpected environmental factors such as frequent rain events that may cause more frequent maintenance efforts. Additional costs beyond regular maintenance involving replacement or repair of structural elements, safety features, or other components of the structure are not included in the estimated regular maintenance costs.

Other General Maintenance Activities

Outside the limits of the overpass and underpass structures, general maintenance of City-owned right-of-way and trail pavement will be required. Expected activities may include:

- Mowing, trimming or pruning of grasses, trees, shrubs or other vegetation will be required on regular intervals to prevent overgrowth on the trail surface or impacts to bicyclist clerances
- Regular inspection of trail pavement surface to discover and replace concrete or asphalt pavement causing gaps, tripping hazards, or slippery surfaces deemed out of compliance by ADA standards
- Regular flushing of drainage culverts to prevent sedimentation within the pipe and sediment removal of inlet or outlet rock linings
- Replacement of lighting elements

Costs associated with general maintenance activities of the trail outside the structure limits would be in addition to other similar City maintenance activities already being performed. Due to the increase right-of-way area for crews to maintain, the annual cost to maintain the trail outside the structure limits are estimated to be between $2,000 and $5,000 per year. Actual realized costs will depend on amount of vegetation present and higher than expected deterioration of the trail pavement surface. Additional costs beyond regular maintenance involving replacement or repair of structural elements, safety features, or other components of the structure are not included in the estimated regular maintenance costs.

3.5 COST ESTIMATES

In order to evaluate and compare the costs of the trail alternatives, high-level conceptual construction costs were determined for each alternative. A fully developed program cost estimate that includes construction, preliminary engineering, construction engineering, right of way, right of way incidental, and utility relocation costs was not performed until the core group agreed on a recommended alternative. A full program budget was performed on the recommended alternative and this budget can be found in Section 4.0 of this report.

The following estimated construction costs were developed for each option:

	Option 1 - South Overpass	**Option 2 - South Underpass**	**Option 3 - North Overpass**
Total	$2,755,000	$2,775,000	$3,585,000

Table 2: Estimated Construction Costs for Each Crossing Option

3.6 UTILITY IMPACTS AND RELOCATIONS

Utility impacts are estimated to be minimal at the south crossing alternatives given the absence of many aerial or underground utilities. The City of Ozark recently installed a water main under US-65 north of the proposed overpass and underpass options (Options 1 and 2) which could require encasement of the pipe if large fills or loads were added atop the pipe location. However, it is anticipated that the trail crossing layout can be revised in future design phases to minimize or avoid impacts to the newly installed water main infrastructure. Other public or private utilities such as sanitary sewers or gas mains were not visible during a desktop review of the site and are not expected to have significant impacts as part of either crossing option. A more thorough field investigation should be anticipated in the future to locate any unexpected utilities in the area.

An existing electrical substation at the northeast corner of N. 21st Street and Longview Road contributes to aerial utilities present at the north overpass (Option 3) site. These aerial utilities run east-west along the Longview Road corridor and cross US-65 before branching off into north-south lines. Relocation of these distribution lines would be required as part of the Option 3 option. Other public or private utilities such as sanitary sewers or gas mains are not expected to be impacted for the Option 3 crossing, but are present closer to the N. 21st Street and Longview Road corridors. With underground utilities present nearby, a more thorough field investigation should be anticipated in the future.

3.7 RIGHT-OF-WAY IMPACTS

Each crossing option was evaluated with a baseline design including 3:1 fill slopes with earthen embankments for the overpasses and 3:1 cut slopes for the underpass. This design method is more intrusive on adjacent right-of-way but can be significantly more cost-effective than its structural alternatives such as retaining walls or bridges. The concept drawings in Appendix A visually reflect the slope limits evaluated for each crossing option.

Options 1 and 2 closely follow the original railroad right-of-way which has since been abandoned and is owned by private third parties. Due to the narrow and relatively unusable nature of the resulting parcels on the east side of US-65, full takings of these parcels are expected regardless of the approach option chosen (sloped or structural approaches). The west side of US-65 contains larger, more usable parcels and the trail approach type could limit impacts with higher construction costs.

Option 3 differs from the other options due to its distance away from the original Chadwick Flyer railroad corridor. This crossing alternative would leave more freedom for a larger embankment footprint on the east side, but the west side would significantly impact the Tracker Marine parcel with high embankments. As with Options 1 and 3, other structural alternatives could be chosen to limit right-of-way impacts on trail approaches to the overpass structure, but would require additional construction costs to do so. Option 3 would also require significant dedicated right-of-way from the immediate crossing location to the existing trail terminals north and south of the study limits. Unlike Options 1 and 2, the trail would not have any existing roadways or old railroad corridors to follow and would need significant donations or takings to implement.

The following table summarizes the total estimated right-of-way acquisition required for each crossing alternative within the crossing limits only. Right-of-way acquisition totals for the remaining trail gap are not included:

	Option 1 - South Overpass	**Option 2 - South Underpass**	**Option 3 – North Overpass**
Estimated Right-of-Way Acquisition Area (Acres)	6.3 AC	1.7 AC	6.9 AC

Table 3: Program Budget for Preferred Crossing and Alternative Section 2 Alignments

3.8 AESTHETICS

The proposed alternative construction costs are based on a baseline design of a standard pre-fabricated pedestrian structure with no aesthetic upgrades and the utilization of 3:1 fill slopes for the take off and touch down rather than MSE walls or elevated trail. Additionally, no extra costs were estimated for specialized signage or elements along the trail. If aesthetic elements are desired, any associated costs from the aesthetic elements will be above and beyond the construction costs shown above and in Appendix A.

The OTO hosted a Visioning Committee meeting on January 6, 2022 that consisted of local stakeholders. No decisions were made with regards to aesthetic enhancements on the overpass structure but ideas were noted for further discussion. As funding is acquired for the project, additional public involvement will be held to discuss aesthetic elements of the project.

3.9 SATISFACTION OF THE PURPOSE AND NEED

The proposed separated grade crossing of the Chadwick Flyer Trail at US-65 provides a safe, multi-modal transportation alternative for the planned bicycle and pedestrian corridor between the cities of Ozark and Springfield, Missouri. The three options evaluated as part of this study satisfy the purpose and needs of the trail corridor.

4.0 RECOMMENDED ALTERNATIVE

An evaluation matrix was developed to summarize the advantages of each crossing alternative as it relates to five important criteria set forth by the Ozarks Transportation Organization (OTO) at the start of the study. Those five criteria include: cost, safety, aesthetics, maintenance, and user comfort. The following matrix indicates the south overpass (Option 1) as the preferred alternative with the most benefit.

	South Overpass	South Underpass	North Overpass
Cost	3	3	1
Safety	3	3	3
Aesthetics	3	1	3
Maintenance	2	3	2
User Comfort	3	1	3
Total Score	**14**	**11**	**12**

Table 4: Evaluation matrix with scoring to indicate a preferred alternative with relation to five categores. 3=Most Advantageous, 1=Least Advantageous

The South Overpass alternative provides a safe and economical crossing of US-65 while also providing a level of aesthetic customization to make the crossing a signature piece along the Chadwick Flyer trail corridor. Unlike the North Overpass option, the South Overpass closely follows the original Chadwick Flyer Rail alignment and pays homage to the rail line that was once prominent in the area. This overpass offers ample opportunity to provide aesthetic elements highlighting the railroad history and bringing attention to the trail corridor. This aesthetic enhancement is more challenging with the South Underpass and lacks the same effect when done at the North Overpass due to its location away from the original rail line. Historical elements aside, the South Overpass alternative provides a more isolated user experience off-alignment from adjacent roadway corridors when compared to the North Overpass, and decreases complications and costs when staying away from the future US-65 and Longview Road interchange. Due to all these factors, the South Overpass alternative is the recommended alternative to carry forward as the preferred method and location for the crossing of US-65.

A refined conceptual cost estimate was developed for Option 1 (South Overpass) as the preferred alternative, and was provided to the OTO for program budgeting purposes. The estimate includes three structure width options to accommodate any future trail standard updates, along with two trail alignment options to the north of the overpass limits. This refined cost estimate for Option 1 is attached in Appendix C.

5.0 ENVIRONMENTAL CONSTRAINTS SUMMARY

A high-level environmental review was performed as part of this conceptual study with the assumption that federal permits or funding may be sought out for future design or construction of the Chadwick Flyer Trail crossing of US-65. The review was performed to identify constraints for both the crossing alternative locations and the trail alignment alternatives leading to each crossing.

The environmental review included the following environmental categories summarized below. Some of these constraints can be found in the environmental constraints map in Appendix D.

5.1 NOISE ASSESSMENT

This project would be classified as a Type II project which means a noise analysis would not be required.

5.2 SECTION 4(F) AND SECTION 6(F)

No 4(f) or 6(f) resources were identified within the project study area.

5.3 THREATENED AND ENDANGERED SPECIES

According to a USFWS Information for Planning and Consultation (IPaC) review, the following federally-listed species may occur in the study area:

- Indiana bat (*Myotis sodalist*, endangered), Northern long-eared bat (*Myotis septentrionalis*, threatened)
    - Tree clearing of suitable habitat will require seasonal restrictions
- Gray bat (*Myotis grisescens*, endangered)
    - Project alignment will need to be assessed in the field for suitable cave habitats
    - MDNR GeoSTRAT reports no sinkholes in the study area
- Ozark cavefish (*Amblyopsis rosae*, threatened)
    - Based on a high-level review, cave streams are not likely to be located within the study area. A closer field evaluation will be required to confirm absence of suitable habitats

Further coordination will be required with MDC Natural Heritage Review to determine if there are records of federally or state-listed species or state-ranked species near the preferred trail alignment.

5.4 404 PERMIT – WETLANDS/STREAMS

Multiple National Hydrography Dataset (NHD) streams and National Wetland Inventory (NWI) wetlands are mapped within the study area. The South Overpass crossing alternative crosses one mapped stream, the South Underpass alternative does not impact any streams or wetlands, and the North Overpass may impact one mapped wetland area. Conceptual trail alignments beyond the crossing alternatives limits cross two mapped stream and impact one mapped wetland area. Based on aerial imagery, these features may no longer be present along the alignments. Field investigation will be required to determine if streams and wetlands are present. Impacts to federally jurisdictional streams and/or wetlands will require compliance with 404/401 permitting

5.5 CULTURAL RESOURCES

If the project requires a federal permit or receives federal funding, an architectural and/or archaeological survey will likely be needed for the proposed alignment along the former railroad bed and areas previously undisturbed.

5.6 FLOODPLAIN

FEMA floodplain areas are located within the western portion of the study area. The proposed alignments do not cross the floodplains. Any construction within a floodplain will require a floodplain development permit.

5.7 HAZARDOUS WASTE SITES

Based on the MDNR Environmental Site Tracking and Research Tool (E-Start), one former underground storage tank (UST) is mapped within the study area. The site is mapped in the new residential development in the northwest corner of the study area and should have no impact on the project.

5.8 FARMLAND

Study area is located within the designated urbanized area of Springfield, MO. Project will not be subject to Farmland Protection Policy Act.

6.0 PUBLIC INVOLVEMENT

The Chadwick Flyer Trail US-65 Crossing Location Study Report was open for public review and comment from April 11th, 2022 to April 25th, 2022 which generated 30 total comments. The report was posted on the OTO website where the option was provided to submit comments through the website or via email. Notification of the report availability was also posted on social media via the OTO Facebook page. Addionally, KY3 posted a press release requesting public feedback on the OTO website. Some of the gathered comments were in the form of individuals voicing their opinion directly on the Facebook post which were combined with comments from the other public input methods.

A summary of comments received through the public involvement process is provided below. Comments that did not provide a preferred option were not included in the support or rejection tally of any crossing option. If an individual comment supported an option but preferred one of the others solely due to cost, no tally for rejection of that option was documented:

- 30 total comments were received:
    - Option 1 (South Overpass) received 17 comments supporting this option. This was the highest vote total of the comments that expressed a preferred option. One comment outright rejected this option of the 30 total comments.
    - Option 3 (North Overpass) received 14 comments supporting this option and 4 comments rejecting it including, but not limited to, reasoning such as future interchange construction complications, higher costs, undesirable horizontal geometry.
    - Of the comments expressing support of Options 1 and 3, 9 of those comments supported both overpass options.
    - Option 2 (South Underpass) received zero comments in favor of this crossing method and 19 total comments rejecting the option. Safety, maintenance, and poor aesthetics were the top concerns expressed when considering Option 2.

Of the public comments received, there was significant support of the overpass options and strong discontent with the idea of an underpass crossing. Due to the higher number of individuals expressing support and the smaller tally of outright rejections, public comment favors Option 1 (South Overpass) as the preferred US-65 crossing.

7.0 FULL TRAIL SECTION

The original study limits for the project focused on the location and method for the crossing of U.S. Highway 65 by the Chadwick Flyer Trail as summarized above. However, the core group decided that the preliminary study of the trail segments needed to connect the existing trail termini with the crossing location take off and touch down points was necessary to determine overall feasibility and costs. A summary of the sections evaluated is outlined below:

- **Section 1** – Begins at the existing trail terminal at W. Garton St. and follows the Tracker Marine frontage to connect with Section 2A or 2B
- **Section 2 (2A & 2B options)** – Two alignment options from Section 1 to the preferred South Overpass alternative
- **Section 3** – South Overpass location evaluated during the Crossing Study and the approximate section limits
- **Section 4** – Connects Section 3 to the trail terminal at Clay St.

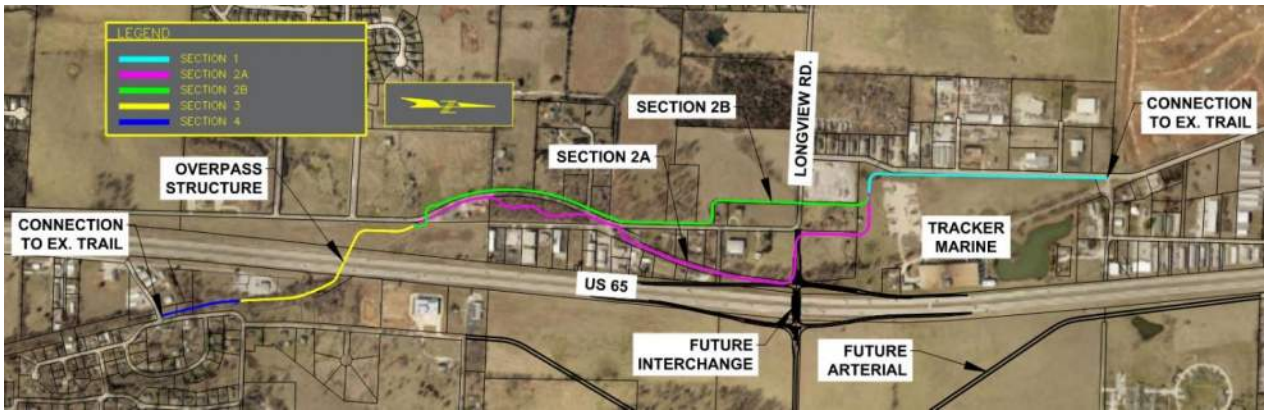


Figure 5: Preferred Crossing and Alternative Section 2 Trail Alignments

Section 2A partially utilizes the original Chadwick Flyer railroad alignment and provides an enhanced user experience for bicyclists and pedestrians by going off-alignment of adjacent roadways. Section 2B follows the west side of N. 20th St. and deviates from the original railroad alignment to skirt the east side of a future development southwest of the N. 20th St. and Longview Rd. intersection. Further evaluation of Section 2A identified opportunity for use of an existing wooded parcel east of N. 20th St. for an improved user experience and the potential for park land or Chadwick Flyer trailhead parking.

Program costs for each section, including Sections 2A and 2B as separate alternatives, are listed below for the recommended Option 1 (South Overpass) crossing alternative. These program costs are intended to recommend a high-level programming budget for the trail gap and may increase with the inclusion of aesthetic enhancements, more expensive structure approaches, increases in property values, or other factors. A detailed estimate of the full program costs for each section and the entire project from existing trail connections (for the baseline and additional designs) can be found in Appendix E.

	Section 1 Program Budget	Section 2A Program Budget	Section 2B Program Budget	Section 4 Program Budget
Construction Cost	$372,525	$614,160	$572,760	$165,576
Preliminary Engineering	$37,253	$61,416	$57,276	$16,558
Construction Engineering	$37,253	$61,416	$57,276	$16,558
Right-of-Way	$0	$520,000	$223,000	$125,000
Right-of-Way Incidentals	$0	$30,000	$55,000	$5,000
Utility Relocation Costs	$100,000	$100,000	$150,000	$10,000
TOTAL	$547,030	$1,386,992	$1,115,312	$338,691

Table 5: Program Budgets for Sections 1, 2 (2A & 2B), and 4

	Section 2A Alignment	Section 2B Alignment
Entire Trail Program Budget (Connection to Connection)	$6,520,000	$6,240,000

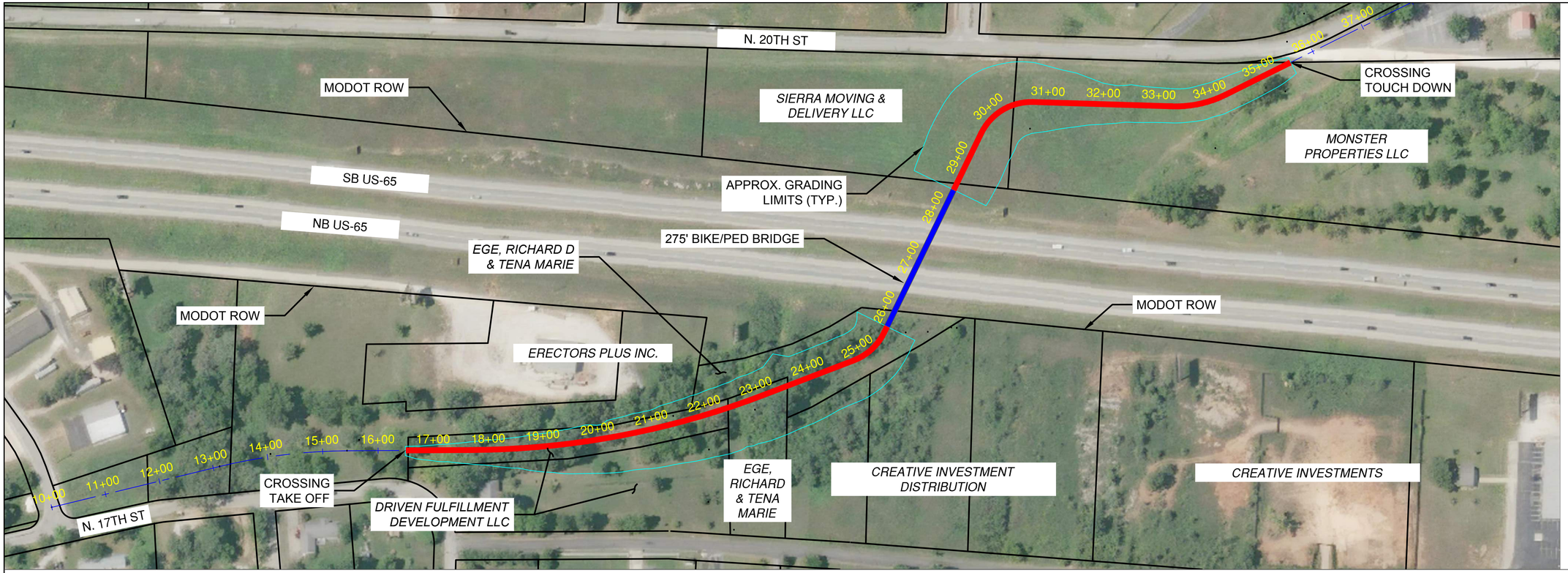
Table 6: Program Budget for Preferred Crossing and Alternative Section 2 Alignments (Baseline Design for Section 3)

Submitted by:



Ryan Stehn, P.E.
CMT Project Manager

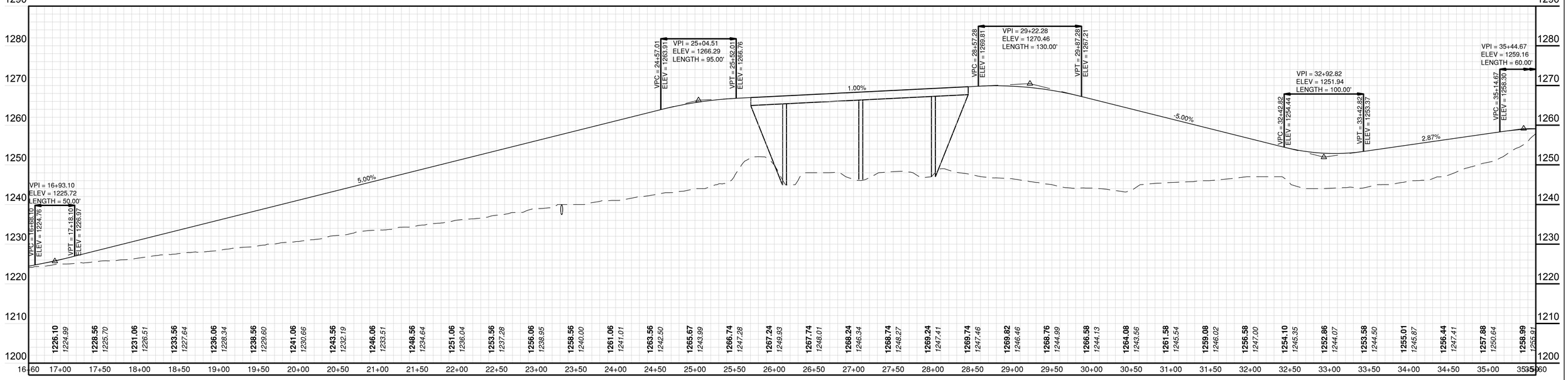
APPENDIX A



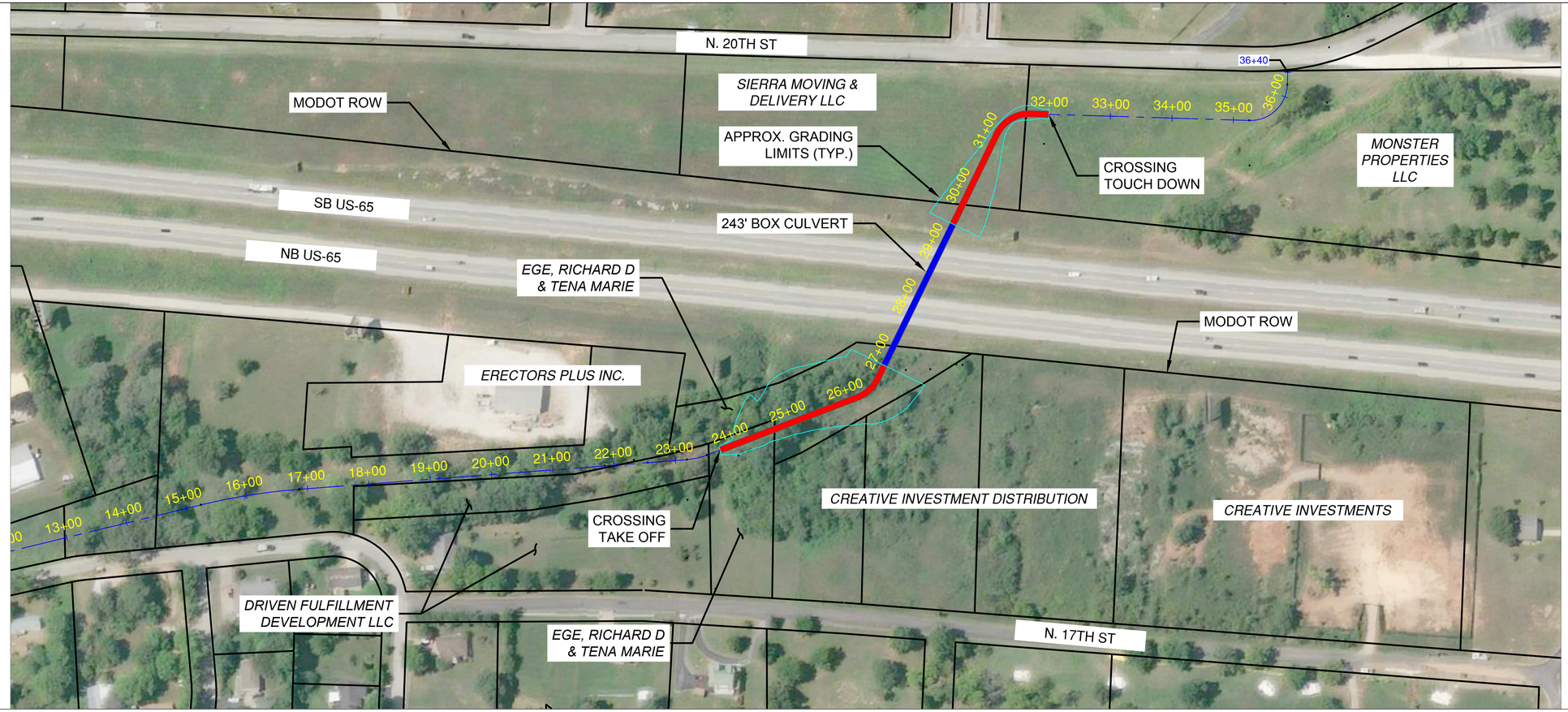
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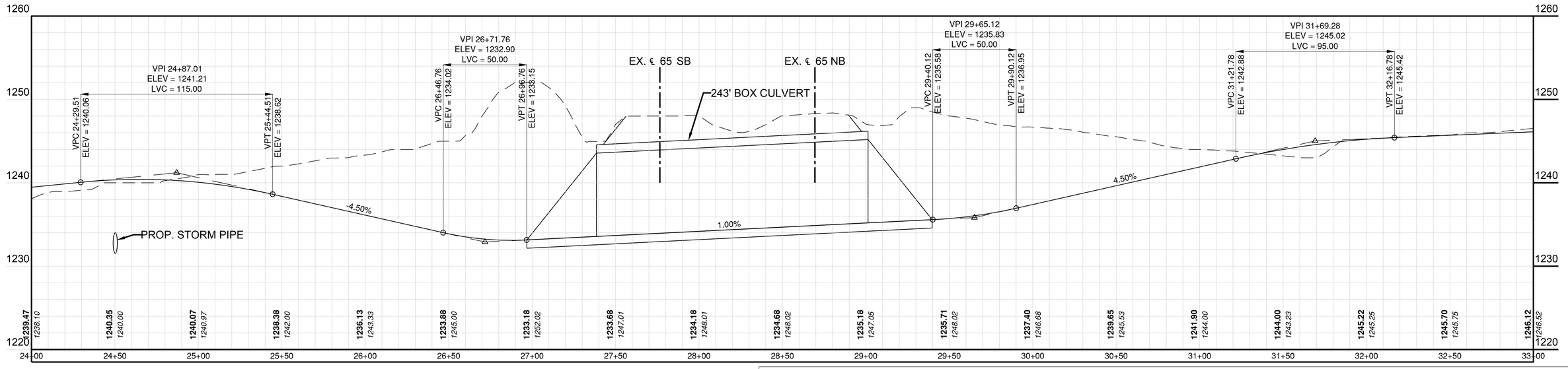
LEGEND

- BIKE/PED OVERPASS
- TAKE OFF TO TOUCH DOWN
- GRADING LIMITS

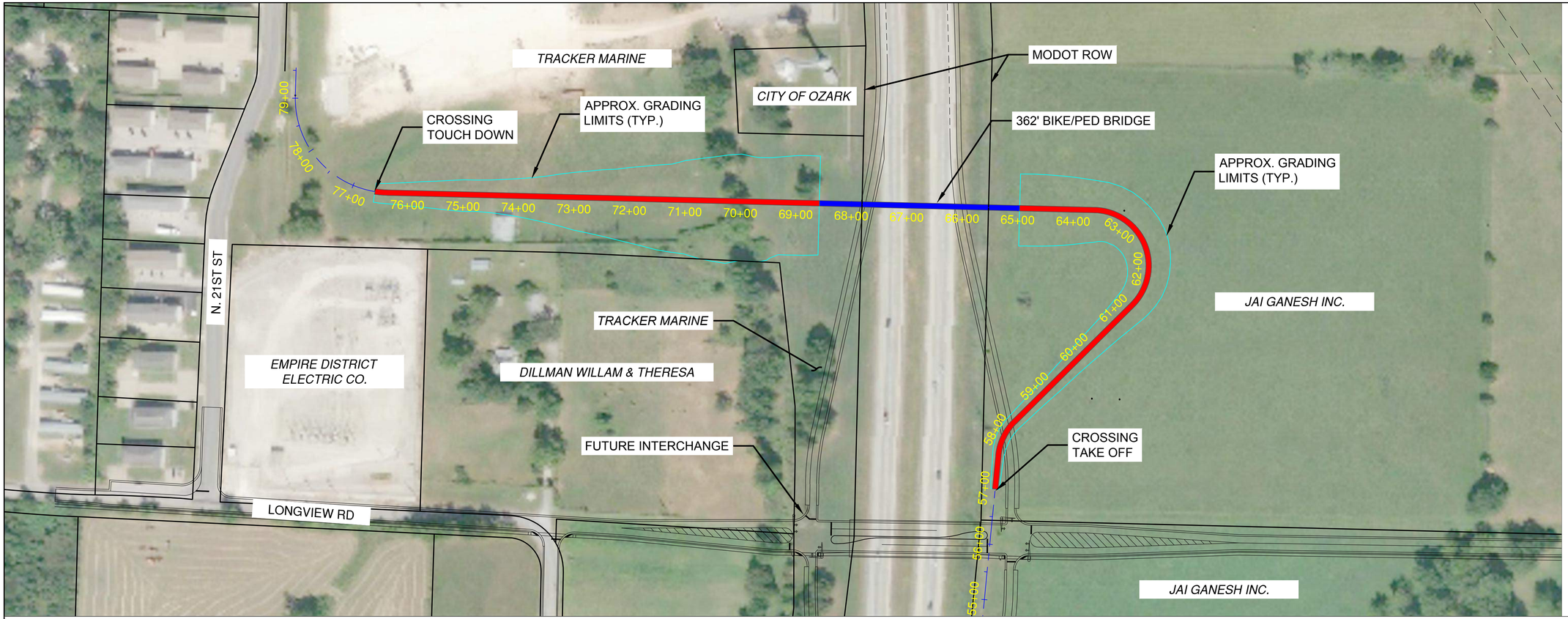


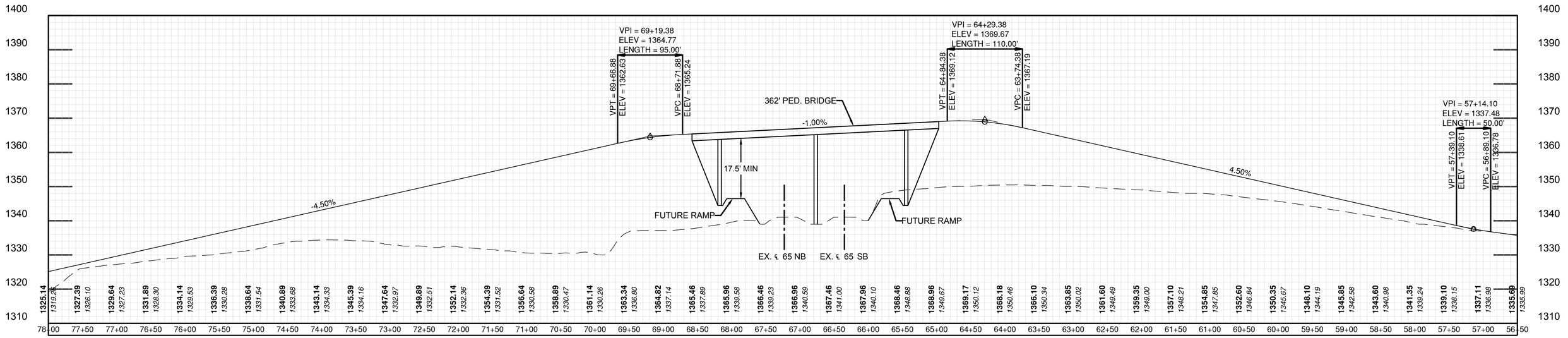
CROSSING OPTION 2
BOX CULVERT
UNDERPASS





CROSSING OPTION 2
BOX CULVERT
UNDERPASS





CROSSING OPTION 3
NORTH
OVERPASS STRUCTURE

APPENDIX B

Introduction

Crawford, Murphy & Tilly, Inc. (CMT) was retained by Ozarks Transportation Organization (OTO) and the City of Ozark, Missouri to develop potential future interchange configurations at US-65 and Longview Road to aid in the evaluation of trail crossing alternatives as part of the Chadwick Flyer Trail US-65 Crossing Study. The purpose of this exploratory conceptual development was to determine a realistic future interchange location and footprint for different interchange types using the OTO "Destination 2045" and City of Ozark "Major Thoroughfare Plan" documents. Determination of approximate interchange footprints allowed for a more accurate program budgets associated with the proposed Chadwick Flyer Trail crossing alternative adjacent to the future interchange.

As a result, CMT developed two interchange concepts deemed the most realistic from a cursory review of high-level traffic volume projections, estimated conceptual construction costs, available right-of-way, area topography, and other design considerations. More in-depth traffic and travel demand analyses would be required to determine actual interchange types and configurations to best address the needs of the Longview Road corridor and future land development in the area. Further described below are summaries for each interchange type explored as part of Chadwick Flyer Trail US-65 Crossing Study.

Option 1 – Tight Diamond Interchange

The tight diamond interchange option was considered a suitable option due to its ability to handle the anticipated traffic with a relatively small footprint. This interchange option would include traffic signals at each ramp intersection along with dedicated left turn lanes across the overpass structure, as shown in Figure 1 and Appendix B.1. The left turn lanes are necessary for the interchange to operate at a level of service (LOS) B according to a high-level estimate of future 2045 peak hour traffic volumes. A 5' wide sidewalk is also included along the south side of Longview Road and connecting entirely from the east project limit to the west across the new structure. If Trail Section 2A is chosen by the OTO as a preferred alignment for the Chadwick Flyer Trail, then reconstruction and accommodation of a portion of the trail would be required as part of the interchange construction.

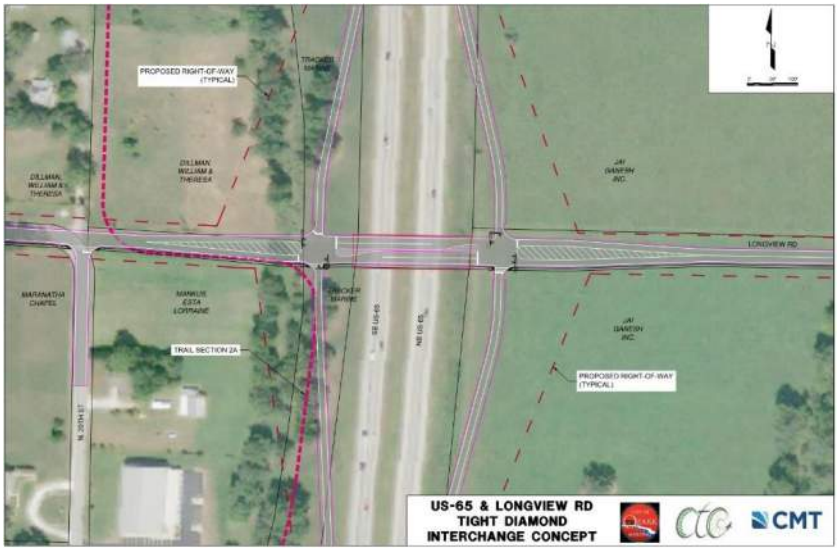


Figure 1: Tight Diamond Interchange Concept

Right-of-way acquisitions are anticipated to be smaller than the dogbone interchange concept (see Option 2 below) given the smaller footprint of a signalized intersection. A high-level vertical profile was applied to Longview Road through the interchange, along with interchange ramp profiles, to develop estimated grading and right-of-way limits for this option. As represented in Figure 1, the estimated right-of-way acquisitions from adjacent landowners total approximately 15 acres for the interchange construction. This includes the interchange and additional right-of-way required for an improved 2-lane typical section of Longview Road with sidewalk. Land values were estimated using recent real estate data to provide approximated costs if the land was acquired today. Further detailed design could differ from the anticipated acquisition area with more accurate topographic information, different structure grades, and/or use of space-saving design elements such as retaining walls.

Upon completion of a high-level environmental evaluation focusing on site conditions and habitats common to federal NEPA clearance, no major conflicts are anticipated for construction of this interchange option. A map showing potential environmental constraints within the study area can be found in Appendix B.2. Further field

evaluation of mapped streams and wetlands, along with threatened and endangered species habitats, should be performed to confirm absence of various environmental resources. Architectural and archaeological surveys should also take place in areas of previously undisturbed land or known locations of the former Chadwick Flyer railroad bed. These are all environmental resources that are either expected to be within the interchange project area or may be present upon a high-level review. More thorough investigations should be expected during future design phases. A map of environmental resources within the project area can be found in Appendix B.2.

The total program cost for this alternative is shown below in Table 1 with the detailed cost breakdown attached in Appendix B.3.

Advantages:

- Reduced footprint results in minimal right-of-way takings for construction
- Most cost-effective option
- Minimal environmental impacts

Disadvantages:

- Larger structure required for accommodation of dedicated left turn lanes
- Lower estimated level of service in 2045 (LOS B peak hours)
- Higher maintenance costs with the larger structure and traffic signals
- Future planned north-south arterial (identified in the City of Ozark "Major Thoroughfare Plan") would not be accommodated by the interchange and would require an additional intersection east of the interchange along Longview Road.

Option 1 – TIGHT DIAMOND INTERCHANGE PROGRAM DOLLARS	
Construction Cost	$14,591,179
Preliminary Engineering (10%)	$1,459,118
Construction Engineering (15%)	$2,188,677
Right-of-Way	$1,330,000
Right-of-Way Incidentals	$180,000
Utility Relocation Costs	$750,000
TOTAL	**$20,498,974**

Table 1: Tight Diamond Interchange Program Budget (2022 Dollars)

Option 2 – Dogbone Interchange

Option 2 is a dogbone interchange and the preferred option as it relates to safety and future traffic operations. Roundabouts provide significant intersection safety benefits given their reduced conflict points and reduced severe collisions when compared to traditional intersections. This concept is projected to operate at a LOS A or B during estimated 2045 peak hours and can be sized to accommodate the future north-south arterial, as shown in Figure 2 and Appendix B.1, planned east of US-65. Allowing the arterial to favor the west side of the parcels improves economic development potential of the east parcels by resulting in a larger useable area free of bisecting thoroughfares. A 5' wide sidewalk is also included along the south side of Longview Road and connecting entirely from the east project limit to the west across the new structure. If Trail Section 2A is chosen by the OTO as a preferred alignment for the Chadwick Flyer Trail, then reconstruction and accommodation of a portion of the trail would be required as part of the interchange construction.

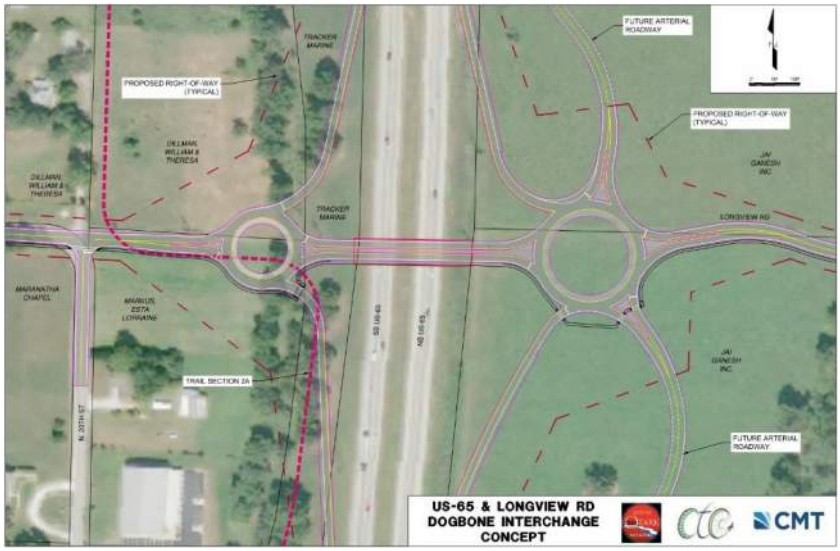


Figure 2: Dogbone Interchange Concept

The dogbone concept will likely require larger right-of-way acquisitions to account for the roundabout sizes. It should be noted that the addition of the future north-south arterial in the roundabout design also adds to the anticipated right-of-way taking totals. Right-of-way totals are estimated at approximately 18.3 acres for the dogbone concept. However, as previously discussed, the economic development benefits may outweigh the additional right-of-way costs for inclusion of the arterial in the east roundabout design. Other roadway network configurations could be evaluated as well to reduce the roundabout and overall interchange size, as well as use of retaining walls, profile grades, and more accurate topographic information. Anticipated right-of-way needs for the interchange construction are depicted in Figure 2.

Upon completion of a high-level environmental evaluation focusing on site conditions and habitats common to federal NEPA clearance, no major conflicts are anticipated for construction of this interchange option. Further field evaluation of mapped streams and wetlands, along with threatened and endangered species habitats, should be performed to confirm absence of various environmental resources. Architectural and archaeological surveys should also take place in areas of previously undisturbed land or known locations of the former Chadwick Flyer railroad bed. These are all environmental resources that are either expected to be within the interchange project area or may be present upon a high-level review. More thorough investigations should be expected during future design phases. A map of environmental resources within the project area can be found in Appendix B.2.

The total program cost for this alternative is shown below in Table 2 with the detailed cost breakdown attached in Appendix B.3.

Advantages:

- Higher estimated level of service (LOS A or B) during estimated 2045 peak hours
- Increased safety for pedestrians and motorists
- Can accommodate the future north-south arterial (identified in the City of Ozark "Major Thoroughfare Plan") on the east side of the interchange for improved economic development potential
- Minimal environmental impacts

Disadvantages:

- Higher construction and right-of-way acquisition costs due to larger footprint

Option 2 – DOGBONE INTERCHANGE PROGRAM DOLLARS	
Construction Cost	$15,397,113
Preliminary Engineering (10%)	$1,539,711
Construction Engineering (15%)	$2,309,567
Right-of-Way	$1,615,000
Right-of-Way Incidentals	$180,000
Utility Relocation Costs	$750,000
TOTAL	**$21,791,391**

Table 2: Dogbone Interchange Program Costs (2022 Dollars)

Environmental Constraints Summary

A high-level environmental review was performed as part of this study with the assumption that federal permits or funding may be sought out for future design or construction of an interchange at US-65 and Longview Road. The environmental review was performed to identify constraints for various interchange alternatives to be explored in this Interchange Location Study.

The review included the following environmental categories summarized below. Some of these constraints can be found in the environmental constraints map in Appendix B.2.

Noise Assessment
This project would be classified as a Type II project which means a noise analysis would not be required.

Section 4(f) and Section 6(f)
No 4(f) or 6(f) resources were identified within the project study area.

Threatened and Endangered Species
According to a USFWS Information for Planning and Consultation (IPaC) review, the following federally-listed species may occur in the study area:

- Indiana bat (Myotis sodalist, endangered), Northern long-eared bat (Myotis septentrionalis, threatened)
  - Tree clearing of suitable habitat will require seasonal restrictions
- Gray bat (Myotis grisescens, endangered)
  - Project alignment will need to be assessed in the field for suitable cave habitats
  - MDNR GeoSTRAT reports no sinkholes in the study area
- Ozark cavefish (Amblyopsis rosae, threatened)
  - Based on a high-level review, cave streams are not likely to be located within the study area. A closer field evaluation will be required to confirm absence of suitable habitats

Further coordination will be required with MDC Natural Heritage Review to determine if there are records of federally or state-listed species or state-ranked species near the preferred trail alignment.

404 Permit – Wetlands/Streams
Multiple National Hydrography Dataset (NHD) streams and National Wetland Inventory (NWI) wetlands are mapped within the study area. The interchange options evaluated at US-65 and Longview Road, along with the extension of Longview Road to the east to intersection Route NN, cross one mapped stream and could potentially

impact one wetland depending on resulting roadway alignment and grading limits. Based on aerial imagery, these features may no longer be present along the alignments. Field investigation will be required to determine if streams and wetlands are present. Impacts to federally jurisdictional streams and/or wetlands will require compliance with 404/401 permitting

Cultural Resources
If the project requires a federal permit or receives federal funding, an architectural and/or archaeological survey will likely be needed for the proposed alignment along the former railroad bed and areas previously undisturbed.

Floodplain
FEMA floodplain areas are located within the western portion of the study area. The proposed alignments do not cross the floodplains. Any construction within a floodplain will require a floodplain development permit.

Hazardous Waste Sites
Based on the MDNR Environmental Site Tracking and Research Tool (E-Start), one former underground storage tank (UST) is mapped within the study area. The site is mapped in the new residential development in the northwest corner of the study area and should have no impact on the project.

Farmland
Study area is located within the designated urbanized area of Springfield, MO. Project will not be subject to Farmland Protection Policy Act.

Summary

Each interchange concept described herein will sufficiently provide residents and business owners with a reliable access point to the greater regional and national transportation system for the estimated future travel demands. The different interchange options offer their own unique characteristics that provide advantages and disadvantages from an initial cost and economic development standpoint but would ultimately prove beneficial to improving the regional transportation network. Enhanced connectivity for the region can have a significant positive impact on the surrounding communities. An interchange at US-65 and Longview Road would be a big step toward realizing that goal.

APPENDIX B.1

PROPOSED RIGHT-OF-WAY
(TYPICAL)

TRACKER
MARINE

DILLMAN,
WILLIAM &
THERESA

DILLMAN,
WILLIAM &
THERESA

JAI
GANESH
INC.

LONGVIEW RD

MARANATHA
CHAPEL

MARKUS,
ESTA
LORRAINE

TRACKER
MARINE

SB US-65

NB US-65

JAI
GANESH
INC.

TRAIL SECTION 2A

N. 20TH ST

PROPOSED RIGHT-OF-WAY
(TYPICAL)

N

0' 50' 100'

US-65 & LONGVIEW RD TIGHT DIAMOND INTERCHANGE CONCEPT

CITY OF OZARK MISSOURI

CTC

CMT

N

0' 200' 400'

CITY OF OZARK

TRACKER MARINE

FUTURE ARTERIAL ROADWAY

COWHERD PROPERTIES

TRI-FRET INVESTMENTS

MINDRA, SERGEY

N. 21ST ST

EMPIRE DIST. ELEC. CO.

DILLMAN, WILLIAM & THERESA

DILLMAN, WILLIAM & THERESA

JAI GANESH INC.

LONGVIEW RD

LYNCH, ROBERT & ROBIN

WEAVER HILLS LLC

GEM INVESTMENT GROUP LLC

DIVERSITY COMMERCIAL INVESTMENTS

MINDRA, SERGEY

MARAN-ATHA CHAPEL

MARKUS, ESTA LORRAINE

JAI GANESH INC.

TRAIL SECTION 2A

TRAIL SECTION 2B

SB US-65

NB US-65

PROPOSED RIGHT-OF-WAY (TYPICAL)

TRACY, BRANDON & ASHLEY

TRACKER MARINE

WW OUTDOOR

CRAPENHOFT, CLIFF & JANICE

ADAMS FUNERAL HOME

BNSF

FUTURE ARTERIAL ROADWAY

TAMARACK PROPERTIES LLC

N. 20TH ST

PHILLIPS HOMES OF OZARK LLC

US-65 & LONGVIEW RD TIGHT DIAMOND INTERCHANGE CONCEPT

CITY OF OZARK MISSOURI

CMT

FUTURE ARTERIAL ROADWAY

PROPOSED RIGHT-OF-WAY (TYPICAL)

PROPOSED RIGHT-OF-WAY (TYPICAL)

TRACKER MARINE

DILLMAN, WILLIAM & THERESA

DILLMAN, WILLIAM & THERESA

TRACKER MARINE

JAI GANESH INC.

LONGVIEW RD

MARANATHA CHAPEL

MARKUS, ESTA LORRAINE

SB US-65

NB US-65

JAI GANESH INC.

TRAIL SECTION 2A

N. 20TH ST

FUTURE ARTERIAL ROADWAY

N

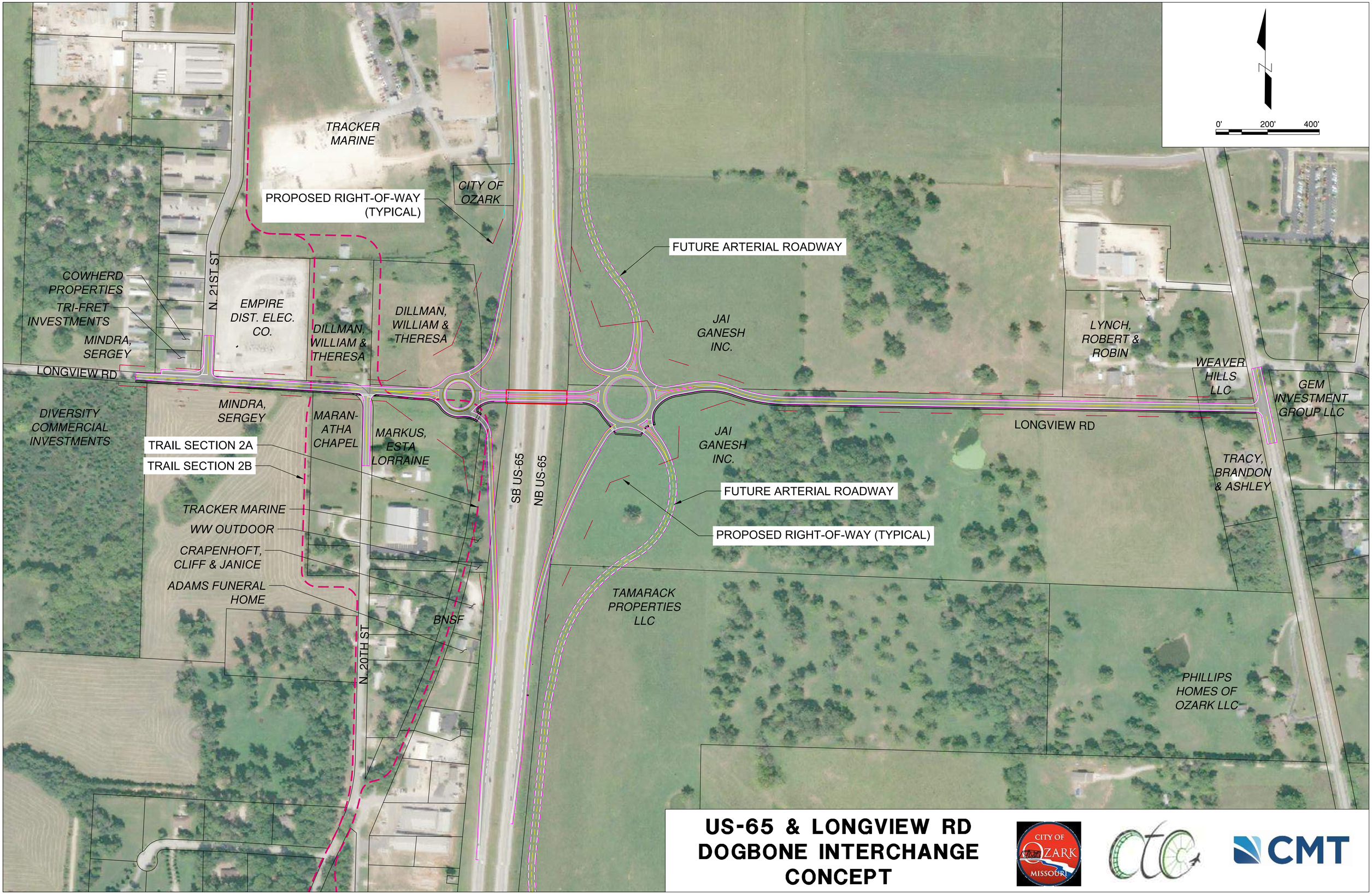
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US-65 & LONGVIEW RD DOGBONE INTERCHANGE CONCEPT

CITY OF OZARK MISSOURI

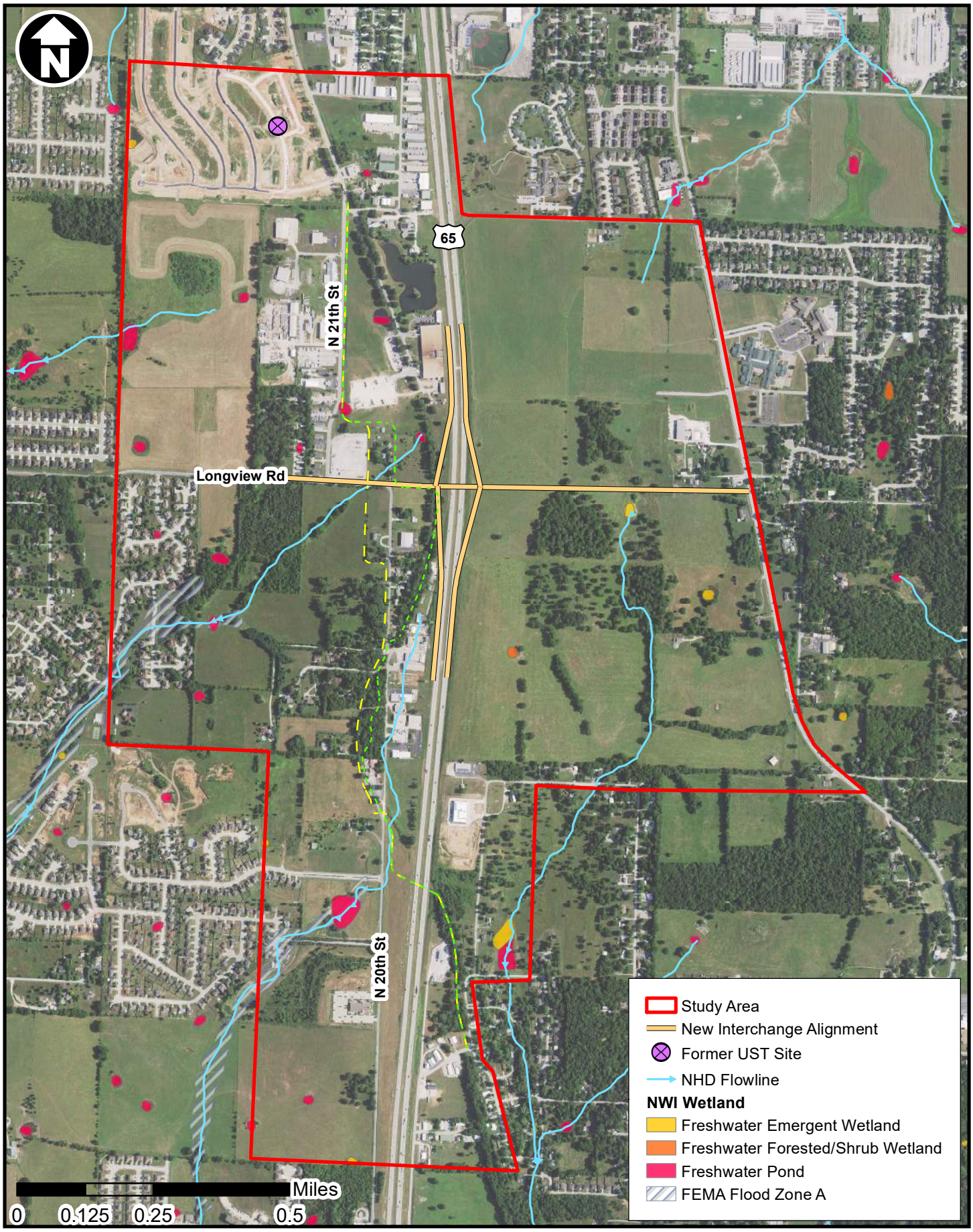
CTC

CMT



US-65 & LONGVIEW RD DOGBONE INTERCHANGE CONCEPT

APPENDIX B.2



Chadwick Flyer Trail - Christian Co., MO

Environmental Resources Map

CMT
Crawford, Murphy & Tilly

APPENDIX B.3

US-65 & LONGVIEW RD INTERCHANGE

STIP ESTIMATE

February 4, 2022

CONSTRUCTION DOLLARS (2022)

ITEM	UNIT COSTS		Dogbone Interchange Option		Tight Diamond Interchange Option	
Removal of Improvements	$200,000.00	/ LS	1.00	$200,000	1.00	$200,000
Clearing and Grubbing	$3,000.00	/ AC	23.00	$69,000	22.00	$66,000
Class A Excavation	$10.00	/ CY	15,700.00	$157,000	15,700.00	$157,000
Class C Excavation	$50.00	/ CY	1,800.00	$90,000	1,800.00	$90,000
Compacting Embankment	$5.00	/ CY	13,300.00	$66,500	13,300.00	$66,500
Embankment In Place	$12.50	/ CY	350,000.00	$4,375,000	250,000.00	$3,125,000
Full Depth Pavement	$65.00	/ SY	25,500.00	$1,657,500	23,270.00	$1,512,550
Full Depth Shoulder	$55.00	/ SY	6,430.00	$353,650	7,110.00	$391,050
Base	$9.00	/ SY	25,500.00	$229,500	23,270.00	$209,430
Curb and Gutter	$40.00	/ LF	10,460.00	$418,400	8,615.00	$344,600
Interchange Signal	$250,000.00	/ EA	-	$0	2.00	$500,000
Lighting	$150,000.00	/ EA	1.75	$262,500	1.00	$150,000
Sidewalk/Medians/Truck Aprons	$70.00	/ SY	2,350.00	$164,500	2,223.00	$155,610
Drainage	$500,000.00	/ LS	1.25	$625,000	1.00	$500,000
Longview Rd & US-65 Overpass	$175.00	/ SF	12,180.00	$2,131,500	15,690.00	$2,745,750
MSE Walls	$70.00	/ SF	5,800.00	$406,000	5,800.00	$406,000
Subtotal				$11,206,050		$10,619,490
Mobilization			6.0%	$672,363	6.0%	$637,169
Erosion Control			1.5%	$168,091	1.5%	$159,292
Traffic Control			3.0%	$336,182	3.0%	$318,585
Signing			2.0%	$224,121	2.0%	$212,390
Pavement Marking			1.0%	$112,061	1.0%	$106,195
Contractor Furnished Surveying and Staking			1.0%	$112,061	1.0%	$106,195
Subtotal				$1,624,877		$1,539,826
Contingency		20%		$2,566,185		$2,431,863
			Subtotal	**$15,397,113**	**Subtotal**	**$14,591,179**

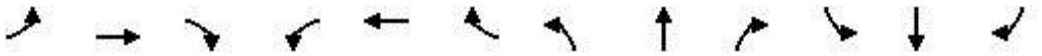
ESTIMATE ASSUMPTIONS & KEY NOTES	
	EARTHWORK ASSUMES ENTIRE PROJECT IS BUILT WITH DIRT STAYING ON EACH SIDE OF THE INTERSTATE.
	ASSUMES NO ENVIRONMENTAL MITIGATION COSTS
	CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS

PROGRAM DOLLARS

	Dogbone Interchange Option	Tight Diamond Interchange Option
Construction Cost	$15,397,113	$14,591,179
Preliminary Engineering (10%)	$1,539,711	$1,459,118
Construction Engineering (15%)	$2,309,567	$2,188,677
Right of Way	$1,615,000	$1,330,000
Right of Way Incidentals	$180,000	$180,000
Utility Relocation Costs	$750,000	$750,000
TOTAL	**$21,791,390.88**	**$20,498,974.08**

ESTIMATE ASSUMPTIONS & KEY NOTES	
	DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
	ANTICIPATED UTILITY CONFLICTS INCLUDE OVERHEAD DISTRIBUTION LINE N. OF LONGVIEW ROAD
	ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS.

APPENDIX B.4

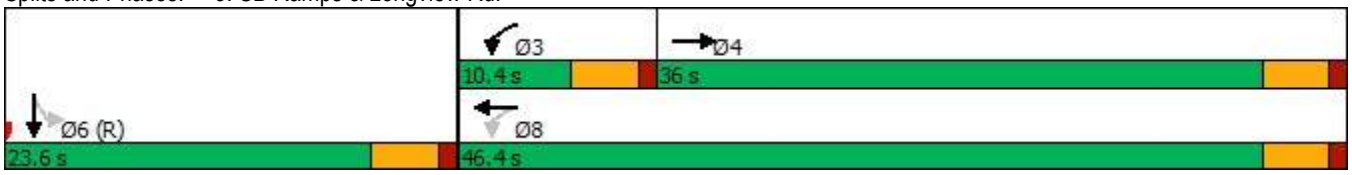


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	410	90	78	173	0	0	0	0	120	0	79
Future Volume (vph)	0	410	90	78	173	0	0	0	0	120	0	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976									0.946	
Flt Protected				0.950							0.971	
Satd. Flow (prot)	0	1818	0	1770	1863	0	0	0	0	0	1711	0
Flt Permitted				0.166							0.971	
Satd. Flow (perm)	0	1818	0	309	1863	0	0	0	0	0	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21									94	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		662			283			348			394	
Travel Time (s)		15.0			6.4			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	446	98	85	188	0	0	0	0	130	0	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	544	0	85	188	0	0	0	0	0	216	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		3	8						6	
Permitted Phases				8						6		
Detector Phase		4		3	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		9.5	22.5					22.5	22.5	
Total Split (s)		36.0		10.4	46.4					23.6	23.6	
Total Split (%)		51.4%		14.9%	66.3%					33.7%	33.7%	
Maximum Green (s)		31.5		5.9	41.9					19.1	19.1	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		4.5		4.5	4.5						4.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)		25.6		33.9	33.9						27.1	
Actuated g/C Ratio		0.37		0.48	0.48						0.39	
v/c Ratio		0.80		0.31	0.21						0.30	
Control Delay		28.3		12.1	12.0						12.1	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		28.3		12.1	12.0						12.1	
LOS		C		B	B						B	
Approach Delay		28.3			12.0						12.1	
Approach LOS		C			B						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 43 (61%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: SB Ramps & Longview Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	248	262	0	0	184	198	61	0	92	0	0	0
Future Volume (vph)	248	262	0	0	184	198	61	0	92	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.930			0.919				
Flt Protected	0.950							0.981				
Satd. Flow (prot)	1770	1863	0	0	1732	0	0	1679	0	0	0	0
Flt Permitted	0.179							0.981				
Satd. Flow (perm)	333	1863	0	0	1732	0	0	1679	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					85			100				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			816			354			363	
Travel Time (s)		6.4			18.5			8.0			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	270	285	0	0	200	215	66	0	100	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	285	0	0	415	0	0	166	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Detector Phase	7	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5			22.5		22.5	22.5				
Total Split (s)	17.8	47.0			29.2		23.0	23.0				
Total Split (%)	25.4%	67.1%			41.7%		32.9%	32.9%				
Maximum Green (s)	13.3	42.5			24.7		18.5	18.5				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	36.0	36.0			18.9			25.0				
Actuated g/C Ratio	0.51	0.51			0.27			0.36				
v/c Ratio	0.63	0.30			0.78			0.25				
Control Delay	11.5	5.9			29.0			9.8				
Queue Delay	0.3	0.5			0.0			0.0				
Total Delay	11.8	6.4			29.0			9.8				
LOS	B	A			C			A				
Approach Delay		9.0			29.0			9.8				
Approach LOS		A			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: NB Ramps & Longview Rd.

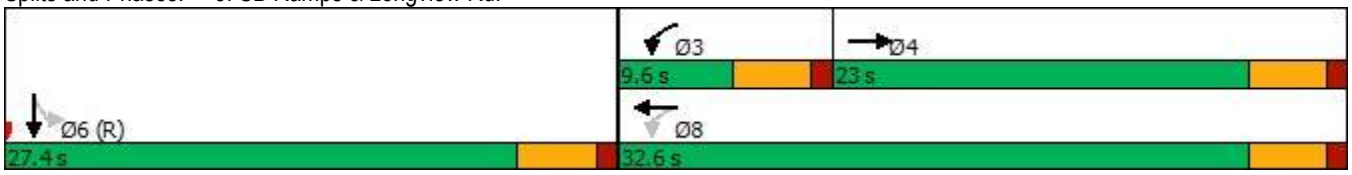


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	251	104	116	336	0	0	0	0	243	0	223
Future Volume (vph)	0	251	104	116	336	0	0	0	0	243	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960									0.935	
Flt Protected				0.950							0.975	
Satd. Flow (prot)	0	1788	0	1770	1863	0	0	0	0	0	1698	0
Flt Permitted				0.219							0.975	
Satd. Flow (perm)	0	1788	0	408	1863	0	0	0	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36									109	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		662			283			348			394	
Travel Time (s)		15.0			6.4			7.9			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	273	113	126	365	0	0	0	0	264	0	242
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	386	0	126	365	0	0	0	0	0	506	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		4		3	8						6	
Permitted Phases				8						6		
Detector Phase		4		3	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		9.5	22.5					22.5	22.5	
Total Split (s)		23.0		9.6	32.6					27.4	27.4	
Total Split (%)		38.3%		16.0%	54.3%					45.7%	45.7%	
Maximum Green (s)		18.5		5.1	28.1					22.9	22.9	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		4.5		4.5	4.5						4.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					C-Max	C-Max	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)		15.9		23.5	23.5						27.5	
Actuated g/C Ratio		0.26		0.39	0.39						0.46	
v/c Ratio		0.77		0.46	0.50						0.61	
Control Delay		29.4		9.4	10.6						15.0	
Queue Delay		0.0		0.0	1.0						0.0	
Total Delay		29.4		9.4	11.6						15.0	
LOS		C		A	B						B	
Approach Delay		29.4			11.0						15.0	
Approach LOS		C			B						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 23 (38%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SB Ramps & Longview Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	349	0	0	348	161	95	0	104	0	0	0
Future Volume (vph)	145	349	0	0	348	161	95	0	104	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.957			0.929				
Flt Protected	0.950							0.977				
Satd. Flow (prot)	1770	1863	0	0	1783	0	0	1691	0	0	0	0
Flt Permitted	0.159							0.977				
Satd. Flow (perm)	296	1863	0	0	1783	0	0	1691	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					44			109				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		283			816			354			363	
Travel Time (s)		6.4			18.5			8.0			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	158	379	0	0	378	175	103	0	113	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	379	0	0	553	0	0	216	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Detector Phase	7	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5			22.5		22.5	22.5				
Total Split (s)	10.2	37.2			27.0		22.8	22.8				
Total Split (%)	17.0%	62.0%			45.0%		38.0%	38.0%				
Maximum Green (s)	5.7	32.7			22.5		18.3	18.3				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	4.5			4.5			4.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	28.8	28.8			20.6			22.2				
Actuated g/C Ratio	0.48	0.48			0.34			0.37				
v/c Ratio	0.56	0.42			0.86			0.31				
Control Delay	13.0	9.7			32.2			9.8				
Queue Delay	0.0	0.9			0.0			0.0				
Total Delay	13.0	10.7			32.2			9.8				
LOS	B	B			C			A				
Approach Delay		11.3			32.2			9.8				
Approach LOS		B			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: NB Ramps & Longview Rd.



MOVEMENT SUMMARY

Site: 101 [SB Ramps-2045 AM (Site Folder: General)]

US 65 & Longview Road
2045 AM
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: WB Longview														
1	L2	72	3.0	78	3.0	0.199	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
6	T1	173	3.0	188	3.0	0.199	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
Approach		245	3.0	266	3.0	0.199	4.3	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
North: RoadName														
7	L2	120	3.0	130	3.0	0.214	5.6	LOS A	1.0	25.3	0.45	0.33	0.45	33.2
14	R2	79	3.0	86	3.0	0.214	5.6	LOS A	1.0	25.3	0.45	0.33	0.45	32.2
Approach		199	3.0	216	3.0	0.214	5.6	LOS A	1.0	25.3	0.45	0.33	0.45	32.8
West: EB Longview														
2	T1	410	3.0	446	3.0	0.505	9.2	LOS A	3.3	84.1	0.55	0.41	0.55	33.1
12	R2	90	3.0	98	3.0	0.505	9.2	LOS A	3.3	84.1	0.55	0.41	0.55	32.1
Approach		500	3.0	543	3.0	0.505	9.2	LOS A	3.3	84.1	0.55	0.41	0.55	32.9
All Vehicles		944	3.0	1026	3.0	0.505	7.2	LOS A	3.3	84.1	0.39	0.29	0.39	33.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [NB Ramps-2045 AM (Site Folder: General)]

US 65 & Longview Road
2045 AM
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: NB Ramps														
3	L2	61	3.0	66	3.0	0.227	7.5	LOS A	1.0	24.6	0.61	0.60	0.61	32.8
18	R2	92	3.0	100	3.0	0.227	7.5	LOS A	1.0	24.6	0.61	0.60	0.61	31.8
Approach		153	3.0	166	3.0	0.227	7.5	LOS A	1.0	24.6	0.61	0.60	0.61	32.2
East: WB Longview														
6	T1	184	3.0	200	3.0	0.441	9.0	LOS A	2.4	62.4	0.60	0.53	0.60	33.1
16	R2	198	3.0	215	3.0	0.441	9.0	LOS A	2.4	62.4	0.60	0.53	0.60	32.2
Approach		382	3.0	415	3.0	0.441	9.0	LOS A	2.4	62.4	0.60	0.53	0.60	32.6
West: EB Longview														
5	L2	248	3.0	270	3.0	0.430	6.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
2	T1	282	3.0	307	3.0	0.430	6.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach		530	3.0	576	3.0	0.430	6.8	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
All Vehicles		1065	3.0	1158	3.0	0.441	7.7	LOS A	2.4	62.4	0.30	0.27	0.30	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [NB Ramps-2045 PM (Site Folder: General)]

US 65 & Longview Road
2045 PM
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: NB Ramps														
3	L2	95	3.0	103	3.0	0.284	8.0	LOS A	1.3	32.2	0.62	0.60	0.62	32.4
18	R2	104	3.0	113	3.0	0.284	8.0	LOS A	1.3	32.2	0.62	0.60	0.62	31.4
Approach		199	3.0	216	3.0	0.284	8.0	LOS A	1.3	32.2	0.62	0.60	0.62	31.9
East: WB Longview														
6	T1	348	3.0	378	3.0	0.543	10.4	LOS B	4.1	106.0	0.62	0.54	0.70	32.5
16	R2	161	3.0	175	3.0	0.543	10.4	LOS B	4.1	106.0	0.62	0.54	0.70	31.6
Approach		509	3.0	553	3.0	0.543	10.4	LOS B	4.1	106.0	0.62	0.54	0.70	32.2
West: EB Longview														
5	L2	145	3.0	158	3.0	0.401	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
2	T1	349	3.0	379	3.0	0.401	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
Approach		494	3.0	537	3.0	0.401	6.5	LOS A	0.0	0.0	0.00	0.00	0.00	37.2
All Vehicles		1202	3.0	1307	3.0	0.543	8.4	LOS A	4.1	106.0	0.37	0.33	0.40	34.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [SB Ramps-2045 PM (Site Folder: General)]

US 65 & Longview Road
2045 PM
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: WB Longview														
1	L2	116	3.0	126	3.0	0.359	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
6	T1	327	3.0	355	3.0	0.359	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		443	3.0	482	3.0	0.359	6.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
North: RoadName														
7	L2	243	3.0	264	3.0	0.627	14.8	LOS B	6.1	156.8	0.79	0.99	1.32	29.5
14	R2	223	3.0	242	3.0	0.627	14.8	LOS B	6.1	156.8	0.79	0.99	1.32	28.7
Approach		466	3.0	507	3.0	0.627	14.8	LOS B	6.1	156.8	0.79	0.99	1.32	29.1
West: EB Longview														
2	T1	251	3.0	273	3.0	0.434	9.3	LOS A	2.5	63.6	0.63	0.60	0.68	33.0
12	R2	104	3.0	113	3.0	0.434	9.3	LOS A	2.5	63.6	0.63	0.60	0.68	32.1
Approach		355	3.0	386	3.0	0.434	9.3	LOS A	2.5	63.6	0.63	0.60	0.68	32.7
All Vehicles		1264	3.0	1374	3.0	0.627	10.2	LOS B	6.1	156.8	0.47	0.53	0.68	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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APPENDIX C

OTO - CHADWICK FLYER TRAIL OVERPASS

SECTION 3 - OVERPASS

STIP ESTIMATE

February 4, 2022

CONSTRUCTION DOLLARS (2022)

ITEM	UNIT COSTS		12' Trail Width on Structures						14' Trail Width on Structures						16' Trail Width on Structures					
			3:1 Fill Slopes		Elevated Trail		MSE Walls		3:1 Fill Slopes		Elevated Trail		MSE Walls		3:1 Fill Slopes		Elevated Trail		MSE Walls	
Embankment In Place	$20.00	/ CY	40,000.00	$800,000	-	$0	-	$0	41,000.00	$820,000	-	$0	-	$0	42,000.00	$840,000	-	$0	-	$0
4" Concrete Trail	$50.00	/ SY	2,245.00	$112,250	-	$0	2,245.00	$112,250	2,245.00	$112,250	-	$0	2,245.00	$112,250	2,245.00	$112,250	-	$0	2,245.00	$112,250
4" Aggregate Base	$10.00	/ SY	2,245.00	$22,450	-	$0	2,245.00	$22,450	2,245.00	$22,450	-	$0	2,245.00	$22,450	2,245.00	$22,450	-	$0	2,245.00	$22,450
Safety Railing	$80.00	/ LF	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600
Lighting	$150,000.00	/ LS	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000
Drainage	$30,000.00	/ LS	1.00	$30,000	-	$30,000	1.00	$30,000	1.00	$30,000	-	$30,000	1.00	$30,000	1.00	$30,000	-	$30,000	1.00	$30,000
Precast Pedestrian Overpass	$210.00	/ SF	3,850.00	$808,500	3,850.00	$808,500	3,850.00	$808,500	4,400.00	$924,000	4,400.00	$924,000	4,400.00	$924,000	4,950.00	$1,039,500	4,950.00	$1,039,500	4,950.00	$1,039,500
Elevated Trail Structure	$110.00	/ SF	-	$0	17,400.00	$1,914,000	-	$0	-	$0	20,300.00	$2,233,000	-	$0	-	$0	23,200.00	$2,552,000	-	$0
MSE Walls	$70.00	/ SF	-	$0	-	$0	36,820.00	$2,577,400	-	$0	-	$0	36,920.00	$2,584,400	-	$0	-	$0	37,020.00	$2,591,400
Subtotal				$2,192,800		$3,172,100		$3,970,200		$2,328,300		$3,606,600		$4,092,700		$2,463,800		$4,041,100		$4,215,200
Mobilization			6.0%	$131,568	6.0%	$190,326	6.0%	$238,212	6.0%	$139,698	6.0%	$216,396	6.0%	$245,562	6.0%	$147,828	6.0%	$242,466	6.0%	$252,912
Erosion Control			1.0%	$21,928	1.0%	$31,721	1.0%	$39,702	1.0%	$23,283	1.0%	$36,066	1.0%	$40,927	1.0%	$24,638	1.0%	$40,411	1.0%	$42,152
Traffic Control				$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000		$100,000
Signing				$10,000		$10,000		$10,000		$10,000		$10,000		$10,000		$10,000		$10,000		$10,000
Contractor Furnished Surveying and Staking			1.0%	$21,928	1.0%	$31,721	1.0%	$39,702	1.0%	$23,283	1.0%	$36,066	1.0%	$40,927	1.0%	$24,638	1.0%	$40,411	1.0%	$42,152
Subtotal				$285,424		$363,768		$427,616		$296,264		$398,528		$437,416		$307,104		$433,288		$447,216
Contingency				$300,000		$300,000		$300,000		$300,000		$300,000		$300,000		$300,000		$300,000		$300,000
			Subtotal	**$2,778,224**	**Subtotal**	**$3,835,868**	**Subtotal**	**$4,697,816**	**Subtotal**	**$2,924,564**	**Subtotal**	**$4,305,128**	**Subtotal**	**$4,830,116**	**Subtotal**	**$3,070,904**	**Subtotal**	**$4,774,388**	**Subtotal**	**$4,962,416**

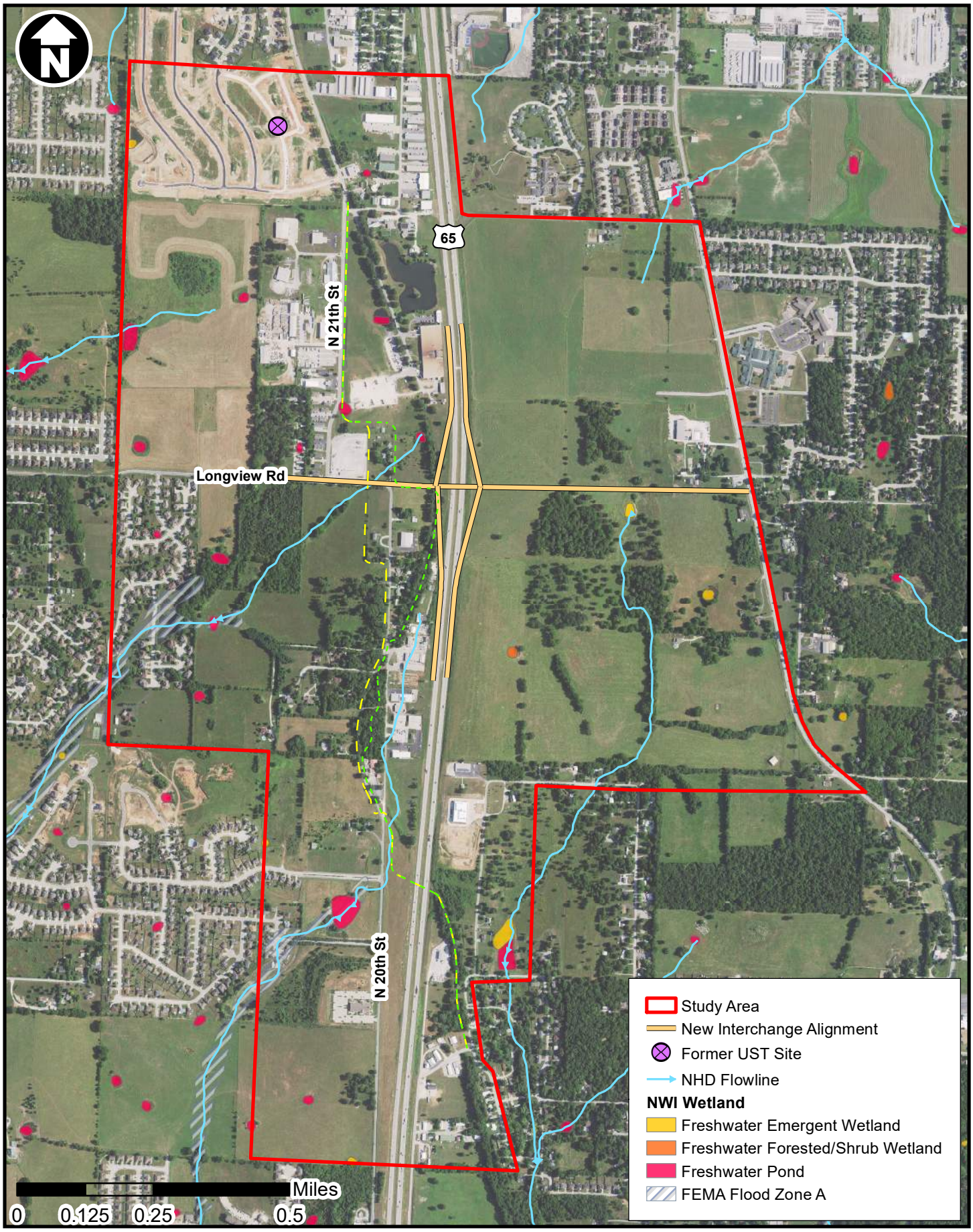
ESTIMATE ASSUMPTIONS & KEY NOTES
EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION
ASSUMES NO ENVIRONMENTAL MITIGATION COSTS
CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS
PROJECT SCHEDULE & INFLATION

PROGRAM DOLLARS

	12' Trail on Structure w/ 3:1 Fill Slopes	12' Trail on Structure w/ Elevated Trail	12' Trail on Structure w/ MSE Walls	14' Trail on Structure w/ 3:1 Fill Slopes	14' Trail on Structure w/ Elevated Trail	14' Trail on Structure w/ MSE Walls	16' Trail on Structure w/ 3:1 Fill Slopes	16' Trail on Structure w/ Elevated Trail	16' Trail on Structure w/ MSE Walls
Construction Cost	$2,778,224	$3,835,868	$4,697,816	$2,924,564	$4,305,128	$4,830,116	$3,070,904	$4,774,388	$4,962,416
Preliminary Engineering (10%)	$277,822	$383,587	$469,782	$292,456	$430,513	$483,012	$307,090	$477,439	$496,242
Construction Engineering (10%)	$277,822	$383,587	$469,782	$292,456	$430,513	$483,012	$307,090	$477,439	$496,242
Right of Way	$725,000	$625,000	$625,000	$725,000	$625,000	$625,000	$725,000	$625,000	$625,000
Right of Way Incidentals	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000
Utility Relocation Costs	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
TOTAL	**$4,238,868.80**	**$5,408,041.60**	**$6,442,379.20**	**$4,414,476.80**	**$5,971,153.60**	**$6,601,139.20**	**$4,590,084.80**	**$6,534,265.60**	**$6,759,899.20**

ESTIMATE ASSUMPTIONS & KEY NOTES
DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS.

APPENDIX D



Chadwick Flyer Trail - Christian Co., MO

Environmental Resources Map

CMT
Crawford, Murphy & Tilly

APPENDIX E

OTO - CHADWICK FLYER TRAIL OVERPASS

SECTION 1

STIP ESTIMATE

February 4, 2022

CONSTRUCTION DOLLARS (2022)

ITEM	UNIT COSTS		SECTION 4	
Unclassified Excavation	$10.00	/ CY	1,000.00	$10,000
Embankment In Place	$20.00	/ CY	1,000.00	$20,000
4" Concrete Trail	$50.00	/ SY	2,500.00	$125,000
4" Aggregate Base	$10.00	/ SY	2,500.00	$25,000
8" Aggregate Shoulder	$20.00	/ SY	-	$0
Lighting	$0.00	/ LS	1.00	$0
Drainage	$20,000.00	/ LS	1.00	$20,000
Fencing	$25.00	/ LF	2,450.00	$61,250
Subtotal				$261,250
Mobilization			6.0%	$15,675
Erosion Control			5.0%	$13,063
Traffic Control			3.0%	$7,838
Signing				$10,000
Contractor Furnished Surveying and Staking			1.0%	$2,613
Subtotal				$49,188
Contingency		20%		$62,088
			Subtotal	**$372,525**

ESTIMATE ASSUMPTIONS & KEY NOTES	SECTION 4
	EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION
	ASSUMES NO ENVIRONMENTAL MITIGATION COSTS
	CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS
	PROJECT SCHEDULE & INFLATION

PROGRAM DOLLARS

	SECTION 4
Construction Cost	$372,525
Preliminary Engineering (10%)	$37,253
Construction Engineering (10%)	$37,253
Right of Way	$0
Right of Way Incidentals	$0
Utility Relocation Costs	$100,000
TOTAL	**$547,030.00**

ESTIMATE ASSUMPTIONS & KEY NOTES	SECTION 4
	DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
	ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
	ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS

OTO - CHADWICK FLYER TRAIL OVERPASS

SECTION 2A

STIP ESTIMATE

February 4, 2022

CONSTRUCTION DOLLARS (2022)

ITEM	UNIT COSTS		SECTION 4	
Unclassified Excavation	$10.00	/ CY	5,000.00	$50,000
Embankment In Place	$20.00	/ CY	1,000.00	$20,000
4" Concrete Trail	$50.00	/ SY	5,200.00	$260,000
4" Aggregate Base	$10.00	/ SY	5,200.00	$52,000
8" Aggregate Shoulder	$20.00	/ SY	-	$0
Lighting	$0.00	/ LS	1.00	$0
Drainage	$50,000.00	/ LS	1.00	$50,000
Subtotal				$432,000
Mobilization			6.0%	$25,920
Erosion Control			5.0%	$21,600
Traffic Control			3.0%	$12,960
Signing				$15,000
Contractor Furnished Surveying and Staking			1.0%	$4,320
Subtotal				$79,800
Contingency		20%		$102,360
			Subtotal	**$614,160**

ESTIMATE ASSUMPTIONS & KEY NOTES
EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION
ASSUMES NO ENVIRONMENTAL MITIGATION COSTS
CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS
PROJECT SCHEDULE & INFLATION

PROGRAM DOLLARS

	SECTION 4
Construction Cost	$614,160
Preliminary Engineering (10%)	$61,416
Construction Engineering (10%)	$61,416
Right of Way	$520,000
Right of Way Incidentals	$30,000
Utility Relocation Costs	$100,000
TOTAL	**$1,386,992.00**

ESTIMATE ASSUMPTIONS & KEY NOTES
DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS

OTO - CHADWICK FLYER TRAIL OVERPASS

SECTION 2B

STIP ESTIMATE

February 4, 2022

CONSTRUCTION DOLLARS (2022)

ITEM	UNIT COSTS		SECTION 4	
Unclassified Excavation	$10.00	/ CY	5,000.00	$50,000
Embankment In Place	$20.00	/ CY	1,000.00	$20,000
4" Concrete Trail	$50.00	/ SY	4,700.00	$235,000
4" Aggregate Base	$10.00	/ SY	4,700.00	$47,000
8" Aggregate Shoulder	$20.00	/ SY	-	$0
Lighting	$0.00	/ LS	1.00	$0
Drainage	$50,000.00	/ LS	1.00	$50,000
Subtotal				$402,000
Mobilization			6.0%	$24,120
Erosion Control			5.0%	$20,100
Traffic Control			3.0%	$12,060
Signing				$15,000
Contractor Furnished Surveying and Staking			1.0%	$4,020
Subtotal				$75,300
Contingency		20%		$95,460
			Subtotal	**$572,760**

ESTIMATE ASSUMPTIONS & KEY NOTES
EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION
ASSUMES NO ENVIRONMENTAL MITIGATION COSTS
CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS
PROJECT SCHEDULE & INFLATION

PROGRAM DOLLARS

	SECTION 4
Construction Cost	$572,760
Preliminary Engineering (10%)	$57,276
Construction Engineering (10%)	$57,276
Right of Way	$223,000
Right of Way Incidentals	$55,000
Utility Relocation Costs	$150,000
TOTAL	**$1,115,312.00**

ESTIMATE ASSUMPTIONS & KEY NOTES
DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS

OTO - CHADWICK FLYER TRAIL OVERPASS

SECTION 4

STIP ESTIMATE

February 4, 2022

CONSTRUCTION DOLLARS (2022)

ITEM	UNIT COSTS		SECTION 4	
Unclassified Excavation	$10.00	/ CY	1,000.00	$10,000
Embankment In Place	$20.00	/ CY	2,000.00	$40,000
4" Concrete Trail	$50.00	/ SY	700.00	$35,000
4" Aggregate Base	$10.00	/ SY	700.00	$7,000
8" Aggregate Shoulder	$20.00	/ SY	-	$0
Lighting	$0.00	/ LS	1.00	$0
Drainage	$30,000.00	/ LS	1.00	$30,000
Subtotal				$122,000
Mobilization			6.0%	$7,320
Erosion Control			1.0%	$1,220
Traffic Control			1.0%	$1,220
Signing				$5,000
Contractor Furnished Surveying and Staking			1.0%	$1,220
Subtotal				$15,980
Contingency		20%		$27,596
			Subtotal	**$165,576**

ESTIMATE ASSUMPTIONS & KEY NOTES
EARTHWORK BASED ON GIS INFORMATION AND MAY CHANGE WITH MORE ACCURATE INFORMATION
ASSUMES NO ENVIRONMENTAL MITIGATION COSTS
CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS
PROJECT SCHEDULE & INFLATION

PROGRAM DOLLARS

	SECTION 4
Construction Cost	$165,576
Preliminary Engineering (10%)	$16,558
Construction Engineering (10%)	$16,558
Right of Way	$125,000
Right of Way Incidentals	$5,000
Utility Relocation Costs	$10,000
TOTAL	**$338,691.20**

ESTIMATE ASSUMPTIONS & KEY NOTES
DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
ANTICIPATED UTILITY CONFLICTS INCLUDE WATER MAIN NEAR PROPOSED US-65 OVERPASS
ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS

OTO - CHADWICK FLYER TRAIL OVERPASS

TRAIL ALIGNMENT OPTION 2A - SECTIONS 1-4

STIP ESTIMATE

February 4, 2022

CONSTRUCTION DOLLARS (2022)

			12' Trail Width on Structures						14' Trail Width on Structures						16' Trail Width on Structures					
ITEM	UNIT COSTS		3:1 Fill Slopes		Elevated Trail		MSE Walls		3:1 Fill Slopes		Elevated Trail		MSE Walls		3:1 Fill Slopes		Elevated Trail		MSE Walls	
Unclassified Excavation	$10.00	/ CY	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000
Embankment In Place	$20.00	/ CY	44,000.00	$880,000	4,000.00	$80,000	4,000.00	$80,000	45,000.00	$900,000	4,000.00	$80,000	4,000.00	$80,000	46,000.00	$920,000	4,000.00	$80,000	4,000.00	$80,000
4" Concrete Trail	$50.00	/ SY	10,645.00	$532,250	8,400.00	$420,000	10,645.00	$532,250	10,645.00	$532,250	8,400.00	$420,000	10,645.00	$532,250	10,645.00	$532,250	8,400.00	$420,000	10,645.00	$532,250
4" Aggregate Base	$10.00	/ SY	10,645.00	$106,450	8,400.00	$84,000	10,645.00	$106,450	10,645.00	$106,450	8,400.00	$84,000	10,645.00	$106,450	10,645.00	$106,450	8,400.00	$84,000	10,645.00	$106,450
8" Aggregate Shoulder	$20.00	/ SY	-	$0	-	$0	-	$0	-	$0	-	$0	-	$0	-	$0	-	$0	-	$0
Safety Railing	$80.00	/ LF	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600
Lighting	$150,000.00	/ LS	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000
Drainage	$130,000.00	/ LS	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000
Precast Pedestrian Overpass	$210.00	/ SF	3,850.00	$808,500	3,850.00	$808,500	3,850.00	$808,500	4,400.00	$924,000	4,400.00	$924,000	4,400.00	$924,000	4,950.00	$1,039,500	4,950.00	$1,039,500	4,950.00	$1,039,500
Elevated Trail Structure	$110.00	/ SF	-	$0	17,400.00	$1,914,000	-	$0	-	$0	20,300.00	$2,233,000	-	$0	-	$0	23,200.00	$2,552,000	-	$0
MSE Walls	$70.00	/ SF	-	$0	-	$0	36,820.00	$2,577,400	-	$0	-	$0	36,920.00	$2,584,400	-	$0	-	$0	37,020.00	$2,591,400
Fencing	$25.00	/ LF	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250
Subtotal				$3,008,050		$3,987,350		$4,785,450		$3,143,550		$4,421,850		$4,907,950		$3,279,050		$4,856,350		$5,030,450
Mobilization				$180,483		$239,241		$287,127		$188,613		$265,311		$294,477		$196,743		$291,381		$301,827
Erosion Control				$57,811		$67,604		$75,585		$59,166		$71,949		$76,810		$60,521		$76,294		$78,035
Traffic Control				$122,018		$122,018		$122,018		$122,018		$122,018		$122,018		$122,018		$122,018		$122,018
Signing				$40,000		$40,000		$40,000		$40,000		$40,000		$40,000		$40,000		$40,000		$40,000
Contractor Furnished Surveying and Staking				$30,081		$39,874		$47,855		$31,436		$44,219		$49,080		$32,791		$48,564		$50,305
Subtotal				$430,392		$508,736		$572,584		$441,232		$543,496		$582,384		$452,072		$578,256		$592,184
Contingency				$492,044		$492,044		$492,044		$492,044		$492,044		$492,044		$492,044		$492,044		$492,044
			Subtotal	**$3,930,485**	**Subtotal**	**$4,988,129**	**Subtotal**	**$5,850,077**	**Subtotal**	**$4,076,825**	**Subtotal**	**$5,457,389**	**Subtotal**	**$5,982,377**	**Subtotal**	**$4,223,165**	**Subtotal**	**$5,926,649**	**Subtotal**	**$6,114,677**

ESTIMATE ASSUMPTIONS & KEY NOTES

- EARTHWORK ASSUMES ENTIRE PROJECT IS BUILT WITH DIRT STAYING ON EACH SIDE OF THE INTERSTATE.
- ASSUMES NO ENVIRONMENTAL MITIGATION COSTS
- CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS
- PROJECT SCHEDULE & INFLATION

PROGRAM DOLLARS

	12' Trail on Structure w/ 3:1 Fill Slopes	12' Trail on Structure w/ Elevated Trail	12' Trail on Structure w/ MSE Walls	14' Trail on Structure w/ 3:1 Fill Slopes	14' Trail on Structure w/ Elevated Trail	14' Trail on Structure w/ MSE Walls	16' Trail on Structure w/ 3:1 Fill Slopes	16' Trail on Structure w/ Elevated Trail	16' Trail on Structure w/ MSE Walls
Construction Cost	$3,930,485	$4,988,129	$5,850,077	$4,076,825	$5,457,389	$5,982,377	$4,223,165	$5,926,649	$6,114,677
Preliminary Engineering (10%)	$393,049	$498,813	$585,008	$407,683	$545,739	$598,238	$422,317	$592,665	$611,468
Construction Engineering (10%)	$393,049	$498,813	$585,008	$407,683	$545,739	$598,238	$422,317	$592,665	$611,468
Right of Way	$1,370,000	$1,270,000	$1,270,000	$1,370,000	$1,270,000	$1,270,000	$1,370,000	$1,270,000	$1,270,000
Right of Way Incidentals	$65,000	$65,000	$65,000	$65,000	$65,000	$65,000	$65,000	$65,000	$65,000
Utility Relocation Costs	$360,000	$360,000	$360,000	$360,000	$360,000	$360,000	$360,000	$360,000	$360,000
TOTAL	**$6,511,582.00**	**$7,680,754.80**	**$8,715,092.40**	**$6,687,190.00**	**$8,243,866.80**	**$8,873,852.40**	**$6,862,798.00**	**$8,806,978.80**	**$9,032,612.40**

ESTIMATE ASSUMPTIONS & KEY NOTES

- DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
- ANTICIPATED UTILITY CONFLICTS INCLUDE OVERHEAD TRANSMISSION LINE (ACROSS ROUTE 13), OVERHEAD ELECTRIC (ACROSS I-44), COS SANITARY SEWER AND FIBER IN MEDIAN OF I-44
- ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS.

OTO - CHADWICK FLYER TRAIL OVERPASS
TRAIL ALIGNMENT OPTION 2B - SECTIONS 1-4
STIP ESTIMATE
February 4, 2022

CONSTRUCTION DOLLARS (2022)

ITEM	UNIT COSTS		12' Trail Width on Structures: 3:1 Fill Slopes		12' Trail Width on Structures: Elevated Trail		12' Trail Width on Structures: MSE Walls		14' Trail Width on Structures: 3:1 Fill Slopes		14' Trail Width on Structures: Elevated Trail		14' Trail Width on Structures: MSE Walls		16' Trail Width on Structures: 3:1 Fill Slopes		16' Trail Width on Structures: Elevated Trail		16' Trail Width on Structures: MSE Walls	
Unclassified Excavation	$10.00	/ CY	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000	7,000.00	$70,000
Embankment In Place	$20.00	/ CY	44,000.00	$880,000	4,000.00	$80,000	4,000.00	$80,000	45,000.00	$900,000	4,000.00	$80,000	4,000.00	$80,000	46,000.00	$920,000	4,000.00	$80,000	4,000.00	$80,000
4" Concrete Trail	$50.00	/ SY	10,145.00	$507,250	7,900.00	$395,000	10,145.00	$507,250	10,145.00	$507,250	7,900.00	$395,000	10,145.00	$507,250	10,145.00	$507,250	7,900.00	$395,000	10,145.00	$507,250
4" Aggregate Base	$10.00	/ SY	10,145.00	$101,450	7,900.00	$79,000	10,145.00	$101,450	10,145.00	$101,450	7,900.00	$79,000	10,145.00	$101,450	10,145.00	$101,450	7,900.00	$79,000	10,145.00	$101,450
8" Aggregate Shoulder	$20.00	/ SY	-	$0	-	$0	-	$0	-	$0	-	$0	-	$0	-	$0	-	$0	-	$0
Safety Railing	$80.00	/ LF	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600	3,370.00	$269,600
Lighting	$150,000.00	/ LS	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000	1.00	$150,000
Drainage	$130,000.00	/ LS	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000	1.00	$130,000
Precast Pedestrian Overpass	$210.00	/ SF	3,850.00	$808,500	3,850.00	$808,500	3,850.00	$808,500	4,400.00	$924,000	4,400.00	$924,000	4,400.00	$924,000	4,950.00	$1,039,500	4,950.00	$1,039,500	4,950.00	$1,039,500
Elevated Trail Structure	$110.00	/ SF	-	$0	17,400.00	$1,914,000	-	$0	-	$0	20,300.00	$2,233,000	-	$0	-	$0	23,200.00	$2,552,000	-	$0
MSE Walls	$70.00	/ SF	-	$0	-	$0	36,820.00	$2,577,400	-	$0	-	$0	36,920.00	$2,584,400	-	$0	-	$0	37,020.00	$2,591,400
Fencing	$25.00	/ LF	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250	2,450.00	$61,250
Subtotal				$2,978,050		$3,957,350		$4,755,450		$3,113,550		$4,391,850		$4,877,950		$3,249,050		$4,826,350		$5,000,450
Mobilization				$178,683		$237,441		$285,327		$186,813		$263,511		$292,677		$194,943		$289,581		$300,027
Erosion Control				$56,311		$66,104		$74,085		$57,666		$70,449		$75,310		$59,021		$74,794		$76,535
Traffic Control				$121,118		$121,118		$121,118		$121,118		$121,118		$121,118		$121,118		$121,118		$121,118
Signing				$40,000		$40,000		$40,000		$40,000		$40,000		$40,000		$40,000		$40,000		$40,000
Contractor Furnished Surveying and Staking				$29,781		$39,574		$47,555		$31,136		$43,919		$48,780		$32,491		$48,264		$50,005
Subtotal				$425,892		$504,236		$568,084		$436,732		$538,996		$577,884		$447,572		$573,756		$587,684
Contingency				$485,144		$485,144		$485,144		$485,144		$485,144		$485,144		$485,144		$485,144		$485,144
			Subtotal	**$3,889,085**	**Subtotal**	**$4,946,729**	**Subtotal**	**$5,808,677**	**Subtotal**	**$4,035,425**	**Subtotal**	**$5,415,989**	**Subtotal**	**$5,940,977**	**Subtotal**	**$4,181,765**	**Subtotal**	**$5,885,249**	**Subtotal**	**$6,073,277**

ESTIMATE ASSUMPTIONS & KEY NOTES

- EARTHWORK ASSUMES ENTIRE PROJECT IS BUILT WITH DIRT STAYING ON EACH SIDE OF THE INTERSTATE.
- ASSUMES NO ENVIRONMENTAL MITIGATION COSTS
- CONCEPT DESIGN PHASE WITH MANY ASSUMPTIONS
- PROJECT SCHEDULE & INFLATION

PROGRAM DOLLARS

	12' Trail on Structure w/ 3:1 Fill Slopes	12' Trail on Structure w/ Elevated Trail	12' Trail on Structure w/ MSE Walls	14' Trail on Structure w/ 3:1 Fill Slopes	14' Trail on Structure w/ Elevated Trail	14' Trail on Structure w/ MSE Walls	16' Trail on Structure w/ 3:1 Fill Slopes	16' Trail on Structure w/ Elevated Trail	16' Trail on Structure w/ MSE Walls
Construction Cost	$3,889,085	$4,946,729	$5,808,677	$4,035,425	$5,415,989	$5,940,977	$4,181,765	$5,885,249	$6,073,277
Preliminary Engineering (10%)	$388,909	$494,673	$580,868	$403,543	$541,599	$594,098	$418,177	$588,525	$607,328
Construction Engineering (10%)	$388,909	$494,673	$580,868	$403,543	$541,599	$594,098	$418,177	$588,525	$607,328
Right of Way	$1,073,000	$973,000	$973,000	$1,073,000	$973,000	$973,000	$1,073,000	$973,000	$973,000
Right of Way Incidentals	$90,000	$90,000	$90,000	$90,000	$90,000	$90,000	$90,000	$90,000	$90,000
Utility Relocation Costs	$410,000	$410,000	$410,000	$410,000	$410,000	$410,000	$410,000	$410,000	$410,000
TOTAL	**$6,239,902.00**	**$7,409,074.80**	**$8,443,412.40**	**$6,415,510.00**	**$7,972,186.80**	**$8,602,172.40**	**$6,591,118.00**	**$8,535,298.80**	**$8,760,932.40**

ESTIMATE ASSUMPTIONS & KEY NOTES

- DESIGN ESTIMATE IS BASED ON CONCEPT DESIGN & CAN CHANGE BASED ON FINAL DESIGN APPROVAL
- ANTICIPATED UTILITY CONFLICTS INCLUDE OVERHEAD TRANSMISSION LINE (ACROSS ROUTE 13), OVERHEAD ELECTRIC (ACROSS I-44), COS SANITARY SEWER AND FIBER IN MEDIAN OF I-44
- ROW IMPACTS ARE BASED ON CONCEPT DESIGN & 2022 DOLLARS.

APPENDIX F

Chadwick Flyer Trail
US 65 Crossing Study



PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/11/2022** ***Received through:*** **Email**

Contact Name: **James Hearron** ***Contact Email/Ph #:*** **cold417@gmail.com**

Email

As an area cyclist who regularly rides from SE Springfield to Ozark & back, I am in favor of the proposed Crossing Option #1 (Bridge). It appears to have better separation from traffic (and vehicle exhaust) and the bridge would promote the trail as opposed to a hidden culvert. It also seems like the eastern angle of the curve on Crossing Option 3 is much more acute, which is less desirable. Most of the existing culverts in the Springfield area are of poor design and regularly fill with water and debris, have poor ingress/egress visibility, and overall have a dark & dingy vibe. As far as the trail alignment with the future Longview Road interchange/crossings...the more separation, the better. If the left alignment goes straight across the road instead of requiring a cyclist to go through the roundabout, I would be in favor of that.

- James Hearron

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/11/2022** ***Received through:*** **Email**

Contact Name: **Megan Buchbinder** ***Contact Email/Ph #:*** **mbuchbinder@springfieldmo.org**

Email

Hello!

After reviewing the Chadwick Flyer Trail US65 Crossing Study, my opinion would be that Option 1, the overpass structure that closely follows the original trail would be the best option. I do not believe an underpass is the way to go for this project as Option 2 suggests and I think we'd be missing a big marketing opportunity for the trail if we took it underground. I believe the additional costs associated with Option 3 don't provide enough positive to make it a better option that Option 1.

Thank you,

Megan
--

Megan Buchbinder

Director of Marketing
Springfield, Missouri,
Convention & Visitors Bureau

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

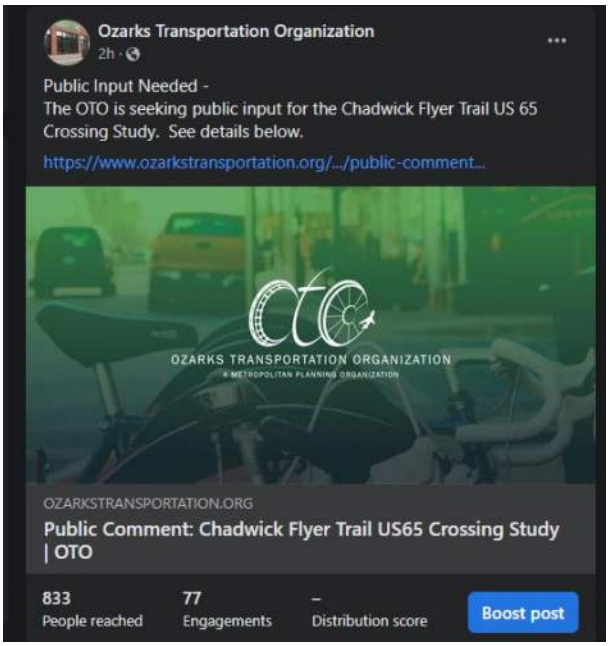
Area of concern: **Chadwick Flyer Trail US65 Crossing Study**

City/County of concern: **Christian/Greene County**

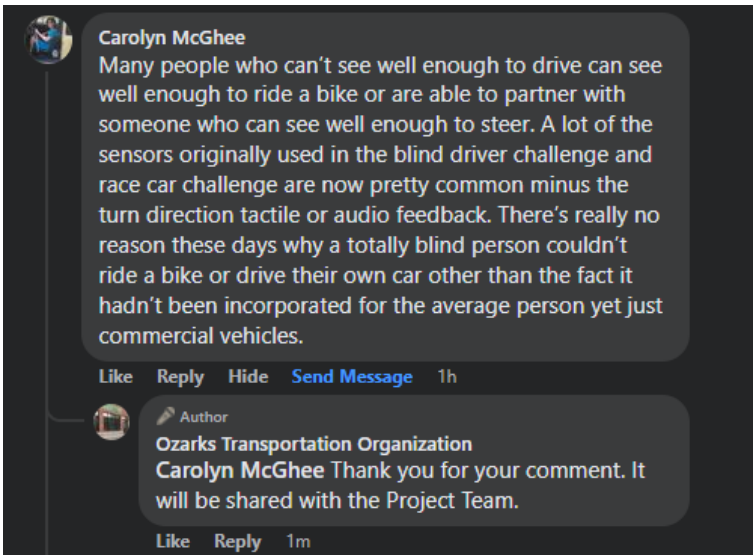
Date received: **04/11/2022** ***Received through:*** **Facebook**

Contact Name: **Carolyn McGhee** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Thread



PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/12/2022** ***Received through:*** **Email**

Contact Name: **David Hutchison** ***Contact Email/Ph #:*** **david2bike2u@gmail.com**

Email

I have no opinion on the US 65 crossing locations other to rank them by cost. For the south crossing route alternative, I prefer 2A because it has one fewer street crossings. The extra cost above 2B is less significant to than the additional street crossing and being on or near the railroad bed rather than as a street sidepath. Each of the roadway crossings should be highly visible to motorists, possibly with median islands for refuge in center of roadway, and with thought of future signalization.

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/12/2022** ***Received through:*** **Email**

Contact Name: **James Jeffries** ***Contact Email/Ph #:*** **jamesjeffries@gmail.com**

Email

I reviewed the three options you presented for the 65 crossing. I prefer #1 - the bridge along the original line. Option #2 (box culvert) would be unpleasant and unsafe. Please don't build that one.

Thanks,
James Jeffries --
jamesjeffries@gmail.com

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Dan Baright** ***Contact Email/Ph #:*** **local.transportation.guy@gmail.com**

Email

Dear Sirs:

As a long time resident of Lebanon MO, I was interested in the report this date, April 15, regards the desire to create alternative transportation means. I am not familiar with the particulars regards Springfield and Ozark. However, transportation, especially local transportation, has been a long time interest.

The ky3 website states:

"The Chadwick Flyer Trail will be a bike and pedestrian trail connecting Springfield and Ozark. Parts of the trail will follow the former Frisco rail system -- once called the 'Chadwick Flyer.'"

I have watched as across the nation various "rails to trails" plans have been implemented. Did it ever make sense that the numerous rail lines around the nation would be abandoned in favor of automobiles and trucks? It seems to me, if we are truly interested in the environment, safety, local transportation, climate change, etc. ---- it seems to me we ought to abandon "rails to trails" in favor of "trails to rails" or, even better, "roads and highways to trails, rails, bikeways, and small local vehicles."

“Our hope is to provide an alternative way, other than using your car, to get to work, to school and the places you want to go between Ozark and Springfield,” says Sara Fields, Executive Director at Ozarks Transportation Organization. “It’s also an opportunity to showcase our outdoors and the beautiful environment that we have in the Ozarks.”

Do you really think that very many folks are going to walk or bike to work or other activity such as shopping? This city has sidewalks on each side of most every street. Very few folks use them. Furthermore, I returned this morning from the store with about 30lbs of groceries. Due to tree limbs and obstacles such as garbage cans on the sidewalks, I mostly used the roadway for myself and cart. Would for a golf cart and dedicated path for said local vehicles as the walk is getting to be a bit much.

"But there’s going to be a big hurdle... crossing Highway 65 to get between the two cities. Ozarks Transportation Organization, Ozark Greenways, and the City of Ozark commissioned a study to see how they can make that happen."

We have the same problem here. Walmart, Mercy Hospital, and others many years ago decided to build on the other side of the freeway as opposed to building in the city. Who ought to pay the internal and external costs of transportation?

“All of the options actually separate pedestrians from car traffic,” says Fields. “So, you know, we’re not utilizing an existing bridge where there would be conflicts in traffic. All three of the alternatives would be very safe.”

Perhaps if enough folks used alternative means, bridges for car (and heavy truck) traffic will become unnecessary.

In terms of regional transportation, rather than doing rail transportation as a nostalgic entertainment event in Branson, would it not make sense to reintroduce such rail systems as everyday modes of getting around?

Dan Baright, retired farm worker.

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **John Washam** ***Contact Email/Ph #:*** **john.washam@outlook.com**

Email

My name is John Washam. I live near Longview Rd and 20th Street in Ozark. I saw on KY3 that we can submit feedback on the proposed options for the trail crossing of Highway 65.

I personally would prefer option #3. A significant problem I see with options #1 and #2 is that they both require the trail going along 20th Street to the north to meet up with Longview Road. 20th Street is already very narrow at the crossing location, especially around the bends in the road just to the north (past 20th St and Biagio St). That road is fairly dangerous with those bends there and a narrow road. Option #3 would avoid that narrow stretch of road, and it would keep the trail from impacting businesses at the crossover point of options #1 and #2.

--

John Washam

john.washam@outlook.com

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **K White Jr** ***Contact Email/Ph #:*** **kewhitejr@gmail.com**

Email

I am a resident and avid cyclist . I would like to see a bridge over 65 , like the one near Sunshine.

The tunnel would pose many issues, trash build up, urination issues and possible flooding.

The homeless population could also use it for shelter.

Please build a Bridge over 65 to eliviate those concerns,

Thank for your time

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Website**

Contact Name: **Hayden Ponsar** ***Contact Email/Ph #:*** **none**

Comment



HaydenPonsar · 2 hours ago

I cannot find the spot to vote on overpass/underpass for Chadwick flyer, but I believe an overpass gives better visibility/safety than an underpass.

Reply · Share ›

Ozarks Transportation Organiz. OTO ➚ HaydenPonsar · a few seconds ago

Thank you for this information. It will be shared with the project team, the OTO Technical Planning Committee, and the OTO Board of Directors.

Edit · Reply · Share ›

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Julia Moss** ***Contact Email/Ph #:*** **juliamastro11@gmail.com**

Email

Hi,

As a female runner or sometimes has to run alone I hope the pass goes OVER the highway.

I have heard bad stories of women being targeted in underpass in Springfield.

Another issue with the underpass is they often get flooded and are unpassable anyways.

Hope you take this safety concern into consideration, thanks!!

Julia Moss

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Website**

Contact Name: **David Lee** ***Contact Email/Ph #:*** **none**

Comment



David Lee • 34 minutes ago

I love the idea of this trail and would definitely be a traveler on it. With that being said, please don't go under Highway 65 with a box culvert. I don't care how carefully you plan, they always flood or hold water after a heavy rain. Plus, with the way things are these days, nefarious people can cause lots of problems for innocent cyclists and pedestrians. A bridge is probably more expensive, but it's also the safest way to go.

^ | v • Reply • Share ›

Ozarks Transportation Organiz. OTO ➚ David Lee • a few seconds ago

Thank you for your feedback. This information will be shared with the project team, our Technical Planning Committee, and our Board of Directors.

^ | v • Edit • Reply • Share ›

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Ron Koskovich** ***Contact Email/Ph #:*** **rajk2@att.net**

Email

We really enjoyed reading your story about the upcoming trail that will connect Ozark and Springfield. We highly support this effort and wanted to let you know about other efforts in progress that would be of interest to those looking to make use of the trails in southern Missouri, from Springfield and further south. We are currently working on getting Springfield more involved in the trail systems and the ongoing efforts which are just south of Springfield. Below, is the information that we have shared with many others in the Springfield area, including KY3, and if you have any questions, concerns, or comments, they are welcome. Thank you.

Sincerely,

Ron Koskovich

OTO Response: Thank you so much for this information. We will share this with the Project Team, our Technical Planning Committee, and our Board of Directors. We are excited about the project, as well! Thank you again for the information and support!

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Website**

Contact Name: **Kevin** ***Contact Email/Ph #:*** **none**

Comment

Kevin • 3 hours ago

While all of the comments are useful, they overlook a important concern. The cost of any of the projects for a small amount of the general population is neither practical or fair for the rest of the people who will not use it.

^ | v • Reply • Share ›

Ozarks Transportation Organiz. OTO ➚ Kevin • 3 minutes ago

Thank you for your comment. It will be shared with the project team, the OTO Technical Planning Committee, and the Board of Directors.

^ | v • Edit • Reply • Share ›

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Lisa Hendricks** ***Contact Email/Ph #:*** **lhendricks02@yahoo.com**

Email

I vote for the first and third option. Sounds like the third option is more expensive but would be more forethinking for enhancements in the future which would be nice if the money is there.

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Julie Hamby** ***Contact Email/Ph #:*** **hambyjulie@yahoo.com**

Email

I would like to add my comment for the Flyover on how to cross US-65; of the options, I believe option 3 (Longview) to be the best, even though more expensive. To be able to merge the crossing with other aesthetics happening in the area, as well as to provide a popular area and great joining point would be positive. I'm so excited to see this project come to fruition. Thank you for your work!

Julie Hamby

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Kittie Govreau** ***Contact Email/Ph #:*** **kittieg70@gmail.com**

Email

Yes to where future Longview Road interchange ramp will be.

Option three is a 362-foot-long ADA-compliant bridge over 65 and where the future Longview Road interchange ramp will be. This is the most expensive option, at an estimated cost of $3.5 million. The study says benefits include potential higher use of the trail since it would be near a new interchange, less impact to the property surrounding highway 65, and more opportunities for “enhanced aesthetics.”

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

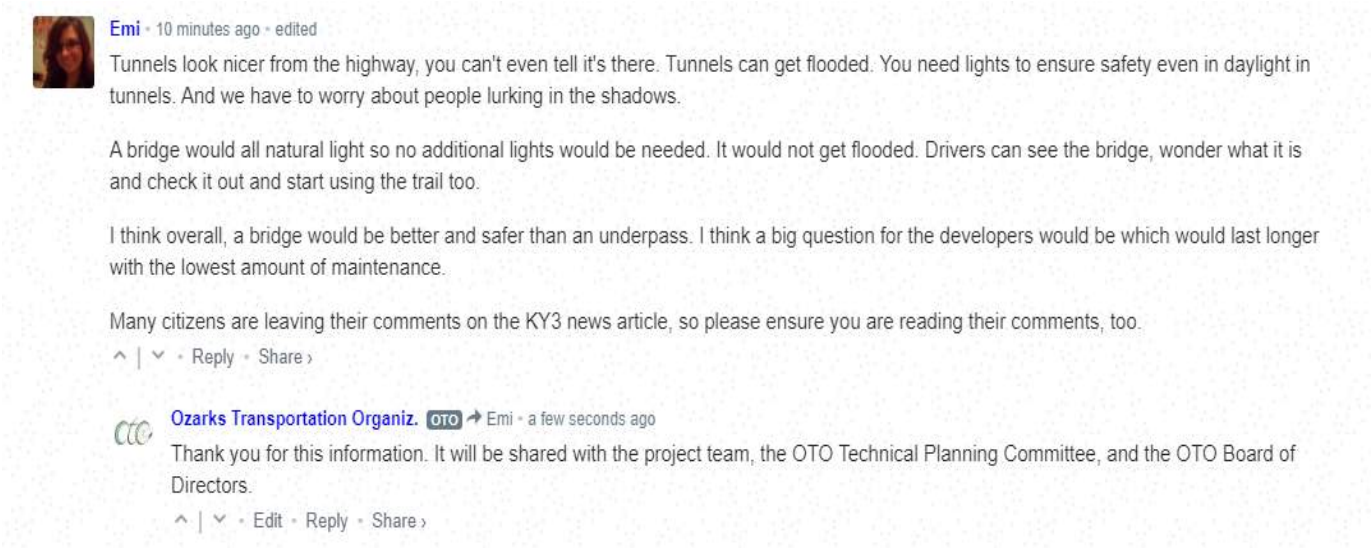
Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Website**

Contact Name: **Emi** ***Contact Email/Ph #:*** **none**

Comment



Emi • 10 minutes ago • edited

Tunnels look nicer from the highway, you can't even tell it's there. Tunnels can get flooded. You need lights to ensure safety even in daylight in tunnels. And we have to worry about people lurking in the shadows.

A bridge would all natural light so no additional lights would be needed. It would not get flooded. Drivers can see the bridge, wonder what it is and check it out and start using the trail too.

I think overall, a bridge would be better and safer than an underpass. I think a big question for the developers would be which would last longer with the lowest amount of maintenance.

Many citizens are leaving their comments on the KY3 news article, so please ensure you are reading their comments, too.

^ | v • Reply • Share ›

Ozarks Transportation Organiz. OTO ➚ Emi • a few seconds ago

Thank you for this information. It will be shared with the project team, the OTO Technical Planning Committee, and the OTO Board of Directors.

^ | v • Edit • Reply • Share ›

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Pam Dudley** ***Contact Email/Ph #:*** **31pbryant@gmail.com**

Email

Hello Transportation Expert,

I believe option 3 for the proposed Chadwick Flyer is the best plan. A bridge allows usage following rain versus a culvert.

Pam Dudley

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Becky Crowder** ***Contact Email/Ph #:*** **rebecca@beccarose.com**

Email

I'm not sure how the costs for these are funded, but if it's with tax dollars I feel this is a ridiculous way to spend our money. There are too many necessary needs in our community to worry about bike trails, which would affect far fewer people. I would rather see roads and highways get the attention they need…both in planning for the future growth and the handling of present traffic, and fixing the roads we have which are not in good shape.

Becky

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** ***Received through:*** **Email**

Contact Name: **Danny Cazier** ***Contact Email/Ph #:*** **jdcazier@att.net**

Email

I just saw the online KY3 article inviting public comment on the options for crossing Hwy 65 with the Chadwick Flyer Trail. While I love that a box culvert provides the least disruption to the surroundings, box culverts don't seem viable to me at this length. Would it be lighted inside? If so, that could help a little. But it is still likely to invite lots of graffiti and to have a feeling of being dark (even if lighted), dank, and sinister. An underpass would be nice (but is surely not possible), but a box culvert would just be scary to many users. I hope this option will be removed from consideration. It is just too long a distance for a box culvert.

Of the two overpass options, there are real benefits to both, but I would recommend in favor of the cheaper options. Since both overpass options have comparable impacts, I would save the $800,000 and use it for other purposes. But even beyond the cost savings, the separation of the trail and highway are a pretty big virtue of this option. The main benefit I saw to the North Overpass option was the prospect for increased use of the trail, given its proximity to the future Longview Road interchange. But since the trail will pass that interchange anyway, I'm not sure that locating the overpass there increases access any.

Thank you for the opportunity to input on this decision. I am very excited about the prospect of this trail and look forward to using it.

Danny Cazier

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/16/2022** ***Received through:*** **Website**

Contact Name: **Dave** ***Contact Email/Ph #:*** **none**

Comment



PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/16/2022** ***Received through:*** **Email**

Contact Name: **Cristen Jester** ***Contact Email/Ph #:***
cristen_jester@yahoo.com

Email

Hello!

Thank you for all the work you've poured into this project already - it's very exciting!

I would vote for option 1: while I enjoy tunnels (option 2), a bridge would definitely allow more consistent use and safety for trail recreation and commuting. It seems during/after bigger rains, tunnels tend to flood/hold water. Also, as a frequent solo-runner/biker, I always do doublechecks of tunnels and move a little faster in remote areas or in lower light for personal safety - a bridge keeps visibility higher for users.

The reason for choosing option 1 vs 3 is to reduce impact of construction (and frustration on 65 - let's face it: some folks like to pick fights over trails, especially if it seems to inconvenience them even temporarily) and avoidance of trail closure for Longview improvements that could take a long time. It also sounds like option 1 provides for more esthetics, which is great!

Thanks for the opportunity to comment.

Cristen Jester

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/16/2022** ***Received through:*** **Email**

Contact Name: **Dayna Aust** ***Contact Email/Ph #:*** **dayna.aust@att.net**

Email

I would say a bridge over to be best as an underpass may tend to draw homeless for their respite.

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/16/2022** ***Received through:*** **Website**

Contact Name: **Chris Gorrie** ***Contact Email/Ph #:*** **none**

Comment



Chris Gorrie • 2 days ago

I frequently enjoy the greenways all around town (thank you Ozark Greenways!) and have found the underpasses impassable during moderate rains, which is quite frequently in the Ozarks. This usually results in my finding a way over the road which is less than desirable for myself and vehicular traffic. My vote would be on the overpass. Thanks for the opportunity to comment.

^ | v • Reply • Share ›

Ozarks Transportation Organiz. OTO ➚ Chris Gorrie • a few seconds ago

Thank you for your feedback! This information will be shared with the Project Team, with our Technical Planning Committee, and our Board of Directors.

^ | v • Edit • Reply • Share ›

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/17/2022** ***Received through:*** **Email**

Contact Name: **Chris Webster** ***Contact Email/Ph #:*** **spokesmoke@hotmail.com**

Email

So exciting this is finally coming to fruition. Option 1 looks great as an independent overpass at less cost than option 3. I have ridden from Ozark to Springfield to work for years and have often wished for a safe path. Hope it gets completed before I'm dead !

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/17/2022** ***Received through:*** **Website**

Contact Name: **Matthew Riley** ***Contact Email/Ph #:*** **none**

Comment

Matthew Riley • a day ago

South overpass sounds best. I like the isolation from the roadways. Culverts get wet and muddy. I'd use it.

Reply • Share ›

Ozarks Transportation Organiz. OTO ➚ Matthew Riley • a few seconds ago

Thank you for your feedback. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

Edit • Reply • Share ›

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/18/2022** ***Received through:*** **Email**

Contact Name: **Jon Traughber** ***Contact Email/Ph #:*** **jon21traughber@gmail.com**

Email

Just wanted to voice my opinion for the trail crossing 65. I would say either bridge is a good choice. The tunnel I would worry about people trying to camp in it and flooding. I ride a lot of greenway trails and during the winter there are people living in the smaller tunnels during the colder months. Just my worries and concerns.

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/19/2022** ***Received through:*** **Email**

Contact Name: **Frank C Carnahan** ***Contact Email/Ph #:*** **carn742-oto@yahoo.com**

Email

I tried to comment on your web site, but some widgets did not work.

I prefer the section 2B alignment (west side of 20th street, and farther away from 65). While the 2A alignment has existing woods I am concerned at its apparent proximity running along longview and how it would be impacted by Longview overpass. My preference might change if the path along Longview is satisfactorily addressed (alignment along original Chadwick Flyer line is a positive).

I prefer the Southernmost crossing, and the bridge over 65 (not the box culvert) at the southern end, or proximity to Longview.

---------- Frank C. Carnahan ----------

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/20/2022** ***Received through:*** **Email**

Contact Name: **Debby Clark** ***Contact Email/Ph #:*** **debbylynnclark@gmail.com**

Email

Please, do not build a tunnel under 65.

I lived 40 years in a railroad town in Cumberland, Maryland. In the town is an underpass beneath the rails. It became a urinal, a place to drink alcohol, use drugs, a space for homeless to sleep, and other unsavory activities. It had to be power washed from time to time. It had "Closed 9pm - 6am", then "No Tresspassing" signs posted. Finally, iron gates were installed.

The Chadwick trail will be crossing in a rural area as of 2022; however, if you build a tunnel, "they" will come. Perhaps I should say, it will be used for purposes other than the intended.

Other than this comment of what not to do, either bridge is fine with me.

Debby Clark
6005 N 7th Ave
Ozark, MO

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Chadwick Flyer Trail US 65 Crossing Study**

City/County of concern: **Ozark/Christian County**

Date received: **04/20/2022** ***Received through:*** **Email**

Contact Name: **Bruce Galloway** ***Contact Email/Ph #:*** **bruce@brucegallowaylaw.com**

Email Chain

I reviewed the Chadwick Flyer crossing study with excitement. Please consider two factors in planning.

1. Placement of the crossing near the Tracker plant presents the opportunity of the city of Ozark to raise funds through Bass Pro Shops, John E. Morris properties or Tracker, given its proximity to their Tracker property, or to the 14th street access to the Mill complex and the highway 65 access to several properties of interest to the Morris family. The point being that they may want to promote the trail by way of a grant.

2. Incorporating the Green bridge now being removed by the county into the crossing would work to preserve our heritage for our town, our county but also as a symbol for our state. A bridge to the Ozark hills may appear to the motorist as a gateway to Southwest Missouri.

Thank you.

Bruce Galloway
Attorney
107 N. 2nd St.
Ozark, MO 65721
(p)417-582-2690 | (f)417-582-2693
http://brucegallowaylaw.com/

OTO Response – 4/20/2022 9:49am

Bruce,

I wanted to personally respond to your email. Thanks for taking the time to comment.

I agree with the Green bridge Idea. In fact between all of us, we have spoken with three engineers about the possibility. We have been advised, it is just not a safe or feasible option. Apparently, the substructure is in such bad shape, it would have to rebuilt, which is the majority of a bridge cost. Just the act of moving the bridge means cutting it apart and reconstructing it. This is also very expensive. Then the ongoing maintenance costs/needs are very concerning. All three engineers advised that if the bridge were to be saved it would need to sit on solid ground. I am very disappointed at the news.

I hope you are well, and keep up the ideas. We want this to be our showcase trail!

Sara (Fields)

Mr. Galloway's Reply – 4/20/2022 3:39pm

That is too bad.

Could the overpass reference it? Perhaps with those parts of the Greene Bridge structure that looks bridge like, so that it function's aesthetically only? That could still be authentic and eye catching and maybe something a charitable organization or business would donate money. Food for thought. But that is the end of my input which is well beyond my knowledge.

Thanks!

Bruce Galloway
Attorney

Mr. Childers' Reply – 4/20/2022 4:28 pm

I'm sure we can utilize it somewhere else along the trail just not over Highway 65

Steve Childers,
City Administrator

TAB 9

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM II.H.

Transit Coordination Plan

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The *Local Coordinating Board for Transit* (LCBT) has completed its update of the region's coordinated public transit-human services transportation plan, entitled *Transit Coordination Plan* 2022 (TCP). The LCBT and the OTO are responsible for administering a fair and impartial project selection process for the *region's Section 5310 Enhance Mobility for Seniors and Individuals with Disability* grant program. The TCP is required by federal law to guide the project selection process and ensure program funds are used to meet known transportation needs.

The TCP planning process included LCBT meetings and public input. The LCBT meet 6 times to review demographic data, develop and analyze survey data, identify needs and service gaps, create a strategic framework, and finally develop an action plan. Public outreach included a survey, a guest appearance on the Prime Time radio show, flyers on OATS and CU buses, and participation in CU-Transit's rider appreciation event.

Action items included in this updated plan are consistent with previous plans. The focus remains on facilitating new and replacement vehicle purchases using the Section 5310 funds. These funds are the most powerful tool in the region's toolbox for impacting the transportation needs of senior and individuals with disabilities. There are some new actions included to identify potential sources of operational funds, support employment transportation, and begin administering Section 5310 funds in house.

LOCAL COORDINATING BOARD FOR TRANSIT ACTION TAKEN:
At its April 11th meeting, the *Local Coordination Board for Transit* recommended the Board of Directors adopt the *Transit Coordination Plan*.

BOARD OF DIRECTORS ACTION REQUESTED:
That a member of the Board of Directors makes the following motion:

"Move to approve the adoption resolution for the *Transit Coordination Plan*."

Or

"Move to approve the adoption resolution for the *Transit Coordination Plan* the following changes made to the *Transit Coordination Plan*..."

Ozarks Transportation Organization Resolution # 2022-04

OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
ADOPTING THE TRANSIT COORDINATION PLAN 2022

Whereas, the Ozarks Transportation Organization is a recipient of FTA Section 5310 Enhancing Mobility for Seniors and Individuals with Disabilities; and

WHEREAS, the federal transit law requires a locally developed, coordinated public transit-human services transportation plan (CHSPTP) to guide Section 5310 project selection; and

WHEREAS, the Ozarks Transportation Organization signed an MOU with City Utilities - Transit and the Missouri Department of Transportation to complete the region's CHSPTP; and

WHEREAS, the Local Coordinating Board for Transit has conducted outreach to seniors and individuals with the Springfield region to identify transportation needs; and

WHEREAS, the Local Coordinating Board for Transit has identified strategies and developed an action plan for improving mobility for seniors and individuals with disabilities; and

WHEREAS, the Local Coordinating Board for Transit has complied these needs, strategies, and actions into the Transit Coordination Plan 2022;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors adopts the Transit Coordination Plan 2022 as the region's coordinated public transit-human services transportation plan.

I, David Cameron, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 19th day May, 2022.

_____

David Cameron
Secretary of the Ozarks Transportation Organization Board of Directors



Transit Coordination Plan 2022

Board of Directors Adoption: _____

In Cooperation With:

Loats Transit 1971 - 2021 50 | OZARK SENIOR CENTER | THE BUS CU TRANSIT SERVICES | SWI INDUSTRIAL SOLUTIONS | empower: abilities | SeniorAge AREA AGENCY ON AGING | Burrell Behavioral Health | MoDOT

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Special Thanks

Local Coordination Board for Transit

Brandie Fisher, City Utilities Transit, Chair

Jeff Robinson, OATS, Inc

Bill Achor, Ozark Senior Center

Shelby Butler, Empower:Abilities

Haley Powell, SeniorAge

Linda Starr, SWI Industrial Solutions

Leslie McCafferty, Burrell Behavioral Health

Ex Officio Members

Eva Steinman, FTA Region 7

Christy Evers, MoDOT

Janette Vomund, MoDOT

Zeke Hall, MoDOT

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Background

Ozarks Transportation Organization (OTO) identifies an increasing need to plan for and address the mobility needs of the Springfield Region. A network of transportation providers and human service agencies support the transportation system, however gaps in service exist due to constrained resources and limitations in fixed-route and demand response services. Given the lack of available funding, coordination can help reduce the strain on resources by effectively applying the assets of multiple agencies to common problems.

The OTO's *Transit Coordination Plan* (TCP) fulfills the federal requirements of a *Human Services Transportation Plan* (HSTP) enacted under the Bipartisan Infrastructure Law. This legislation builds upon three previous federal transportation bills: the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users* (SAFETEA-LU) adopted in 2005 , the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) adopted in 2012 , and the *Fixing America's Surface Transportation* (FAST) Act adopted in 2015 .

The TCP is intended to identify needs and gaps in human service transportation services for seniors and individuals with disabilities in the OTO study Region. The TCP will be used to guide the use of funds from the Section 5310 *Enhanced Mobility for Seniors and Individuals with Disabilities* Program.

Requirements

As outlined in the authorizing legislation, the Transit Coordination Plan must comply with the following five requirements.:

1. An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
2. An inventory of available services that identifies areas of redundant service and gaps in service;
3. Strategies to address the identified gaps in service;
4. Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and,
5. Prioritization of implementation strategies.

Planning Process

This planning process was led by the OTO's Local Coordination Board for Transit. This group met six times from

REQUIREMENTS

1. *An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;*
2. *An inventory of available services that identifies areas of redundant service and gaps in service;*
3. *Strategies to address the identified gaps in service;*
4. *Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and,*
5. *Prioritization of implementation strategies.*

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Traditional Projects

◊Capital Projects Designed to Meet the Special Needs of Seniors and Individuals with Disabilities

◊Vehicle Purchases are a common use of these funds

Non-Traditional Projects

◊Projects that Exceed ADA Requirements

◊Projects that reduce dependence on paratransit services

◊Alternatives to Public Transit for Seniors and Individuals with Disabilities

February 2021 to May 2022 to (1) discuss the creation and administration of a survey, (2) identify needs, and (3) create and prioritize strategies and actions to meet the identified needs. Community outreach included a project website, social media outreach, and a survey made available to seniors and individuals with disabilities. The survey was distributed to these groups through mailings, posters, and discussed on a local senior radio show.

Plan Adoption

The Local Coordinating Board for Transit completed the development the Transit Coordination Plan on April 11, 2022. At this final meeting, the LCBT voted and referred the plan to the OTO Board of Directors for final adoption. Prior to the OTO Board of Directors meeting on May 19,2022, the Transit Coordination Plan was made available for a 30-day public comment period. A legal ad was also published on April 18 in the Springfield News-Leader to advertise the comment period.

Section 5310 Program Description

The Section 5310 Program provides funding to help improve the mobility for seniors and individuals with disabilities, by removing barriers to transportation services and expanding the transportation mobility options available. The Bipartisan Infrastructure Law requires at least 55% of the Section 5310 Program to be spent on capital public transportation projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The FAST Act, the current federal transportation authorization, maintains the 55% requirement. These projects are referred to as Section 5310 Traditional projects.

The other 45% may be used for capital and operating projects that 1) exceed the requirements of the ADA, 2) improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, or 3) public transportation alternatives that assist seniors and individuals with disabilities with transportation. These projects are referred to as Non-Traditional projects.

OTO Program Structure

The OTO's current Section 5310 program is governed by a Memorandum of Understanding (MOU) negotiated between the OTO, MoDOT, and City Utilities of Springfield. This MOU established:

1. CU as the designated recipient of Section 5310 funds
2. CU is responsible for managing its portion of Section 5310 funds

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3. OTO as responsible for planning and project selection,
4. MoDOT as responsible for grant management for funds awarded to subrecipients other than CU

The grant management stipulation is specifically targeted toward the administration of vehicle purchases. Any changes to the structure of the OTO's project selection process included in this plan could result in the need to renegotiate the MOU.

Geographic Boundaries

The OTO study area has a population of about 340,000 people covering 428 square miles. Greene County is the fifth -largest county in the state of Missouri and Christian County is among the fastest growing counties in the United States. The communities of Willard, Springfield, Strafford, Republic, Battlefield, Nixa, Ozark, and Fremont Hills are included in the study area, though Fremont Hills is not a member of the OTO. By the year 2045, the population of the OTO region is expected to reach about 490,000.

Destination 2045

Destination 2045 is the Springfield Region's long-range transportation plan. The principles and strategies included in *Destination 2045* are carried out through a variety of short-range transportation plans and programs. All federally funded projects, including Section 5310, must be consistent with the principles identified in *Destination 2045*.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short-term implementation element of *Destination 2045*. The TIP is the schedule of transportation improvements planned by various agencies in the Springfield Region. This document is updated every year and covers a four-year period. All projects selected for inclusion in the TIP must be consistent with the principles in the long-range transportation plan.

Important Considerations

Finding ways to maximize the region's existing funding is an important component of this planning. Coordinating transportation services or fully implementing a mobility management program are two important ways to ensure existing services are fully utilized.

COORDINATED TRANSPORTATION

Coordinated transportation arises when agencies, jurisdictions, and nonprofit organizations work together to eliminate duplications to improve the quality of service and maximize transportation services for seniors,

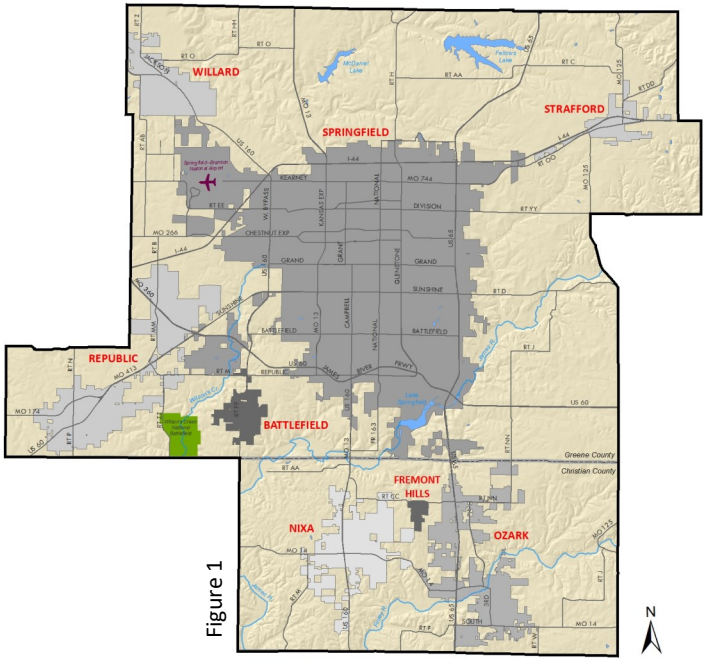


Figure 1

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"Mobility management involves the creation of staff resources to focus on the transportation needs of seniors and individuals with disabilities, matching them with the available transportation resources"

individuals with disabilities, and people with low-incomes. The benefits of coordinated transportation include:

1. Increased productivity: more trips or more passengers per trip
2. Increased efficiency: reduced costs
3. Enhanced mobility: increased access to jobs, health care, services, social events, etc.

There are many levels of coordination, examples ranging from:

1. Sharing information between agencies: this includes transportation providers, those who fund projects, and those with clients who have a transportation need.
2. Sharing resources across agencies, such as allowing the use of agency vehicles by other agencies during down time periods, jointly scheduling services or vehicles and drivers, purchasing contracts, maintenance facilities, etc.
3. Sharing rides and providing rides to clients of other agencies under cost-sharing agreements or purchasing rides on vehicles of other agencies.
4. Consolidating the delivery and management of transportation services.

Federal agencies have been working to remove program barriers to coordination, to develop policies that would incentivize coordination, and to provide resources to support these efforts. Under the FAST Act, FTA announced a new discretionary pilot program, Section 3006(b), for innovative coordinated access and mobility, open to Section 5310 recipients and sub-recipients, to assist in financing projects for seniors and individuals with disabilities that improve coordination or transportation services and non-emergency medical transportation services.

MOBILITY MANAGEMENT

Mobility management is an innovative approach for managing and delivering coordinated transportation services to customers, including individuals with disabilities and seniors. Changes in demographics, shifts in land use patterns, and the creation of new and different job markets require new approaches for providing transportation services, particularly for customers with transportation needs. Mobility management focuses on meeting individual customer needs through a wide range of transportation options and service providers.

Mobility management involves the creation of staff resources to focus on the transportation needs of seniors and individuals with disabilities, matching them with the available transportation resources. Mobility managers apprise the public about available transportation options, allowing them to make better decisions. The mobility managers role can go beyond trip

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referrals or booking, and can include working to increase the availability of services and improving their efficiency, effectiveness, and quality. Mobility management activities eligible for funding include:

1. Operating transportation brokerages to coordinate service providers, funding resources, and customer needs.
2. Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes.
3. Supporting local partnerships that coordinate transportation services.
4. Staffing for the development and implementation of coordination plans.
5. Providing travel training and trip planning activities for customers.
6. Developing and operating traveler call centers to coordinate travel information, manage eligibility requirements, and arrange customer travel.
7. Planning and implementing the acquisition and purchase of intelligent transportation technologies to operate a coordinated system.

Conclusion

The OTO's *Transit Coordination Plan* (TCP) fulfills the federal requirements of a *Human Services Transportation Plan* (HSTP) enacted under the Bipartisan Infrastructure Law. The planning process for the TCP was led by the OTO's Local Coordination Board for Transit. This group met six times from February 2021 to May 2022 while developing this plan. The TCP will help guide funding decisions for the OTO's allocation of Section 5310 funding. This program provides funding to help improve the mobility for seniors and individuals with disabilities, by removing barriers to transportation services and expanding the transportation mobility options available.

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The OTO covers a geographical area of about 428 square miles in the Springfield region. The municipalities within the MPO area include the cities of Battlefield, Fremont Hills, Nixa, Ozark, Republic, Springfield, Strafford, Willard and the northern half of Christian County and a large portion of Greene County.

This regional profile includes important demographic characteristics and information on transit services available to residents of the OTO planning area. The OTO planning area has many regional transit assets. City Utilities, OATS, and several human service agencies provide transit services in the OTO planning area. Within Springfield, residents are served by fixed route and paratransit services. Outside of Springfield OATS and several human services provide transportation services.

Demographics

An understanding of the population makeup is vital for determining transit needs in an area such as the Ozarks Transportation Organization (OTO). This section analyzes three key populations: seniors, individuals with limited incomes, and individuals with disabilities. Within the seven member communities in the OTO planning area, there are just over 37,300 individuals with at least one disability. Additionally, the population of seniors over 65 has increased 24% since 2010. City-level median household incomes in 2015 within the OTO planning area range from just over $36,800 to just over $61,000.

Older Adults

Older adults may experience a loss of independence as they age. Vision may fade, reaction times may slow, or arthritis may make driving physically painful. If these conditions occur, older adults can become dependent on public transportation. Table 1, on the next page, shows each jurisdiction's senior population in 2010, 2014, and 2019. Nixa, Springfield, Strafford, and both Greene and Christian counties have more than 15% of their respective populations above the age of 65, with Greene County having the highest percentage. Nixa has the highest percentage change in senior population from 2010 to 2015, with more than a 40% increase.

Within the OTO planning area, senior aged populations are concentrated in census tracts in southeastern Springfield, as shown in Figure 2. Other tracts with high percentages of seniors

"... there are over 37,300 individuals with at least one disability."

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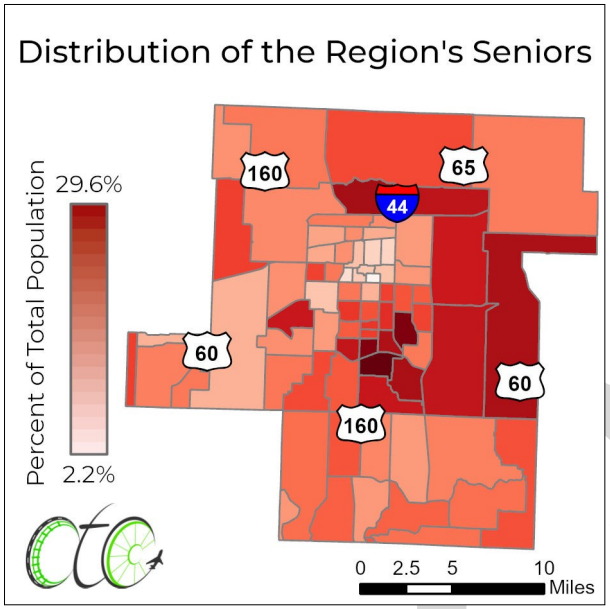


Figure 2

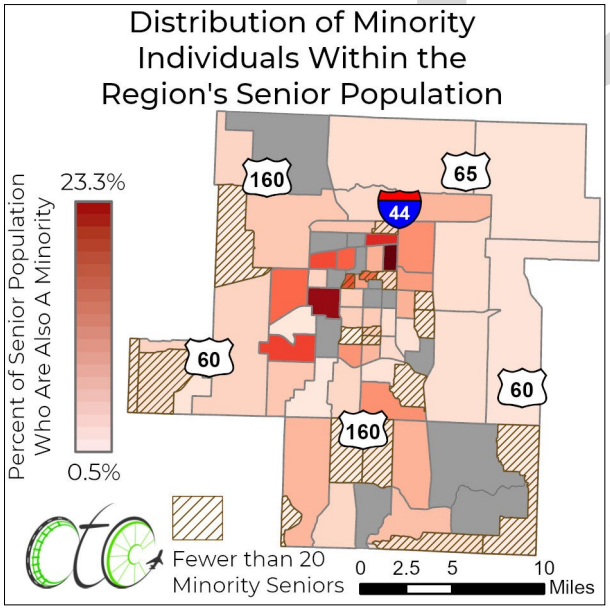


Figure 3

can be found in northern Springfield and on the eastern edge of the OTO area. Figure 2 reveals that several census tracts in the OTO planning area have no seniors of minority races. Many minority seniors are located within the City of Springfield.

Seniors within the OTO planning area have limited access to public transit services. Traditional public transit, specifically fixed route buses, do not extend to communities with high concentrations of seniors, such as Strafford or unincorporated Greene County, or census tracts along the periphery of Springfield. Seniors in these areas rely on services such as OATS, that offer daily or weekly service, rather than hourly.

Individuals with Disabilities

An individual with a disability may be unable to drive a personal vehicle and thus be dependent on public transportation. A visual or ambulatory impairment may prevent a person from physically driving a vehicle, while a cognitive impairment may prevent an individual from making the complex decisions needed to drive on today's busy streets. A total of 37,303 people living in the OTO's seven cities have at least one form of disability, which is approximately 16% of the combined municipal population. The cities of Nixa, Springfield, and Willard each have over 15% of their population with some form of disability as shown in Table 2. The City of Battlefield has the lowest percentage of individuals with disabilities, only 8.6%.

Table 1: Population Age 65 and Over

Jurisdiction	2010		2014		2019		Percent Change from 2010 - 2019
	Number	Percent	Number	Percent	Number	Percent	
Battlefield	487	8.7%	697	12.1%	674	10.8%	38.4%
Nixa	2,340	12.3%	2,379	12.0%	3,292	15.3%	40.7%
Ozark	1791	10.1%	2,553	13.9%	2,248	11.4%	25.5%
Republic	1,582	10.7%	1,644	10.8%	1,998	12.3%	26.3%
Springfield	23,121	14.5%	24,025	14.8%	26,172	15.7%	13.2%
Strafford	292	12.4%	274	12.2%	334	15.9%	14.4%
Willard	541	10.2%	583	10.8%	561	10.2%	3.7%
Christian CO	9,464	12.2%	10,621	13.3%	13,040	15.2%	37.8%
Greene CO	38,593	14.0%	40,976	14.6%	46,663	16.1%	20.9%

Data Source: U.S. Census Bureau. Census 2010 Table P12. 2010-2014 American Community Survey Table SO 101, 2015-2019 American Community Survey Table SO 101

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The City of Springfield has the highest percentage of individuals with ambulatory and independent living disabilities, 9.1% and 6.9% respectively. Residents with disabilities in Springfield are the only residents in the region with access to regular paratransit service offered by Springfield's City Utilities.

Figure 4 shows the spatial distribution of individuals with disabilities in the OTO planning area. There appears to be a concentration of disabled individuals in northwest and southeast Springfield. Figure 5 shows the spatial distribution of individuals of minority races with disabilities. Up to 29.2% of disabled residents in area census tracts are minority individuals, as shown in Figure 5. These minority residents seem to be concentrated in western and central Springfield.

Individuals with Limited Incomes

Income also has effects on transportation related activities. Users of public transportation systems rely on transit fares to be affordable and generally do not use private vehicles as a daily transportation option.

City-level median household incomes in 2015 within the OTO planning area range from just under $37,000 to just over $61,000. The City of Battlefield has the highest median household income at $61,373, while the City of Springfield has the lowest at $36,856. When comparing counties, Greene County has a lower median household income at $46,086, with Christian County at $60,645.

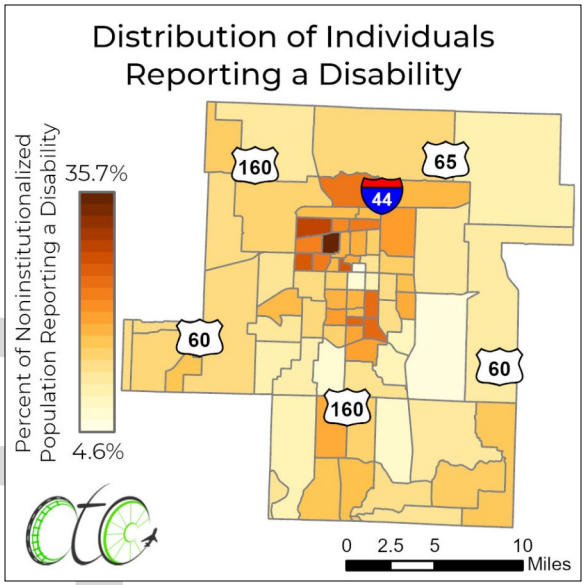


Figure 4

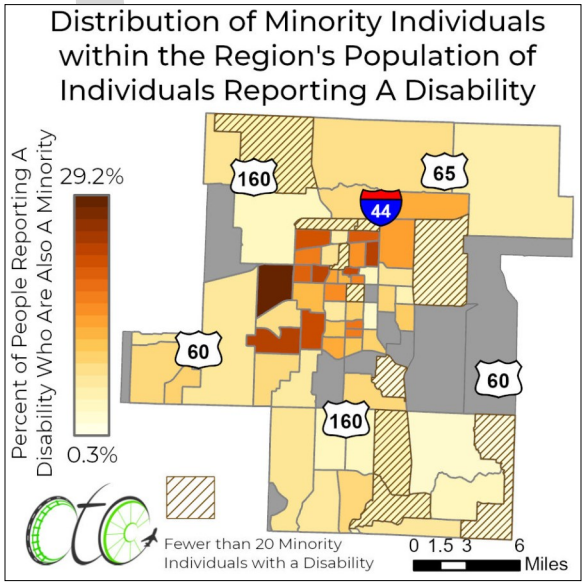


Figure 5

Table 2: Disabilities Across Jurisdictions

Jurisdiction	Total population with disabilities		With a hearing difficulty		With a vision difficulty		With a cognitive difficulty		With an ambulatory difficulty		With a self-care difficulty		With an independent living difficulty	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Battlefield	535	8.6%	166	2.7%	57	0.9%	215	3.4%	190	3.0%	55	0.9%	144	2.3%
Nixa	3,373	15.7%	1,166	5.4%	693	3.2%	1,419	6.6%	1,562	7.3%	564	2.6%	1436	6.7%
Ozark	2,041	10.5%	544	2.8%	476	2.4%	938	4.8%	921	4.7%	482	2.5%	708	3.6%
Republic	2,205	13.7%	606	3.8%	367	2.3%	939	5.8%	1,156	7.2%	351	2.2%	620	3.9%
Springfield	28,071	17.1%	8,401	5.1%	5,577	3.4%	13,173	8.0%	14,881	9.1%	6,545	4.0%	11,340	6.9%
Strafford	231	11.4%	69	3.4%	45	2.2%	105	5.2%	110	5.4%	40	2.0%	63	3.1%
Willard	847	15.5%	219	4.0%	145	2.7%	348	6.4%	315	5.8%	72	1.3%	137	2.5%
Christian CO	11,625	13.6%	3,841	4.5%	2,272	2.7%	4,613	5.4%	5,691	6.7%	2,143	2.5%	4,394	5.2%
Greene CO	42,985	15.0%	13,379	4.7%	8,472	3.0%	19,134	6.7%	22,452	7.9%	9,335	3.3%	16,190	5.7%

Source: 2015-2019 ACS Table, S1810

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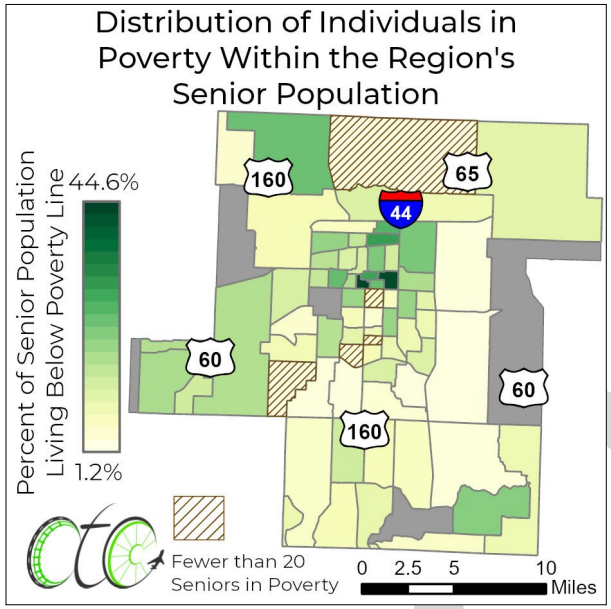


Figure 6

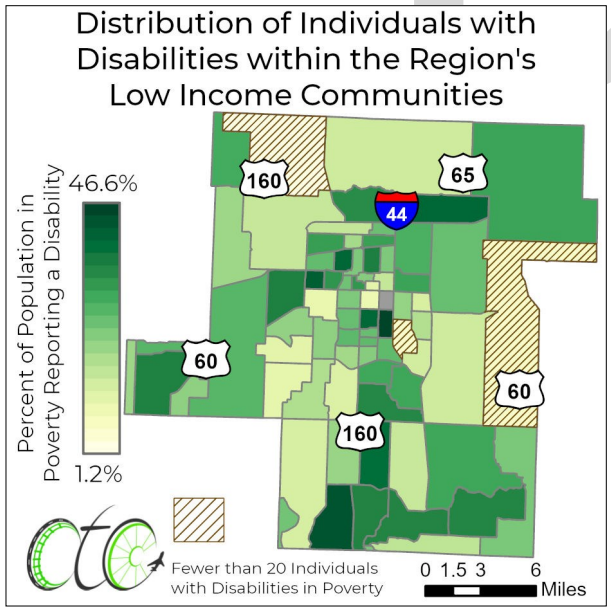


Figure 7

The federal poverty guidelines are generated annually and are based on family size and composition. Poverty is defined as a family's total income being less than the family's threshold. Low-income individuals and families are more likely to seek public transportation or other alternatives to the automobile.

As seen in Table 3, at least 12 percent of residents in Republic, Springfield, Strafford, and the entirety of Greene County have an income below the poverty level in 2019. Republic and Springfield have the highest percentage of elderly persons with an income below the poverty level.

The spatial distribution of seniors and individuals with disabilities below federal poverty levels are shown in Figures 6 and 7. Current data suggests no seniors are living below federal poverty levels in four census tracts.

There does appear to be concentrations of low income seniors in northern Springfield. Individuals with disabilities living below federal poverty levels are prevalent throughout the OTO planning area. There are no clear patterns to where these individuals live. Providers of public transportation will have to offer services throughout the region to serve these low income residents.

Regional Transit Assets

The OTO planning area has many regional transit assets. City Utilities provides fixed-route and paratransit services to Springfield residents. OATS Southwest Region offers a wide range of general public and specialty transportation services to 17 counties in Southwest Missouri. Area universities

Table 3: Income Characteristics in 2019

Jurisdiction	Median Household Income	Total Population			Age 65 and Over		
		Total	Below Poverty Level	% Below Poverty Level	Total	Below Poverty Level	% Below Poverty Level
Battlefield	$61,373	6,228	476	7.6%	674	15	2.2%
Nixa	$58,402	21,437	1,965	9.2%	3,227	234	7.3%
Ozark	$55,774	19,071	2,132	11.2%	2,130	231	10.8%
Republic	$55,964	15,977	1,910	12.0%	1,854	290	15.6%
Springfield	$36,856	156,333	35,831	22.9%	24,914	3,076	12.3%
Strafford	$45,811	2,001	264	13.2%	289	22	7.6%
Willard	$61,188	5,464	384	7.0%	510	56	11.0%
Christian CO	$60,645	84,672	8,433	10.0%	12,857	1,013	7.9%
Greene CO	$46,086	277,987	45,603	16.4%	45,023	4,184	9.3%

Data Source: 2015-2019 American Community Survey, Table B17001, S0101, S1903

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and human service agencies also provide valuable transportation services.

City Utilities

City Utilities is the primary fixed-route transit operator in the OTO planning area. Fixed-route service is provided within the City of Springfield seven days a week. City Utilities also offers a demand response paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition. CU Transit operates both day and night routes, as well as on weekends and holidays.

City Utilities has 28 fixed-route buses and six paratransit buses, as well as over 100 shelters and 170 benches. Hours of operation for transit in Springfield are Monday through Saturday 6:00 a.m. to 6:35 p.m., while night service is 6:10 p.m. to 11:10 p.m., Sundays are 7:10 a.m. to 11:10 p.m., and holidays are 8:10 a.m. to 6:10 p.m. The paratransit hours are the same as the fixed-route. City Utilities operates 365 days a year. There are 12 day routes, seven Saturday and evening routes, and four Sunday and holiday routes. There is also an app and web-based map called "Where's My Bus?" available so riders can select their route and see the location of the bus. Theses resources help riders better plan their transit trips.

Beyond operating the transit system, City Utilities has partnered with the City of Springfield to build sidewalks along bus routes and to construct ADA accessible bus stops. Using their Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and formerly New Freedom funding, this partnership has allowed for improved access along several major routes and near critical facilities.

Missouri State University

Missouri State University contracts with a private provider for regular shuttle service in and around the MSU campus. This service is available to the public at no charge. The MSU routes run days and evenings, with limited service when school is not in session.

MSU has multiple multi-modal parking facilities and transfer stations located across campus. The shuttle connects with downtown Springfield to service the University's expansion into the downtown area.

OATS, Inc

OATS is a private, not-for-profit transportation provider serving 87 counties in Missouri. The OATS Southwest region includes Barry, Barton, Christian, Dade, Dallas, Douglas, Greene, Jasper, Lawrence, Newton, McDonald, Ozark, Polk, Stone, Taney, Webster, and Wright counties. OATS provides demand response and nonemergency medical transportation to the general public for essential shopping, nutrition, medical, business, education, recreation, and employment. Schedules and fares vary by service area and service type.

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"Beyond operating the transit system, City Utilities has partnered with the City of Springfield to build sidewalks along bus routes and to construct ADA accessible bus stops."

In FY 2016, OATS provided transportation services to 4,665 individuals across their 17-county Southwest Region, supplying a total of 229,030 one-way trips. Greene County had the highest number of users with 30% of the total ridership, serving 1,418 individuals in FY 2016. In the Southwest region, approximately 19% of the trips were for medical purposes, 23% for employment purposes and 24% for essential shopping.

Inter-City Surface Transportation

The OTO region is currently served by two inter-city bus companies, Greyhound Lines, Inc., which serves over 2,400 destinations in North America and Jefferson Lines, which has stops in fourteen states and twenty stops in Missouri, including Springfield. There are 31 cities with Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Hollister, near Branson, is also served by Greyhound. The Greyhound bus stop in Springfield is on the western edge of Springfield at I-44 and Chestnut Expressway. Greyhound's service to Jefferson City, Kansas City, and St. Louis provides a connection to Amtrak service. Jefferson Lines uses the same stop as Greyhound in western Springfield.

Human Service Transportation Providers

Within the OTO planning area, several human service providers offer transportation services. Area sheltered workshops, Christian County Enterprises and SWI Industrial, offer transportation to and from work and to offsite jobsites. Burrell Behavioral Health and Arc of the Ozarks offer transportation to clients receiving services, such as youth residential treatment environments, individualized supported living units, substance abuse treatment centers, and adults looking to better integrate into the independent living environment. The Council of Churches of the Ozarks runs Daybreak Adult Daycare. Daybreak clients are provided transportation to the facility and recreational field trips. The region's Human Service Transportation Providers offer a vital service to the elderly and disabled population.

Private Transportation Providers

There are a number of private transportation providers in the OTO planning area. These include taxi companies, such as AB Taxi Service or Blue Express Taxi, charter services, such as J Howard Fisk Limousines, LTD, and companies specializing in non-emergency medical trips, such as Medi-Transit of Springfield, Inc. or Eldercare

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Transit Service, and specialty transportation providers, such as Ability Transportation or the Ozark and Nixa senior centers.

Transit Catchment Area

Within the OTO planning area, transit providers serve many residents. Some residents have hourly service while others have service a few days a week. Additionally, some local providers offer regional services from outside the OTO planning area to Springfield. All these services combine to create a varied transit environment. Five OATS weekly express services increase the number of people with transit access into Springfield, possibly creating a new population in need of transit service within the city.

Fixed-route Access

Residents living within the City of Springfield are the people in the OTO planning area with access to traditional fixed-route transit service, as seen in Figure 8. By charter, CU can only provide service within the city limits of Springfield. Many residential areas commonly considered "in Springfield" are not eligible to receive fixed-route transit service. According to the 2019 OTO Performance Measure report, 83%

"According to the 2019 OTO Performance Measure report, 83% of housing units in the CU service area are within 1/4 mile of a bus stop."

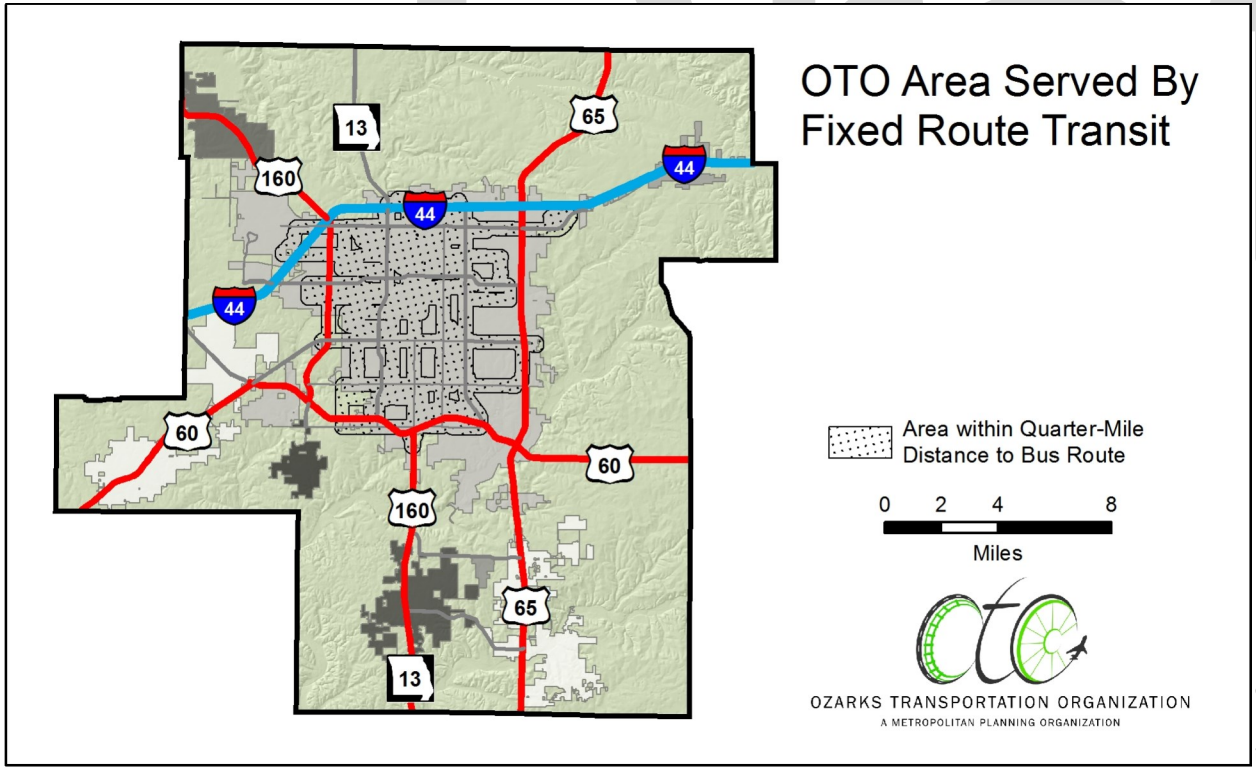


Figure 8

Figure 7

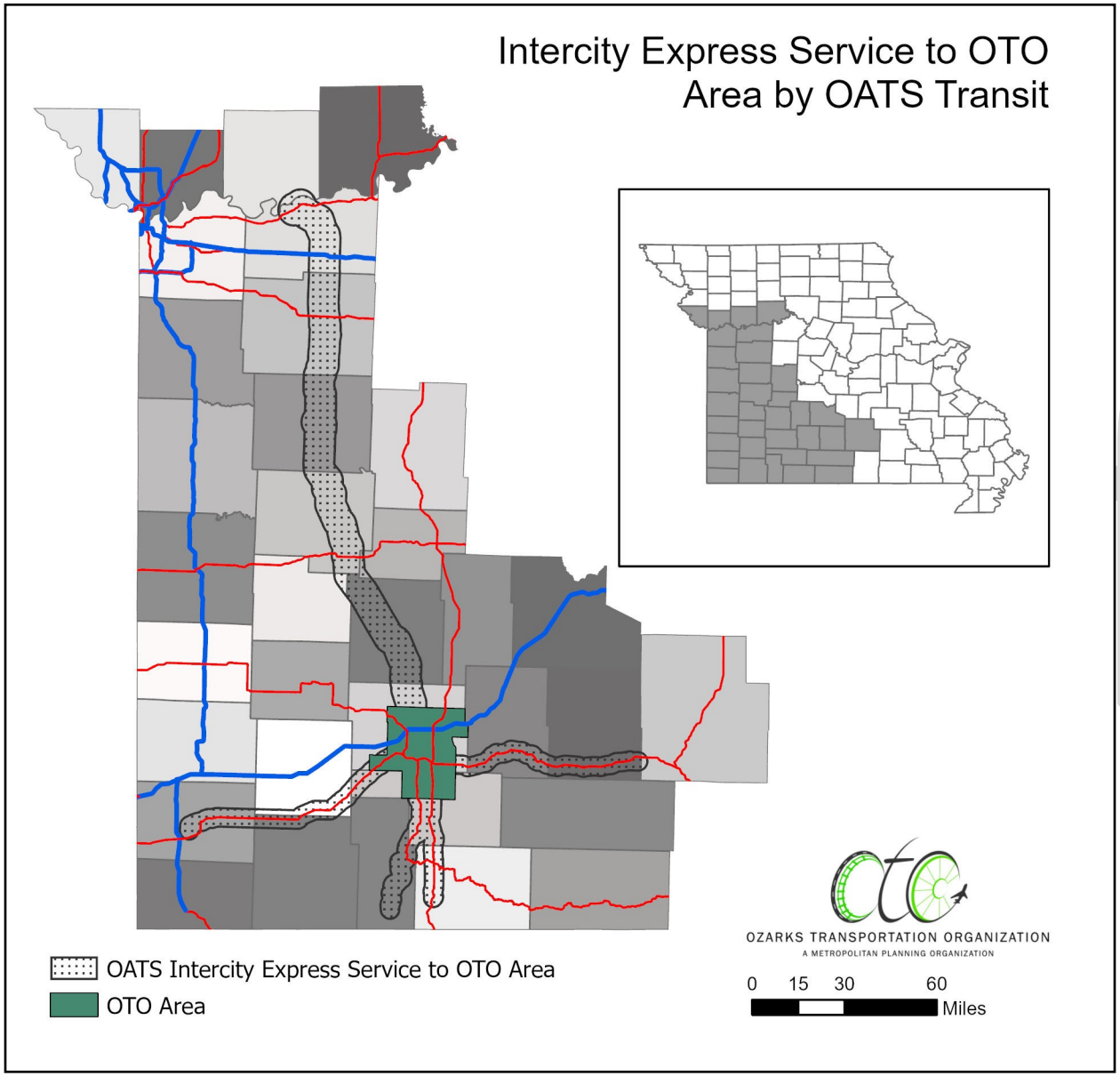


Figure 9

of housing units in the CU service area are within 1/4 mile of a bus stop. Regionally, that number is 45%. Over the last few years, housing growth has occurred away from fixed-route bus routes, resulting in a declining percentage of housing units near a bus stop. Fixed-route service is not offered to the Springfield-Branson National Airport.

OATS Intercity Express Routes

While OATS has historically provided connections from outlying counties to Springfield, it also has intercity deviated fixed-route service from Lawrence, Newton, Stone, Taney, and Wright counties to Springfield, as shown in Figure 9. The primary purpose of these trips is for medical appointments. OATS is currently traveling to various clinics throughout Springfield. An idea has been raised to take these passengers to the CU Transit Center so connections can be made to existing fixed-route bus routes. If OATS and CU choose to work together in the future, a new subset of transit user may be created. These users from surrounding rural communities, will not be familiar with CU's transit system, or Springfield as a whole, so special efforts will have to be made to ensure successful integration.

Christian County Service

OATS has recently entered into an agreement with CC-Links, the Christian

County's Senate Bill 40 Board, to provide service to the county's disabled residents. OATS will also supplement this service for individuals with disabilities with the creation of a rural route to serve the general population. The primary purpose of this service will be to provide employment-priority trips in Christian County.

Summary

Within the seven communities in the OTO study area, there are just over 37,300 individuals with at least one disability. Additionally, the population of seniors over 65 in individual OTO communities have increased between 4% and 41% since 2010. The OTO planning area has many regional transit assets. City Utilities provides fixed-routes and paratransit services to Springfield residents. OATS Southwest Region offers a wide range of general public and specialty transportation services to 17 counties in Southwest Missouri. Area universities and human service agencies also provide valuable transportation services. Within the OTO planning area, transit providers serve many residents. Some residents have hourly service while other have service a few days a week.

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Outreach was a critical component of this planning process. Seniors, individuals with disabilities, and individuals with low incomes were targets of a transit-user survey. Equally as important, the needs and long-term plan of area human service agencies and transportation providers were targeted with separate surveys. Results from the user survey, as well as the transportation provider and human service agency surveys, will guide the development of Strategies and Actions for this Transit Coordination Plan.

Two common themes continue to be found in the user survey results of the current planning process and the planning process in 2017. Users continue to express a desire to travel spontaneously and have greater flexibility in scheduling their trips. These themes helped the region understand the results of the 2017 TCP surveys, and these themes continue to provide beneficial insights for the current survey.

The human service agencies and transportation providers shared needs related to funding, expanding services to meet existing demand, and expanding transportation related infrastructure. Capital was another important need shared by these agencies.

User Needs

Seniors, individuals with disabilities, and individuals with low incomes were targets of a transit-user survey . The LCBT's key implementation tool for the Transit Coordination Plan is the Section 5310 program, a program focused on these three groups of individuals. These groups were targeted through mailings, social media posts, an in-person site visit, and a guest appearance on a radio show targeted at area seniors. The outreach resulted in the identification of two key themes: spontaneity and flexibility. The involvement process, survey results, themes, gaps, and needs will be discussed below.

Involvement Process

Outreach efforts were designed to engage with seniors, individuals with disabilities, and individuals with lower incomes. A survey was the primary engagement tool, available digitally and in print. Surveys, or links to digital surveys, were made available or advertised:

- via a press release announcing the beginning of the survey period

OUTREACH

- **61** Completed User Surveys
- **3** Completed Human Service Agency Surveys
- **2** Completed Transportation Provider Surveys

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- at the CU Transit Center as part of CU's Rider Appreciation Day during Communities in Motion Week
- on CU fixed route buses
- on several OATS routes
- at the Ozark Senior Center
- in a postcard mailed to active registered users of Access Express
- shared on Facebook by the OTO and Empower:Abilities, the region's independent living resource center
- during a guest appearance on Prime Time, a weekly radio show hosted by SeniorAge, the local Area Agency on Aging

A total of 61 surveys were completed.

Survey Results

Understanding who completed this survey is important to understand the results. Fifty-two percent of respondents did not have a valid driver's license, and sixty-seven percent were unable to drive themselves to their desired destinations.

Fifty-six percent of those surveyed reported having a disability, and 40% are over the age of 65. Of those with reported disabilities, 60% had a physical disability and 29% had a visual disability. Eighty two percent of those who responded to the survey live within a city (Springfield, Nixa, Battlefield, etc.), with 55% living in Springfield. Citizens of Battlefield, Ozark, Republic, Springfield, and Strafford, along with citizens of smaller communities surrounding the OTO area, completed the User Survey.

Overall, respondents were satisfied with their primary and secondary modes of transportation. Many respondents expressed appreciation for existing services and had positive things to say about transit drivers. For the six modes of transportation reported as a primary means of travel, between 65 and 100% of respondents reported that their specific primary mode met their needs 'well' or

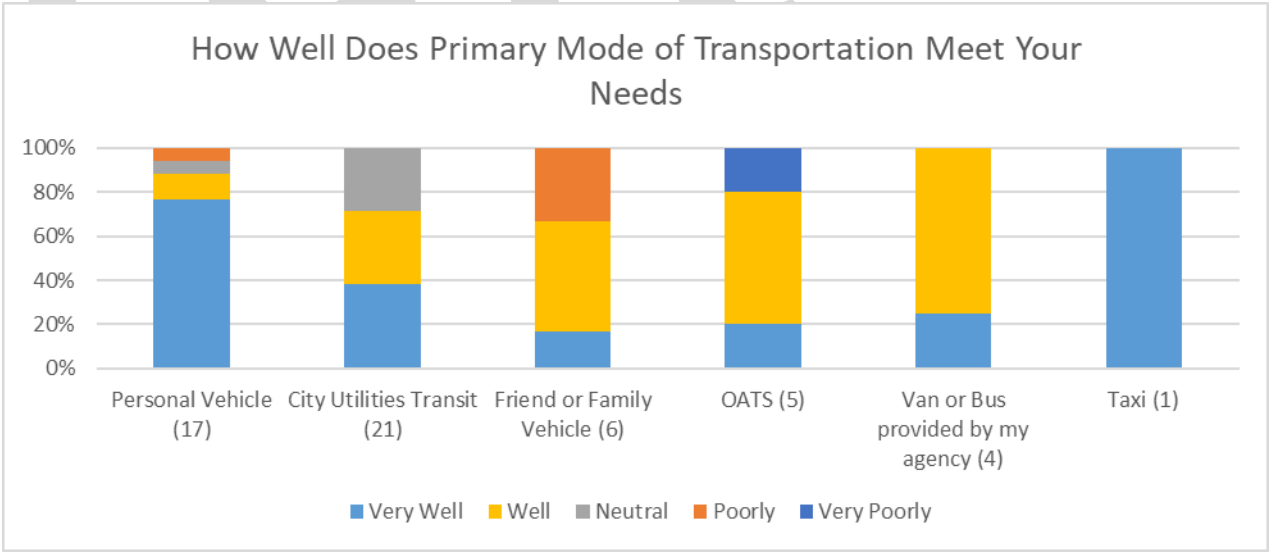


Figure 10

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'very well', as shown in figure 10. While most respondents felt their secondary mode of transportation also met their needs, there was more dissatisfaction expressed when compared with their primary modes. Responses of 'neutral', 'poorly', and 'very poorly' were more common on the questions related to secondary modes of transportation.

Seniors, individuals with disabilities, and persons with limited incomes found a common set of destinations difficult to visit, as seen in figure 11. Some destinations, including 'work', 'school/

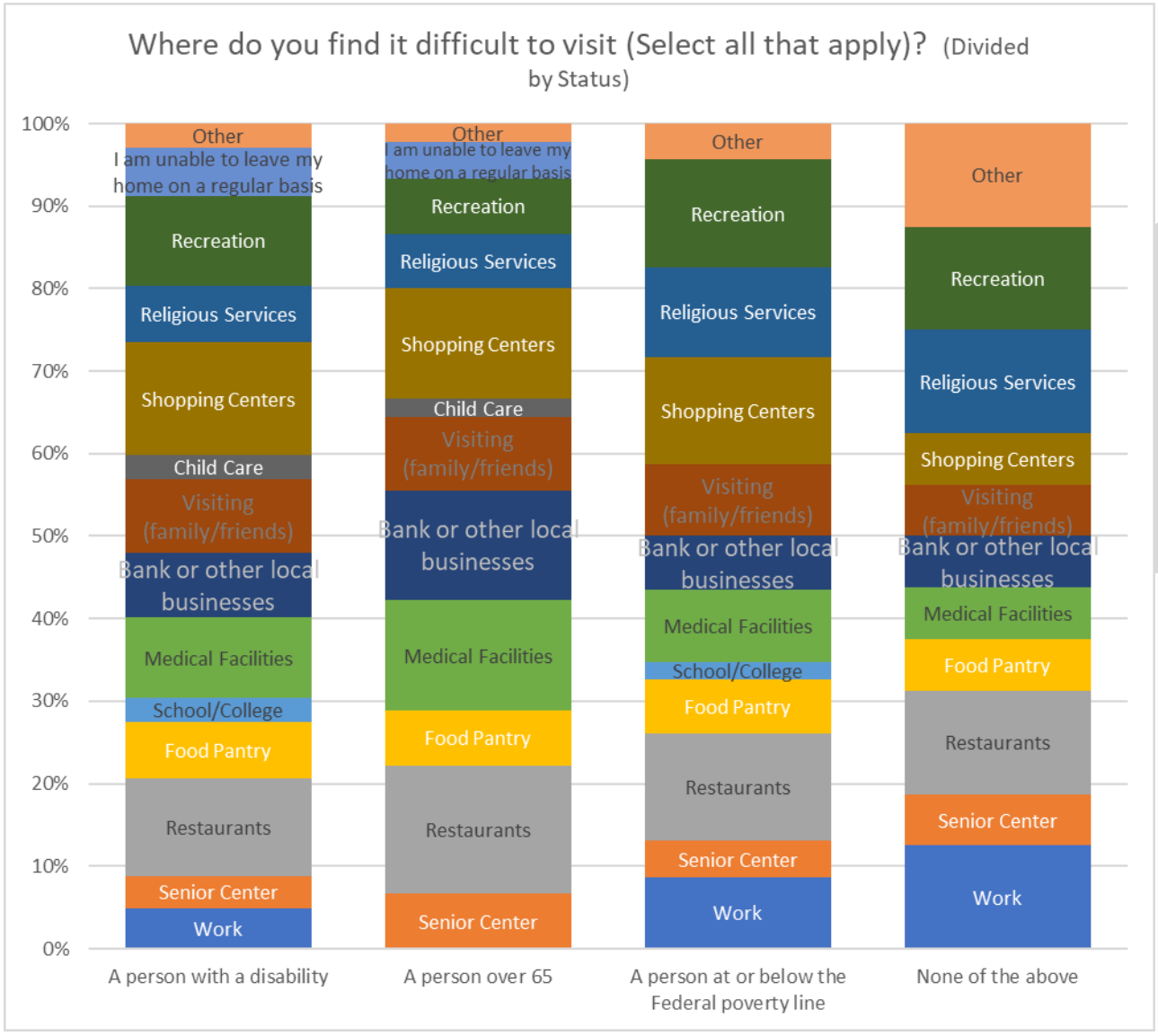


Figure 11

Themes

Spontaneity

Flexibility

college', 'child care', were not selected by members of every population group. Given the limited number of overall responses, we should be careful not to read too much into this exclusion of certain categories. These groups face very similar challenges, but we can also assume each population has unique challenges.

Overall, users of area transportation services are satisfied with their basic ability to travel in the region. They recognize the limits of their mobility and are happy to have choices. All primary modes of transportation were viewed in a positive or neutral way. Users simply wanted to see services expanded or improved.

Understanding Themes

The two themes identified in the 2017 Transit Coordination Plan, spontaneity and flexibility, continue to accurately reflect the needs expressed in the current user survey. The ability to travel spontaneously and build flexibility into one's travel plans are benefits of traveling in a personal car that do not extend to those seniors and individuals with disabilities traveling by transit in the Ozarks. These common themes will help ensure a stable focus for the region's Section 5310 funding programs.

Spontaneity: People responding to the User Survey continue to desire the ability to travel spontaneously. Transportation providers have limited schedules in many parts of the region and may require a few days' notice to secure a ride. In 2017, one user spoke of not using Access Express in over two years because of the large lead times needed to secure a trip. In the current survey, a respondent spoke of the challenges of traveling on Sundays due to service limitations. Picking spontaneous destinations is another issue common to the two surveys. Users wanted to go to casinos, garage sales, Silver Dollar City, fairs, or bingo in the 2017 survey. In the current survey, people mention beauty shops, nail salons, and generically reference destinations outside of Springfield. The need to travel outside of the metro area, or spontaneously travel to specific small businesses is a common challenge to people without a personal car.

Flexibility: Another theme found in both User Surveys is flexibility. Both surveys included anecdotes of people dealing with time-based scheduling limitations. In the current survey, one respondent shared the need to secure last-minute transportation after a planned medical procedure extended beyond regular service times. In 2017, one respondent spoke of the need to call multiple times a week to schedule trips for his son's daily trips to the Developmental Center of the Ozarks (DCO) because of limitations on scheduling future trips.

Challenges related to travel spontaneity and flexibility are not unique to the Ozarks. These are challenges common

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to all people who lack a personal automobile in all but a select few of America's largest cities. However, these universal challenges do mean that a common set of solutions can be deployed to improve people's lives.

Identifying Service Gaps

Five service gaps are identified in the current User Survey. These service gaps limit transit users' ability to travel spontaneously and with flexibility, two important themes found in the user survey. Three of the five service gaps identified here overlap with those identified in the 2017 Transit Coordination Plan. This highlights the long-term nature of challenges faced by transit users. By addressing these service gaps, OTO residents will be able to live life on their own terms.

Inter-city Connections: Rural residents indicated a lack of connections to urban communities and regional residents indicated a need for connections to communities outside of the region. Inter-city connections would provide the opportunity to access Southwest Missouri's many recreational destinations.

Trip Scheduling: Users expressed a need to schedule both long-term and short-term trips. Because of the limited operating schedules and first-come-first-served nature of reservations, it is difficult to secure a trip on short-notice and most policies prevent making trips too far into the future. Once a trip is secured, users also wanted improved flexibility in scheduling return trips. The ability to call for pick-up rather than schedule ahead of time was desired. Scheduling trips to medical appointments was mentioned by several respondents.

Hours of Service: Many survey respondents referenced challenges associated with existing hours of operations. Some individuals ran into issues when medical appointments lasted longer than expected and caused return trips to fall outside existing service hours. Other individuals expressed a desire to travel during the evenings or during the weekends, times when some transit providers are closed.

First- and Last-Mile Connections: Transit users must often walk to access transit services and to access their final destinations. Complete sidewalk networks, sheltered bus stops, and accessible entrances help transit users safely, comfortably, and efficiently navigate their communities. Survey respondents mentioned sidewalk gaps, adverse weather conditions, and challenges entering homes and businesses as obstacles faced when traveling throughout the region.

Service Frequency: Respondents expressed a desire for more frequent transit services during existing hours of service. This included shorter times between buses and having buses run in both directions on existing fixed route loops. Respondents also mentioned the

2017 User Identified Service Gaps
Inter-city Connections
Trip Scheduling
Hours of Service
Access to special events/ destinations
Veterinarian Trips
2022 User Identified Service Gaps
Inter-city Connections
Trip Scheduling
Hours of Service
First- and Last-Mile
Service Frequency

*Service gaps shown in **Bold** are common between the 2017 and 2022 surveys.

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A lack of intercity connections, and limited hours of service and service frequency… limit user's ability to travel spontaneously and flexibly.

limited daily capacity of demand-response services. Enhanced frequency makes it easier to travel to multiple destinations in a singe day and reduces exposure to inclement weather.

Summary

Two key themes and several service gaps have been identified from the user survey. Transit users want to travel spontaneously and have scheduling flexibility when traveling. A lack of intercity connections, and limited hours of service and service frequency, amongst other issues, limit user's ability to travel spontaneously and flexibly. Addressing the five gaps identified in this survey is critical to improving transit service in the Ozarks. These themes and gaps align closely with the results of the 2017 survey, lending support to these conclusions.

Human Services and Transportation Provider Needs

A diverse range of human service agencies and transportation providers were targeted for outreach. The agencies targeted include nursing homes, area agencies on aging, autism support organizations, sheltered workshops, state mental health offices, and employment focused organizations. Transportation providers included taxis, charter companies, public transportation providers, senior centers that offer transportation services, non-emergency medical transportation providers, among others. The overall response to this survey was low, but the input was useful. A total of five agencies and transportation providers responded. The involvement process, survey results, themes, and needs will be discussed below.

Survey Process

Regional human service agencies and transportation providers were sent letters to solicit participation. Two surveys were created to reach out to these groups. The "human service agency" survey was aimed at organizations that did not own or provide transportation services. The survey focused on how they assisted their clientele with transportation needs. The "transportation provider" survey was aimed at local transportation companies and human service agencies that provide transportation services. The survey focused on how they assist their clientele and about the size and condition of their transportation fleet. The letters were sent to organizations included on the OTO Master Provider list, which contains human services agencies and transportation providers. It is updated as OTO staff learn of new providers around the region, as members of the LCBT provide input, and as letters are returned undeliverable. Two transportation providers and three human service agencies completed the survey.

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Survey Results

Of the two transportation providers completing the survey, one is a Private Non-Profit Transit provider, and one is a Public Transit provider. Both providers are struggling with staffing issues, timely vehicle acquisition, and resources to expand services. These agencies are also concerned by the continued growth of the senior population and their ability to coordinate services to meet the transportation needs of this growing population

Three human service agencies completed this survey. The agencies surveyed provide services for those who have disabilities, older adults, and those with income restrictions. They reported working with transportation providers, coordinating connections, and covering some of their clients transportation costs.

Identifying Needs

The provider and agency surveys show there is a need to grow transit services. Agencies report their clients living outside Springfield need expanded service areas to better access essential services and clients within Springfield need more efficient access to a wide range of destinations within Springfield. Transportation providers report rising capital costs, limited funding, and growing demands for service as their biggest challenges.

Additional needs were identified by members of the LCBT. Accommodating the growing number of senior caregivers, in addition to the overall growing senior population, will be a challenge for transportation providers. Transportation providers will also need to find ways to better coordinate services to more efficiently utilize the full capacity of existing buses and vans. Members of the LCBT also identified the long wait times associated with federally supported vehicles as a major problem. Staffing challenges during this tight labor market were another issue identified by the committee. Committee members also identified a need for human service agencies to continue finding partnership opportunities to control rising costs.

Summary

Human service agencies and transportation providers recognize a continued demand for existing transit services and a growing need for more regional services. Some regional and intercity services are being added but demand far exceeds the region's ability to expand.

Regional Needs

The results of the three surveys complement each other. The general satisfaction with available services revealed in the user survey corresponds with the high demand suggested by agencies and transportation providers.

Human Service Agency Identified Needs
Regional Service
Partnerships to Control Costs

Transportation Provider Identified Needs
Timely Vehicle Acquisition
Rising Costs
Staffing
Resources to support growing service opportunities
Senior Population Growth
Service Coordination

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The high demand also limits providers' ability to add a wide range of new recreational or one-time event destinations desired by users. Financial and staffing constraints are also important limiting factors in expanding services in the OTO area. The surveys also reveal a need to expand transit-associated pedestrian infrastructure. This infrastructure provides important first- and last-miles connections as transit users travel between bus stops and their destinations. Strategies and specific action items to address these gaps will be addressed in the following section.

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Strategic Framework

Four strategies have been identified for the 2022 Transit Coordination Plan's strategic framework. This framework will guide the types of action items included in this plan. The strong relationship between the framework and the needs/themes will ensure future LCBT actions improve transportation opportunities in the OTO planning area. Strategies were identified for the framework by looking at past policies, the current needs survey, and drawing on the institutional knowledge of the LCBT. These four strategies include:

1. Education and Advocacy
2. Improve mobility services and infrastructure
3. Expand mobility services and infrastructure
4. Regionalize service

This section explores these strategies.

Education and Advocacy

Education is an important component of any effort to improve transportation in the OTO planning area. The Ozarks is home to a wide range of transportation providers. Many providers target specific populations, so it is important provider information is available in an organized way. Additionally, there are many community groups, including the Community Partnership of the Ozark's (CPO) *Let's Go Smart: Transportation Collaborative*, that are focused on the transportation needs of people who do have, or choose not to use, an automobile. Partnering with these existing groups will magnify the impact of each individual group and help reduce duplication of programs. Finally, the challenges associated with a growing senior population, including increased demand for public transportation services, will require consistent funding that grows over time. This strategic framework will include actions that address this education and advocacy.

Improve Mobility Services and Infrastructure

The region must continue to find and capitalize on opportunities to improve existing transit services. This could include replacing aging rolling stock, making trip reservations more flexible, or improving transit stops and sidewalk infrastructure. Many of these opportunities were mentioned in survey responses and by members of the LCBT. Similarly, finding new sources of operating funds will help reduce the cost burden on local tax boards and

"Many providers target specific populations, so it is important provider information is available in an organized way."

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> *"Truly regional service will make it possible for people outside of Springfield to effectively travel without an automobile."*

families paying for transportation out of pocket. This strategic framework will include actions that promote this improvement of existing services and infrastructure.

Expand Mobility Services and Infrastructure

Residents and community leaders want to expand the scope of existing transportation services and see new services added. To support this desired growth, new rolling stock must be purchased, facilities expanded, and sponsors for these new programs found. The introduction of a formal mobility management program would also allow the region to expand services through better coordination. The LCBT and the OTO especially recognize a need for programs and service enhancements that make it easier to get to work. This strategic framework will include actions that facilitate these expansions to existing mobility services and infrastructure.

Regionalize Services

The needs assessment revealed a strong desire to have more transit services available between our region's seven cities and a higher level of service in communities outside of Springfield. While technically an expansion of services offered, the clear need requires deliberate action. Truly regional service will make it possible for people outside of Springfield to effectively travel without an automobile. This strategic framework will include actions that facilitate this regionalization of services.

Summary

Taken together, these four strategies create a framework for addressing the service gaps identified in the needs survey and the needs identified by members of the LCBT. Multiple specific actions will be identified to help implement each strategy. These actions will be discussed in the following section.

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Actions and Implementation

The 2022 Transit Coordination Plan will guide transit improvements through its action items and its implementation matrix. The section outlines concrete actions and responsible parties for implementing each action. Together, these actions and implementors form the core of the Transit Coordination Plan.

Actions

The strategic framework guided the identification and organization of action items. All action items address a need or gap identified in the needs assessment. Some actions involve the LCBT, while others represent staff-level investigation and action. Overall, the implementation of these actions will result in markedly better mobility for seniors and individuals with disabilities.

Education and Advocacy

The OTO should continue to update and distribute its transit providers brochure to educate residents about the services available and eligibility requirements. This is a low-cost action with a significant impact. Additionally, the OTO should continue to support and participate on the CPO's *Let's Go Smart: Transportation Collaborative*. This group has buy-in from many community organizations and represents an efficient way for the OTO and the LCBT to advocate for positive change to the region's transportation system for non-drivers. Finally, the region must identify ways to educate and advocate to maintain existing funding and for new funding for programs benefiting seniors and individuals with disabilities. The expected growth in the senior population will strain existing programs if current funding is not maintained and new sources found to meet future demand.

Improve Mobility Services and Infrastructure

Several actions have been identified in an effort to improve existing services. Section 5310 funding will be an important source of funding for replacing high mileage rolling stock. Maintaining reliable equipment will help ensure consistent transit service is available. This funding can also be used to improve aging, non-compliant sidewalks, and improve accessibility at bus stops. Infrastructure improvements might also be made through the implementation of walkability programs or ADA-Transition plans. While funding for changes is not available through the

Strategies

Education and Advocacy

Improve mobility services and infrastructure

Expand mobility services and infrastructure

Regionalize service

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Actions and Implementation

Section 5310 program, the LCBT will support any effort to implement same-day, will-call return trip, or other flexible methods of trip scheduling.

The region will also look for potential sources of operational funding. This might include directing one-time allocations to operations or identifying new partnerships as sources of long-term funding. There may be a time the LCBT considers directing some Section 5310 funding to operations, such as continued shortages of new transit vehicles or budget shortfalls associated with rising wages. There is strong support for maintaining a focus on vehicle purchases with Section 5310 funds, but there may be situations where operational funding may be more critical.

Finally, the OTO will also seek to identify ways to improve the timely delivery of replacement vehicles awarded with Section 5310 funding.

These actions would improve mobility services and infrastructure in the Ozarks

Table 4: Action Items by Strategy

Strategy	Action
Education and Advocacy	• Continue distribution of OTO's transit provider brochure • Support local initiatives that encourage ridesharing and non-motorized transportation in partnership with the CPO's *Let's Go Smart: Transportation Collaborative* • Support existing and expanded funding for elderly and disabled service and transportation programs
Improve Mobility Services and Infrastructure	• Continue Section 5310 funding for replacement vehicles • Improve facilities and infrastructure used by transit riders and other non-motorists for first- and last-mile trips, including accessibility improvements • Support policy changes allowing same-day, will-call return trip, or other flexible methods of trip scheduling • Identify sources of short- and long-term operational funding for transportation services, including possible future use of Section 5310 funds. • Identify ways to improve the timely delivery of replacement vehicles awarded with Section 5310 funding
Expand Mobility Services and Infrastructure	• Continue Section 5310 funding for new vehicles • Expand the network of facilities and infrastructure used by transit riders and other non-motorists for first- and last-mile trips, including accessible connections • Investigate and support implementation of vanpools and other employment-related transportation programs • Investigate and support implementation of higher frequency transit services along key transportation corridors • Support and assist efforts to implement a formal mobility management program in the region • Identify ways to improve the timely delivery of new vehicles awarded with Section 5310 funding
Regionalize Services	• Investigate and support implementation of higher frequency transit services between communities • Investigate and support implementation of regular transit services within communities throughout the OTO area

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and would address service gaps identified in the needs assessment

Expand Mobility Services and Infrastructure

Several actions have been identified to expand existing services and infrastructure. The Section 5310 program will be an important source of funding for adding new rolling stock to the region's vehicle inventory. This funding can also be used to expand the region's sidewalks and expand transit coverage. While beyond the scope of the Section 5310 program, action will be taken to investigate and support employment related transportation, such as vanpools or other forms of ridesharing. The Community Foundation of the Ozarks (CFO) has recently launched a 'Let's Get To Work' fund to support access to employment. Identifying ways for the LCBT to support this initiative will be important. Additionally, the OTO will investigate and support the implementation of higher frequency transit services along key transportation corridors. The OTO will also look for ways to support and assist efforts to implement a formal mobility management program in the region. Finally, the OTO will also seek to identify ways to improve the timely delivery of new vehicles awarded with Section 5310 funding. These actions would expand mobility services and infrastructure in the Ozarks and would address service gaps identified in the needs assessment.

Regionalize Services

In addition to the expansion discussed above, there needs to be special attention paid to the regionalization of existing services. Human service providers and transit users all expressed a desire to travel between communities more easily. OATS offers some services between and within our communities, but there are opportunities to increase frequency, expand eligibility, and add destinations. To this end, the OTO will investigate and support implementation of higher frequency transit services between and within our communities. These new regional services could be funded with a mix of FTA grants, new funding commitments from OTO member communities, and partnerships with existing county senior and developmental disability tax boards.

Summary

The purpose of this Transit Coordination Plan is to guide regional action towards enhancing mobility for seniors and individuals with disabilities. The actions identified here will provide concrete steps towards addressing the mobility obstacles identified during our public outreach. The actions were developed in light of the complex nature of transit funding and operation, and the OTO's role within the region.

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Actions and Implementation

Table 5: Implementation Matrix

Strategy	Action	Responsible Agency	Priority
Education and Advocacy	Continue distribution of OTO's transit provider brochure	OTO	Medium
	Support local initiatives that encourage ridesharing and non-motorized transportation in partnership with the CPO's *Let's Go Smart: Transportation Collaborative*	OTO, LCBT, Service Agencies, Transportation Providers	Medium
	Support existing and expanded funding for elderly and disabled service and transportation programs	OTO, LCBT, Service Agencies, Transportation Providers	Low
Improve Mobility Services and Infrastructure	Continue Section 5310 funding for replacement vehicles	LCBT	High
	Improve facilities and infrastructure used by transit riders and other non-motorists for first- and last-mile trips, including accessibility improvements	OTO, LCBT	High
	Support policy changes allowing same-day, will-call return trip, or other flexible methods of trip scheduling	LCBT, Transportation Providers	Low
	Identify sources of short- and long-term operational funding for transportation services, including possible future use of Section 5310 funds.	OTO, LCBT	Low
	Identify ways to improve the timely delivery of replacement vehicles awarded with Section 5310 funding	OTO	High
Expand Mobility Services and Infrastructure	Continue Section 5310 funding for new vehicles	LCBT	High
	Expand the network of facilities and infrastructure used by transit riders and other non-motorists for first- and last-mile trips, including accessible connections	OTO, LCBT	High
	Investigate and support implementation of vanpools and other employment-related transportation programs	OTO, Human Service Agencies	Medium
	Investigate and support implementation of higher frequency transit services along key transportation corridors	OTO, Transportation Providers	Medium
	Support and assist efforts to implement a formal mobility management program in the region	OTO, Transportation Providers	Low
	Identify ways to improve the timely delivery of new vehicles awarded with Section 5310 funding	OTO	High
Regionalize Services	Investigate and support implementation of higher frequency transit services between communities	OTO, Transportation Providers	Medium
	Investigate and support implementation of regular transit services within communities throughout the OTO area	OTO, Transportation Providers	Low

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Implementation

Implementation of the Transit Coordination Plan will involve the direct action of the LCBT and the cooperation of partner organizations. The LCBT will continue project selection for Section 5310 funds. Partner organizations will be responsible for creating and funding plans to improve and expand mobility services. Individual communities must develop plans to improve and expand their sidewalk networks. Transit providers must seek creative partnerships to maximize every dollar available for projects benefiting seniors and individuals with disabilities. The OTO can utilize the wide range of federal funding programs available to it to support this implementation and the formation of creative partnerships. A coordinated effort is need to improve the transportation options available to seniors and individuals with disabilities.

Table 5, shown on page 38, describes the expected implementation of the 2022 Transit Coordination Plan. Each action is associate with one of the four strategies. A responsible party and a priority level have also been established for each action. This table will guide LCBT action in the next five years.

Responsible Agencies

Responsible agencies have been identified for each action included in the Transit Coordination Plan. The LCBT is responsible for several actions. These actions center on the Section 5310 funding program. The OTO will be responsible for updating the transit providers brochure, improving timeliness of vehicle delivery, and providing staff support for most TCP actions. Transportation Providers, like OATS and CU Transit, will be responsible for evaluating their internal policies. Finally, all human service agencies, transportation providers, including the LCBT itself, will be responsible for educating local and state leaders on funding needs. All agencies involved in this planning effort play an important role in the implementation of the TCP.

Prioritization

A simple prioritization method was used in this planning process. High priority actions are directly related to the OTO's allocation of Section 5310 funding. The administration of this program is a critical responsibility of the LCBT. As a result, these actions are high priorities. Medium priority actions relate to known community priorities or priorities found in other OTO plans. These actions are important to the region and bear a direct relationship to the LCBT's focus on enhancing mobility for seniors and individuals with disability. By joining with the broader region, the LCBT's efforts will be multiplied. The remaining actions are given a low priority. These actions still represent important steps towards enhancing mobility for seniors and individuals and disabilities, but they lack the direct Section 5310 funding or

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broader community support of the high and medium priority actions.

Summary

The implementation of the Transit Coordination Plan is dependent on the cooperation of all partner organizations. TCP actions will help address many of the issues identified the needs assessment, and the subsequent regional cooperation will build social capital. Ultimately, seniors, individuals with limited incomes, and individuals with disabilities will have access to improved mobility services.

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OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

TAB 10

BOARD OF DIRECTORS AGENDA 5/19/2022; ITEM II.I.

***American Recovery Plan* Section 5310 Funds**

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

On March 11, 2021 President Biden signed the *American Rescue Plan* (ARP). The ARP appropriated $50,792 in Section 5310 *Enhanced Mobility of Seniors and Individuals with Disabilities* funding for the OTO area. The OTO's *Local Coordinating Board for Transit* (LCBT) voted on April 11 to recommend OATS receive the entire allocation of ARP Section 5310 funding.

The LCBT's current recommendation matches its recommendation for a similar allocation of Section 5310 funds allocated to the region in *the Coronavirus Response and Relief Supplemental Appropriations Act* (CRSSAA). Both allocations were intended for operational expenses at transit agencies serving seniors and individuals with disabilities. OTO staff followed the same process to identify local agencies that have experience receiving FTA funding for transit operations for both the CRRSAA and ARP Section 5310 allocations.

Both OATS Transit and CU Transit have a long history of complying with FTA regulations for multiple grant programs. CU Transit has declined to apply for either the ARP or CRRSAA Section 5310 funding and has supported awarding the funds to OATS Transit. OATS Transit has used the CRRSAA funding to support access to vaccine clinics and to supplement transportation contracts with local agencies serving seniors and individuals with disabilities. OATS intends to continue supplementing existing service contracts with the ARP Section 5310 funding.

The ARP and CRRSAA programs include an exemption from needing to add newly funded operational projects to a region's Transportation Improvement Program (TIP). As a result, ARP funding can be awarded without a TIP amendment.

LCBT COMMITTEE RECOMMENDATION:
The LCBT voted to recommend OATS Transit receive the entire $50,792 in Section 5310 funding included in the American Rescue Plan.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes the following motion:

"Move to award OATS Transit the entire $50,792 of American Rescue Plan Section 5310 funding."

Or

Move to direct staff to consider the following:

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

April 4, 2022

Andy Thomason
Senior Planner
Ozarks Transportation Organization
2208 W Chesterfield Blvd., Suite 101
Springfield, MO 65807

Local Coordinating Board for Transit
Ozarks Transportation Organization
2208 W Chesterfield Blvd., Suite 101
Springfield, MO 65807

RE: Section 5310 ARP Recommendation

Please accept this letter as a summary of PMP deviations for awarding American Recovery Plan Section 5310 funds. The congressional emphasis on funding operations and on expending the funds expeditiously, along with the relatively small amount of funding, led staff away from conducting a normal solicitation process.

First, the OTO's solicitation process is geared toward vehicle purchases and 'New Freedom' type sidewalk projects. It would have taken time to retool the process to accommodate operational-type projects. Second, most applicants for OTO Section 5310 funds are not familiar with FTA requirements for using operational funds. Substantial training and education would be required to prepare these applicants to receive the ARP funds from the FTA. Finally, the limited amount of available funding made it more difficult to justify the time necessary to openly solicit projects and set new applicants up to use FTA operational funds.

As a result, staff reached out to the two providers in the OTO region already using FTA operational funds, OATS Transit and City Utilities – Transit. OATS Transit had a project under development that benefited seniors and individuals with disabilities and would allow them to spend the money in a timely fashion. CU Transit was supportive of OATS Transit's project and supported OAT Transit receiving all available Section 5310 ARP funds. The OTO also reached out to MoDOT and learned they felt the OATS Transit project could be shepherded through the FTA grant process in a timely manner.

Although a normal solicitation was not followed, OTO staff believes the project proposed by OATS Transit represents a good use of the region's Section 5310 ARP funds. The Local Coordinating Board for Transit and the OTO Board of Directors retain full discretion to reject this project and choose to follow a different process.

Please let me know if you have any questions about the process followed to recommend this project sponsored by OATS Transit.

Respectfully,

Andrew L Thomason

Andrew Thomason, AICP
Senior Planner

City Utilities
Connecting Our Community

City Utilities Transit
1505 N Boonville Ave
Springfield, MO 65803

Ozarks Transportation Organization
Local Coordinating Board for Transit
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Dear Ozarks Transportation Organization:

City Utilities Transit is writing this letter in support of OATS receiving 100% of the *American Rescue Plan*, or ARP, Section 5310 allocation that was designated to the Springfield area. OATS serves a vital role in our region of providing safe and reliable transportation to seniors and rural communities. Their programs supplement the regular fixed route and paratransit service that City Utilities provides, as well as provides service to many residents outside of the City Utilities service area. We believe that supporting the programs operated by OATS is a very appropriate use of these resources.

Sincerely,

Matthew Crawford
Director of Transit

American Recovery Plan Act of 2021

Section 5310: Special Appropriation for Operations

Project Data Form

Sponsor Information

Organization: OATS, Inc.
Contact Person: Dorothy Yeager, Executive Director
Street Address: 2501 Maguire Blvd.
Suite: 101
City: Columbia
State: MO
Phone: 573-443-4516
Fax: 573-874-1914
Email: djyeager@oatstransit.org
Website: www.oatstransit.org
DUNS: 20361762
FEIN: 43-1016961
Congressional District: 1 through 8

Does sponsoring agency annual gross revenue exceed 80% or more in federal awards?: NO

Does the sponsoring agency's annual revenue equal or exceed $25,000,000?: YES

Have your operations been impacted by the COVID-19 Pandemic?: YES

Project Data

Project Title: Pandemic Transportation Support for Seniors & Individuals with Disabilities

Section 5310 ARP funds for operational-type projects cover 100% of project costs. Please provide the amount of federal operational funding required for this project: $ 50,792

Project Description: OATS Transit currently supports multiple service projects across the MPO area involving transport of senior citizens & disabled. This grant would further support current services while facilitating development of closer partnerships with agencies and family units currently unable to access affordable transportation otherwise. It may also facilitate expansion services with multiple county senior tax boards, Senate Bill 40 boards, & DMH support services within the OTO area.

Project's Relation to the OTO's *Transit Coordination Plan*: The third strategy outlined in the OTO's Transit Coordination Plan is "Expand Mobility Services and Infrastructure." This project will allow OATS to continue expanding support for Seniors and Individuals with Disabilities in the OTO region.

Signature

Printed Name: Dorothy Yeager
Title: Executive Director
Signature: Dorothy Yeager
Date: 4/7/2022

TAB 11

AASHTO JOURNAL (https://aashtojournal.org/)



U.S. Department of Transportation Secretary Pete Buttigieg (*seen above*) sketched out his agency's "top priorities" in relation to proposed fiscal year 2023 spending in testimony before two different Senate committees over the past two weeks.

Before the Senate Committee on Appropriations on April 28 (https://www.appropriations.senate.gov/hearings/a-review-of-the-presidents-fy-2023-funding-request-and-budget-justification-for-the-us-department-of-transportation-), Buttigieg highlighted seven key FY 2023 USDOT spending priorities.

"Safety remains our top priority [with] the budget including funding to help address the crisis of deaths on America's roadways, as outlined in our National Roadway Safety Strategy," he said in his testimony (https://www.appropriations.senate.gov/hearings/a-review-of-the-presidents-fy-2023-funding-request-and-budget-justification-for-the-us-department-of-transportation-). "That includes $3 billion for the Highway Safety Improvement Program."

Other key initiatives include:



Photo via the USDOT

A total of $4 billion for its Rebuilding American Infrastructure with Sustainability and Equity or RAISE discretionary grants program (https://aashtojournal.org/2022/02/04/usdot-opens-up-next-round-of-raise-grants/) and its new Multimodal Projects Discretionary Grant (https://aashtojournal.org/2022/03/25/usdot-offers-2-9b-via-combined-multimodal-grant-program/) or "Mega" program. Through both of those programs, Buttigieg said USDOT would "support transportation projects that transform communities so that their residents no longer need to rely on bridge, tunnel, and port infrastructure that hasn't seen major updates in decades or even a century."

Some $23.6 billion for the Federal Aviation Administration to "enhance aviation safety, combat the effects of aviation on the climate, and improve our nation's infrastructure."

A $4.5 billion investment in Capital Investment Grants to advance 15 major transit projects that shorten commutes, increase access to jobs, and reduce congestion on U.S. roadways.

Investing $17.9 billion to "reverse decades of underinvestment in intercity passenger rail and make fast, reliable train service available to more people."

Investing $1 billion to build out a nationwide network of electric vehicle chargers (https://aashtojournal.org/2022/02/11/usdot-doe-launch-ev-infrastructure-formula-program/), so Americans in every part of the country have access to electric vehicles.

Establishing "ambitious" new fuel efficiency standards (https://aashtojournal.org/2022/04/08/nhtsa-issues-new-vehicle-fuel-mileage-standards/) to save U.S. household hundreds of dollars in fuel costs while preventing the emission of 2.5 billion metric tons of carbon dioxide.

Dedicating $111 million to "significantly enhance" the transportation capacity of "disadvantaged communities," along with $350 million invested in a new grant program for rural communities.

"We understand that the tremendous opportunity we've been given to help modernize our country's infrastructure comes with a profound responsibility to use taxpayer dollars efficiently and wisely – and to make resources more accessible to state and local governments so they can build good projects," Buttigieg explained to the Appropriations Committee.

"This type of infrastructure transformation only happens at most once every generation, and it only happens if we work together," he said.

He made similar comments in testimony (https://www.commerce.senate.gov/services/files/7C79D4DA-93BA-4CAF-86F4-F926C6A752FB) before the Senate Committee on Commerce, Science, and Transportation on May 3 (https://www.commerce.senate.gov/2022/5/department-of-transportation-fiscal-year-2023-budget-priorities).



USDOT's Buttigieg

"Another urgent priority is addressing the pandemic-driven supply chain disruptions and accompanying inflation, while also ensuring the nation's supply chains are resilient into the future," he said. "We've made available an unprecedented level of funding to modernize America's port infrastructure – all designed to help move record amounts of goods more quickly, and to stem the rising costs of shipping."

Buttigieg added that USDOT's proposed FY 2023 budget of $142 billion includes $36.8 billion in advance appropriations provided by the $1.2 trillion Infrastructure Investment and Jobs Act, enacted in November 2021, which should further help his department achieve its top near-term priorities.

"To keep making progress on supply chains to help move goods faster and fight inflation, we will invest a total of $680 million to modernize ports, $3 billion to improve the roadways that carry the majority of America's freight, and a total of $1.5 billion for CRISI [Consolidated Rail Infrastructure and Safety Improvements] grants to improve freight rail," he noted.

"That's just a sample of the improvements the American people will experience when they drive, fly, ride, and shop, as enhancing our transportation systems directly helps lower the transportation costs of goods and services," Buttigieg said.

050622 (HTTPS://AASHTOJOURNAL.ORG/TAG/050622/)

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BRIEFING ROOM

FACT SHEET: Biden-Harris Administration Releases Permitting Action Plan to Accelerate and Deliver Infrastructure Projects On Time, On Task, and On Budget

MAY 11, 2022 • STATEMENTS AND RELEASES

The Bipartisan Infrastructure Law is making a once-in-a-generation investment in America's infrastructure and competitiveness that will create good-paying union jobs, grow our economy, invest in communities, combat climate change, and help lower costs for families.

To make the most of these historic investments and ensure infrastructure projects are delivered on time and on budget, the Biden-Harris Administration is releasing a new Permitting Action Plan to strengthen and accelerate Federal permitting and environmental reviews by fully leveraging existing permitting authorities, as well as new provisions in the Bipartisan Infrastructure Law.

The Action Plan outlines the Administration's strategy for ensuring that Federal environmental reviews and permitting processes are effective, efficient, and transparent, guided by the best available science to promote positive environmental and community outcomes, and shaped by early and meaningful public engagement. Taken together, these new steps will help strengthen supply chains, lower costs for families, grow our clean energy economy, revitalize communities across the country, support good-paying jobs, and deliver infrastructure investments on task, on time, and on budget without unnecessary bureaucratic delay.

Long overdue improvements to our nation's ports, airports, rail, and roads will help ease inflationary pressures, create conditions for businesses to thrive, and strengthen supply chains – which will ultimately lower costs for families. Building new clean energy generation and transmission projects will improve access to affordable clean energy that powers homes and businesses at lower costs. Responsible and sustainable domestic sourcing of critical minerals and materials will power our clean energy economy and reduce reliance on unreliable foreign supply chains. And delivering clean residential water supplies, high-speed internet, healthy forests and open space to all Americans, especially those historically underserved, is critical to

make us stronger.

The Action Plan is the latest example of the Administration taking action to swiftly deliver the benefits of infrastructure investment to the American people through well-designed projects that support the President's ambitious climate and clean energy goals. Putting the Action Plan into place will result in better permitting outcomes, enhanced predictability for project sponsors, and increased accountability across Federal agencies to execute efficiently and effectively.

The Permitting Action Plan is built on five key elements that will help ensure the timely and effective delivery of crucial upgrades to America's infrastructure.

Accelerating Smart Permitting through Early Cross-Agency Coordination

Ensuring early coordination and effective communication across Federal agencies is critical for moving infrastructure projects forward efficiently and on-time. Under the Permitting Action Plan, the Administration will:

- Leverage the interagency Federal Permitting Improvement Steering Council's expanded authorities under the Bipartisan Infrastructure Law to improve coordination among agencies, help avoid and resolve potential conflicts and bottlenecks, identify and share best practices, and accelerate information sharing and troubleshooting;
- Convene sector-specific teams of experts to facilitate interagency coordination on siting, permitting, supply chain, and related issues, and promote efficient and timely reviews;
- Leverage the Department of Transportation's Interagency Infrastructure Permitting Improvement Center to help facilitate environmental review and permitting for Bipartisan Infrastructure Law-funded transportation projects by developing guidance, sharing best practices, coordinating reviews, tracking project milestones and outcomes, and exploring innovative approaches;
- Develop and prepare new approaches to permitting and environmental review that help address common issues, eliminate duplication, and site and design projects in a way that reduces resource conflicts and incorporates a climate-smart approach; and
- Work to reform outdated permitting laws and regulations, such as the Mining Law of 1872, to establish stronger environmental, sustainability, safety, Tribal consultation, and community engagement standards.

Establishing Clear Timeline Goals and Tracking Key Project Information

Communities and project proponents all benefit from having clear information about the schedules, key milestones and deadlines, and public comment opportunities for the environmental review and permitting of major projects. Timeline goals and up-to-date information increase accountability, encourage efficiency, enable greater public participation in project decisions, and build greater trust in government. Under the Permitting Action Plan, agencies will:

- Create permitting schedules with clear timeline goals that are both ambitious and realistic, contain relevant milestones, and meet all requirements in applicable law to complete environmental review and permitting in a sound and timely manner;
- Increase transparency and accountability by tracking key project information, including timetables and milestones, on the Federal Permitting Dashboard; and
- Identify the lead Federal agency that will be responsible for working with other agencies in the permitting processes to develop and implement coordination plans, interagency agreements, or other tools designed to ensure sustained and effective coordination and accountability.

Engaging in Early and Meaningful Outreach with States, Tribal Nations, Territories, and Local Communities

Proactive, early, and ongoing engagement with the public, including disadvantaged, underserved, or overburdened communities, and State, Tribal, local, and territorial partners is fundamental to delivering timely projects that serve the needs and priorities of communities across the country. As part of a robust engagement strategy, which will help inform agencies' decision-making, agencies will:

- Consult with affected Tribal Nations as early as possible, in a sustained manner, and in a fashion that respects the Nation-to-Nation relationship;
- Proactively partner and coordinate with relevant State, territorial, and local governments as early as possible and in a sustained manner; and
- Review and update policies, procedures, and staffing to ensure that the public, including disadvantaged communities, has a meaningful opportunity to participate in decision-making.

Improving Agency Responsiveness, Technical Assistance, and Support

Providing responsive technical assistance and support helps project sponsors, permit applicants, affected communities, Tribal communities, and other stakeholders navigate the environmental review and permitting process effectively and efficiently. To address this need, agencies will:

- Identify, share, or develop resources, trainings, and tools to help stakeholders navigate the environmental review and permitting process effectively and efficiently; and
- Review environmental review and permitting information collection requirements to help consolidate or simplify reporting requirements, and identify ways that information can be collected more efficiently.

Using Agency Resources and Environmental Reviews to Improve Impact

Timely, informative environmental reviews that are guided by the best available science and help deliver positive environmental and community impact require sufficient levels of skilled agency staff and effective use of budgetary resources. Agencies should therefore:

- Prioritize available resources to address workforce needs and implementation of the initiatives in this Action Plan;
- Use best practices for accelerated hiring and coordinating with other agencies to efficiently use existing resources, such as conducting collaborative field studies and funding liaison positions; and
- Use technology, data, and tools to efficiently and holistically assess environmental and community effects, including information on climate change effects, and identify ways to use new technology to collect, analyze, share, and publicly communicate relevant information.

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Digital Future Daily
How the next wave of technology is upending the global economy and its power structures

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Dude, where's my (self-driving) car?

By **DEREK ROBERTSON** | 04/28/2022 04:11 PM EDT

Presented by FTX

One of the most consistent and tantalizing visions of the future has been streets full of self-driving cars, liberating humans from the wasteful, dangerous tedium of driving.

So... where are they?

The technology has been accelerating wildly, and right now you can take an actual self-driving taxi in Arizona. Elon Musk promises driver-free Teslas at... well, some point. Nearly every major auto manufacturer is at least testing driverless vehicles, forcing policymakers into serious, grinding regulatory debates over their safety.

But most people have never been in one, and it's not clear when truly autonomous cars will change things in the way that futurists imagine. Self-driving cars have emerged as an acid test for what it takes to bring a truly disruptive new technology into the real world. They combine technology, infrastructure, lawmaking and just plain *habit* in a way that few other sectors of our lives do.

Given all the research, money, and hype around the technology, one can be forgiven for getting a little impatient and asking… when does the self-driving future, not just the prototype version, really arrive? With help from my colleague Tanya Snyder, who writes about self-driving tech for Politico's transportation team, we reached out to a group of experts in ethics, robotics, and more, and asked them the same simple question: **What today is the biggest obstacle to the widespread adoption of self-driving technology?**

- **Ryan Calo**, Professor of Law at the University of Washington: **The biggest roadblock is not law.** The federal government and several states have given the green light. The biggest roadblock is that robotics is hard.

- **Thomas Gilbert**, PhD candidate in Machine Ethics and Epistemology at UC Berkeley: **Public roads are multi-modal — they have to be accessible** to cars, pedestrians, cyclists, and scooters. The problem would be a heck of a lot easier if tech companies just took over roads and redesigned them so that only self-driving tech could use them. In that case, the tech would be a lot like the automated shuttle systems regularly used at airports and on metro lines. China knows this, which is why it is building smart cities from scratch with specialized highways and lanes that are exclusive to self-driving vehicles.

- **Ariel Wolf**, Partner and Autonomous and Connected Mobility Practice Chair at Venable LLP: **One of the biggest challenges facing the autonomous vehicle industry today** is the conflation of AVs with driver-assistance systems. They are not the same thing.

  Driver-assistance systems, which are present on many vehicles available for sale to the public today, always require a human driver in the vehicle, ready to take over at any time. Autonomous vehicles, on the other hand, are specifically designed to remove human involvement from the driving task. The ongoing conflation of these two very different technologies is causing public confusion and inhibiting AV deployment.

Beyond that, a federal framework that promotes AV scalability and deployment would go a long way toward maximizing the demonstrable safety, mobility, and economic benefits of AVs.

- **Meg Leta Jones**, Associate Professor in Communication, Culture & Technology at Georgetown University: **The biggest challenge to self-driving cars is the biggest challenge to most major social changes:** infrastructure. We want to integrate cool new things, but new things rely on old things. Fixing streets and signs and sidewalks paves the way to a particular vision of a cleaner, more accessible future.

- **Cindy Grimm**, Professor of Robotics, Oregon State University: **You could deploy autonomous cars today** — *if* you limited where they went/what part of the city they could operate in, kept them under 25 mph, created their own lanes for them (think bus lanes), and only deployed them on good-weather days. The current sensor plus algorithm technology is capable of handling "normal" driving conditions, which is what your average car/driver experiences 99 percent of the time.

  On the legislative/policy/social side, I don't think we, as a culture, are willing to accept something that just (at random, as far as we can perceive) injures or kills people, with no one to point a finger at to blame. At some point that cost-benefit analysis will shift — the benefits of (potentially) having a lot fewer cars on the road or less traffic or not having to pay for a car will outweigh our outrage or discomfort at having no specific person to blame for autonomous car accidents. But it may be a while.

A message from FTX:
FTX guiding principles promote safe and equitable access to digital assets, creating strong investment opportunities for Americans. **The FTX US application before the Commodity Futures Trading Commission (CFTC)** is intended to expand access to digital-asset products for all investors, promote competitive markets in the U.S., and better position the U.S. as a marketplace for digital assets globally. **Get the facts on our application here.**

TO BOLDLY GO

Who gets to build the future?

Today in Politico Magazine, contributing editor Nancy Scola has a profile of Alondra Nelson, the first Black woman to head the White House's Office of Science and Technology Policy. Even aside from that first, she's an unusually interesting person for the role: For one, she's a female sociologist in a job usually occupied by male physicists (and most recently by Eric Lander, the genomics powerhouse forced to resign after allegations of abusive conduct in the workplace).

Also we're pretty sure she's the only OSTP director to have founded a listserv for Afrofuturism

On a policy level, she said she plans to use her role to push for equity and fairness in tech, as well as "a rights-preserving vision of what technology should do in the world."

Here's an excerpt of the profile, revealing some of Nelson's thinking about crypto and AI:

"In March, Biden issued an executive order telling the executive branch to really start thinking about how to tackle cryptocurrencies like Bitcoin and Ethereum. Her office pushed for a handful of provisions, driven by the idea that getting the technology right helps fix failings before they can spin out of control. They came away with a set of specific duties, like exploring what it would take, technically, to create a central bank digital currency. Nelson, notably, put out her own statement highlighting crypto's possible upsides: It could, she said, be 'cheaper and more efficient than traditional financial instruments.' It could also be more equitable, if past mistakes are avoided. She pointed out in the statement that households of color, lower-income households and disabled households are more likely to be unbanked. 'Digital assets could help close this gap," she wrote. "But this won't happen by accident; it has to be done by design.'

Nelson's biggest policy push is the creation of a so-called AI bill of rights. When Nelson arrived at the White House, she would later say through a spokesperson, it became clear that there were plenty of people trained on the harms of 'Big Tech.' She opted to go beyond 'beating up on Facebook and TikTok' and move the conversation up one level of abstraction to establishing some sort of consensus on the rights free people can expect in a democratic society. The goal is to focus less on mopping up messes and more on fixing the machinery at the start. Going 'upstream,' Nelson calls it."

AFTERNOON SNACK

The concept of the self-driving car has been around for nearly as long as the regular one. (In 1925 a rogue inventor drove a radio-controlled car through the streets of Manhattan.) But today here at DFD, we'd like to pay tribute to one particular imagined version of the technology: The "Johnny Cab," the self-driving taxi that inspires Arnold Schwarzenegger's chagrin in the 1990 sci-fi blockbuster "Total Recall."

The film is based on a 1966 story by Philip K. Dick titled "We Can Remember It For You Wholesale," which features an early fictional example of a "robot cab" — and even the naivete displayed by some AI interfaces still today. The protagonist demands the cab take him to "Recall," the mysterious group at the heart of the story's conspiracy. The response, as narrated by Dick: "'Recall what, sir or madam?', the robot driver of the cab inquired respectfully."

As depicted in "Total Recall," this early projection of a robo-taxi is played for laughs — see this breakdown from Victoria Scott at *Jalopnik* of its utterly implausible automotive technology.

But… who knows? Between Elon Musk's fascination with sci-fi and his habit of planting pop-cultural easter eggs in his products, don't be surprised if when you hop in a Tesla someday you find Robert Picardo's voice coming out of it.

Louisville Metro leaders looking at ways to slow traffic after increase in pedestrian deaths

Updated: 11:20 PM EDT May 10, 2022

Drew Gardner
Anchor/Reporter

LOUISVILLE, Ky. — State and local officials are working to reduce the number of pedestrians killed in traffic crashes after seeing a significant spike here in the Louisville Metro in recent years.

According to a study completed in 2021, Jefferson County saw a 68% increase in deadly or serious injury crashes involving pedestrians between 2013 and 2017.

Dirk Gowin with the Louisville Metro Department of Public Works says those numbers continued to go up in the years since, despite fewer cars being on the road during the pandemic.

"There were five routes that 43% of all o fatal pedestrian crashes occurred on those routes," Gowin said.

Those routes are:

- US 31W – Dixie Hwy., S 22nd St., W Market St.
- US 31E – E Main St., Baxter Ave., Bardstown Rd.

- KY 1020 – S 2ND St., Southern Pkwy., Southside Dr.
- Taylorsville Rd.
- Broadway

The public works department and the Kentucky Transportation Cabinet have targeted some of those routes for improvement, including the now completed Dixie Highway project and the proposed improvements to Bardstown Road set to begin this summer.

Bardstown Road Corridor redesign: What changes to expect, when construction will begin

"We want to put the dollars where people are dying. So our focus tends to be where we can spend the least amount of dollars and save the most amount of lives," Gowin said.

During a presentation to the Louisville Metro Council Public Works committee, council members told Gowin they would also like to see the second list of priority projects that focus on addressing traffic safety on less-traveled streets.

"About 10% of the calls to the District 21 office involve concerns with speeding in the community," Councilwoman Nicole George said.

Councilman Bill Hollander has had similar experiences in his district.

"I don't know that I have ever attended a public meeting in my district of any size without people talking about speeding," Hollander said.

Currently, installing speed bumps and curb extensions and adding streetlights on less traveled side roads often falls on council members to use their limited discretionary funds.

Councilman Anthony Piagentini suggested they be treated more like the city's road plan.

"We evaluate all these roads. We list them. We score them and the more money we put into it the further down the list we go and it's already planned out," Piagentini said.

Chris Glasser, with the organization called Streets4People, made a presentation for the committee suggesting ways to slow down city streets. According to Glasser, cities like Cincinnati and Detroit have recently announced projects to slow their streets.

Cincinnati allocated $500,000 in its 2022 budget to fund more than 200 pedestrian safety projects in 37 neighborhoods. The project is called Safer Streets Now and uses several different types of calming methods, including speed cushions. Speed cushions are similar to speed bumps but are spaced in a way that allows emergency vehicles to cross them without having to slow down.

Glasser believes Louisville could take a similar approach to address pedestrian safety here.

"It would be great to know that there's actually dedicated funding for stuff like this that it's not just a discretionary thing up to the individual council member," Glasser said.

The Louisville Metro Council is currently reviewing next year's budget and could make adjustments to allocate money for these types of projects, but no official plans have been announced.

The council is holding several public meetings on the budget, where citizens can weigh in on where they want to see tax dollars spent.

For a list of dates and times, click here.

Efforts to secure federal grant funding to expand I-44 in Springfield continue

By Frances Watson

Published: May. 2, 2022 at 9:51 PM CDT | Updated: 10 hours ago

SPRINGFIELD, Mo. (KY3) - Efforts to find additional funding to expand Interstate 44 in Springfield continue.

For the second time in two years, the Missouri Department of Transportation is applying for the Infrastructure Rebuilding America Grant. Officials are hoping to obtain $65.7 million to put towards a portion of the project that will widen the interstate from four lanes to six lanes.

“I-44 is the number one freight corridor at the moment. There are about 1.3 billion tons of freight that go through I-44. As you can imagine, with the supply chain issues and our current state of logistics, getting freight where it needs to be it’s a very big consideration,” said Debbie Parks, grant administrator for Ozarks Transportation Organization.

She and other stakeholders have reworked the grant proposal to include a smaller portion of the interstate for funding consideration.

Martin Gugle, assistant public works director for Springfield, says the need for the trail extension has been apparent for some time. But it's not a feasible project to do on its own.

"When you're trying to put a piece of structure like this underneath an interstate, and that's the only thing you're doing, it's very expensive, it's disruptive to the traffic on the interstate. It's not something you could do without a bigger project happening at the same time," he explained.

Local leaders say they strive to put in the infrastructure needed to keep pace with the region's steady growth.

"It's even more important, from a transportation standpoint, to get ahead of that. You don't ever want to get too far ahead of it, but you also don't want to be playing catch up either," said Gugle.

They say they will find a way to get the job done even if the federal grant proposal isn't accepted.

"If it doesn't come through, then it will be, slowly every year, chipping off a little bit as we go. It will take a lot longer to get there, but it is a priority," said Parks.

The final version of the grant proposal will be submitted at the end of this month. A decision is expected by fall.

Construction on improvements could start by 2025.

To report a correction or typo, please email digitalnews@ky3.com

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SPRINGFIELD DAILY CITIZEN

TRANSPORTATION

Springfield throws $2M support behind a wider I-44



by Rance Burger
May 3, 2022



I-44 at the Kansas Expressway interchange at 5 p.m. on March 25, 2022. (Photo by Bruce Stidham, Stidz Media)

The Springfield City Council made a $2 million commitment to try to widen part of Interstate 44 to six lanes, and now waits for word from the federal government as to whether or not construction will be funded.

The City Council voted 9-0 to enact a resolution pledging $2 million toward the Missouri Department of Transportation's effort to obtain a

2022 Infrastructure for Rebuilding America (INFRA) grant. The Greene County Commission has already **pledged $1 million** toward the effort.

Summary

The Ozarks Transportation Organization is a metropolitan group that makes decisions about transportation projects and development in Springfield and the surrounding area. Its members plan to ask the federal government for $70 million to fund about $120 million worth of work on Interstate 44 and the Highway 13/Kansas Expressway interchange.

The Ozarks Transportation Organization (OTO) contacted the city of Springfield and Greene County about getting help preparing an application for a federal infrastructure grant for the Springfield region. As Greene County Highway Administrator Adam Humphrey explained to the county commission in March, the plan is to widen about 4.7 miles of I-44 from Kansas Expressway east to U.S. Highway 65.

Springfield Assistant Director of Public Works Kirk Juranas said the diverging diamond interchange at Kansas Expressway and I-44 opened in 2009, but an effort to improve the interchange is part of the overall project.

“It’s functioned well for us, but we’re beginning to see backups and delays of up to 20 minutes, and we’re currently studying with the DOT and the Ozarks Transportation Organization options to see if we can’t make that better,” Juranas said.

When could construction begin?

Even with the City Council vote on May 2, that doesn’t mean Springfield drivers should expect to see orange cones and construction workers on I-

44 anytime soon. Juranas explained that the project is dependent on a federal funding award, and that the effort at present is very early.

“If the grant is awarded, what is the timeframe for execution and completion, do you know?” Councilwoman Heather Hardinger asked.

“The plan is to begin acquisition of right of way, which would mostly be there at the Kansas, Route 13 and Route 44 interchange; that would begin next year in 2023,” Juranas said. “In 2024 would be environmental, where there would be some sound wall studies to see if they are warranted, and then it’s anticipated that construction would begin in 2025.”

In an explanation to the resolution, Springfield Assistant Director of Public Works Martin Gugel gave a breakdown of what Springfield’s $2 million would do — connect Doling Park and Fulbright Spring Park with a trail that passes under I-44.

“The city’s match would go toward the cost of the box culvert, which will serve as this new trail connection,” Gugel wrote in a city council document attached to the resolution enacted Monday night.

Gugel added that an I-44 widening project would create the chance to improve pedestrian underpasses at points where I-44 intersects Broadway, Grant and National avenues. Gugel also identified sources of funding for the $2 million pledge: $1.6 million in Federal Surface Transportation block grant and $400,000 from Springfield’s ⅛-cent transportation sales tax.

Juranas added that high inflation rates make it difficult to determine an actual cost for the project.

Who is impacted?

Springfield residents and commuters

Business and property owners along the I-44 corridor

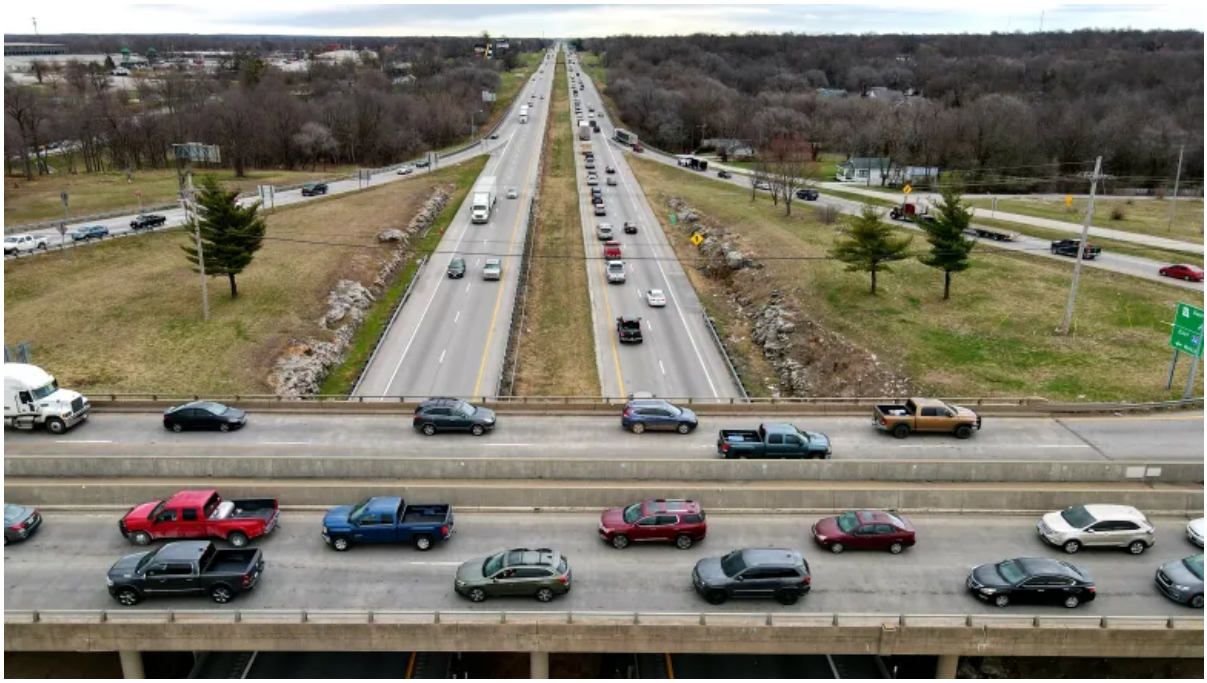
Greene County, Springfield and state taxpayers

Truckers and commercial drivers

The Ozarks Transportation Organization identified widening I-44 as a top priority because it serves as a major freight corridor for companies headquartered in northern Springfield, and as a key route for freight going to and from the Springfield-Branson National Airport. In March 2022, the UPS and FedEx shipped more than 1.1 million pounds of cargo from Springfield, and deplaned more than 1.7 million pounds of cargo, for a total of more than 2.9 million pounds of cargo handled in a single month.

The OTO also identified I-44 as a critical project because of its tourism value for Springfield.

The U.S. Department of Transportation's Federal Highway Administration (FHWA) announced that it is providing $52.5 billion in funding to all 50 states and the District of Columbia under the Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act.



I-44 at the Kansas Expressway interchange at 5 p.m. on March 25, 2022. (Photo by Bruce Stidham, Stidz Media)

The $52.5 billion represents an increase of more than 20 percent year-over-year for Federal-aid Highway Program funding. Each year, money for the FHWA Federal-aid Highway Program is dolled out according to a statutory formula contained in the Bipartisan Infrastructure Law.

Congress authorizes Federal-aid Highway Program funding each year to assist state transportation agencies for construction, reconstruction and improvement of highways and bridges and for other special-purpose programs and projects. The Bipartisan Infrastructure Law establishes or continues FHWA programs and authorizes funding for those programs from the Highway Trust Fund.

The FHWA distributes funds through a process known as apportionment, using a statutory formula to determine the amount of money available to each state.

Based on the funding formula, Missouri would expect to receive approximately $7 billion in federal highway funding for highways and bridges over five years. According to a statement from U.S. Secretary of

Transportation Pete Buttigieg, Missouri can also expect to receive approximately $159 million over five years in formula funding to reduce transportation-related emissions, in addition to about $180 million over five years to increase the resilience of the Missouri transportation system.



Rance Burger

Rance Burger covers local government for the Daily Citizen. His goal is to help people know more about what projects their government is involved in, and how their tax dollars are being spent. He is a graduate of the University of Missouri-Columbia with 15 years experience in journalism. Reach him at rburger@sgfcitizen.org or by calling 417-837-3669. Twitter: @RanceBurger **More by Rance Burger**

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Missouri Department of Transportation seeks to reclassify major Springfield roadways

The Missouri Department of Transportation is seeking to change the federal functional classification of the U.S. 60, Glenstone Avenue, and the Republic Road int

By Kaitlyn Schumacher

Published: May. 6, 2022 at 5:19 AM CDT | Updated: 3 hours ago

SPRINGFIELD, Mo. (KY3) -The Missouri Department of Transportation is seeking to change the federal functional classification of the U.S. 60, Glenstone Avenue, and the Republic Road interchange.

The Federal Functional Classification System designates Federal-Aid Highways, which are eligible for federal funding. The proposal states the area is classified as a primary arterial and needs to be reclassified as an expressway before the construction is complete. The request will allow more resources

that we are able to capture anything that might become available for the region."

The classification system helps determine funding for future road improvement projects. The classification should match how the roadway is used.

"The Federal functional classification system groups roadways based on form and function, how they work within the region's overall road network," said Thomason. "Whether it's a collector street that helps you move in and out of your neighborhood all the way up to an interstate."

The Ozarks Transportation Organization is taking public comment on the reclassification before presenting the change to the board of directors.

"If a citizen or community member thought that it didn't make sense to reclassify or if those classifications didn't match what's actually on the ground, that would be an opportunity to voice that, and we will be able to share that with our board of directors," said Thomason.

If you would like to voice your thoughts on the reclassification project, CLICK HERE.

To see MODOT's plans for the interchange and expected completion date CLICK HERE.

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TAB 12

BOARD OF DIRECTORS AGENDA 05/19/2022; ITEM I.C.

Public Comment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Under Tab 15 of the agenda packet, for Board member review, are Public Comments for the time frame between March 17, 2022 and May 11, 2022. Any additional public comment received by May 18, 2022 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

OTO Public Comments

PUBLIC COMMENT

Area of concern: **Hines and Highway ZZ**

City/County of concern: **Republic/Greene County**

Date received: **04/06/2022** *Received through:* **Phone Call**

Contact Name: **Jason Booth** *Contact Email/Ph #:* **417-459-0302**

Concern: **Mr. Booth has safety concerns regarding the Hines and ZZ intersection. There has been a fatality at that intersection. Also, on Monday, a young lady was involved in a wreck there. Traffic is using the shoulder to turn right making visibility of the main lane of traffic difficult to see (southbound to westbound). Ms. Fields spoke with Mr. Booth. Mr. Booth had suggestions for some safety measures until an intersection improvement can be done. His ideas include flexible delineators to discourage vehicles from using the southbound to westbound shoulder for turning onto Hines.**

PUBLIC COMMENT

Area of concern: **Plainview and Farm Road 141**

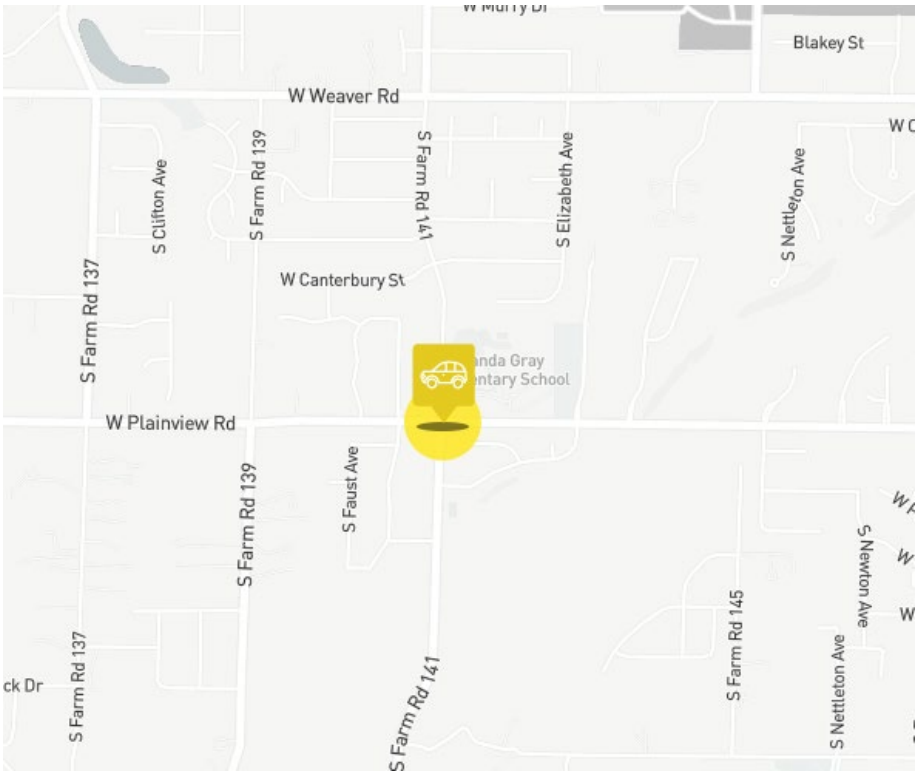
City/County of concern: **Greene County**

Date received: **04/11/2022** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Evan Fusco** *Contact Email/Ph #:*

Comment: **This can be a very busy intersection and with turn lanes in all 4 directions is NOT appropriate for a 4-way stop signs. Nobody has any idea who has the right of way and it results in a game of "chicken". This is a very large intersection that would be ideal for a traffic circle/round-about. And while lots of people complain about those, it is an ideal location for one. The sooner the better.**

Map



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **Highway 14 and 32nd Street**

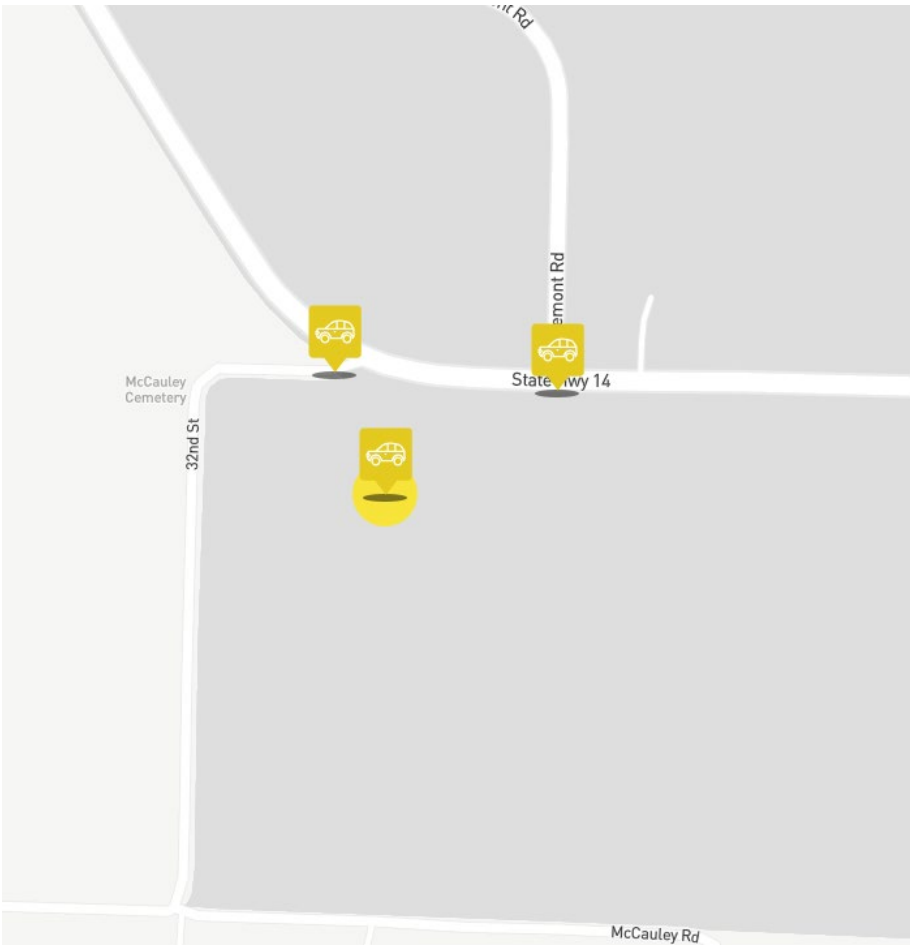
City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Kate Alexander** *Contact Email/Ph #:*

Comment: **Very dangerous, near blind turn from Hwy 14 to 32nd street. Traffic on Hwy 14 goes very fast (often speeding) for the amount of traffic. Needs improvement.**

Map



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **Highway 14 and Fremont**

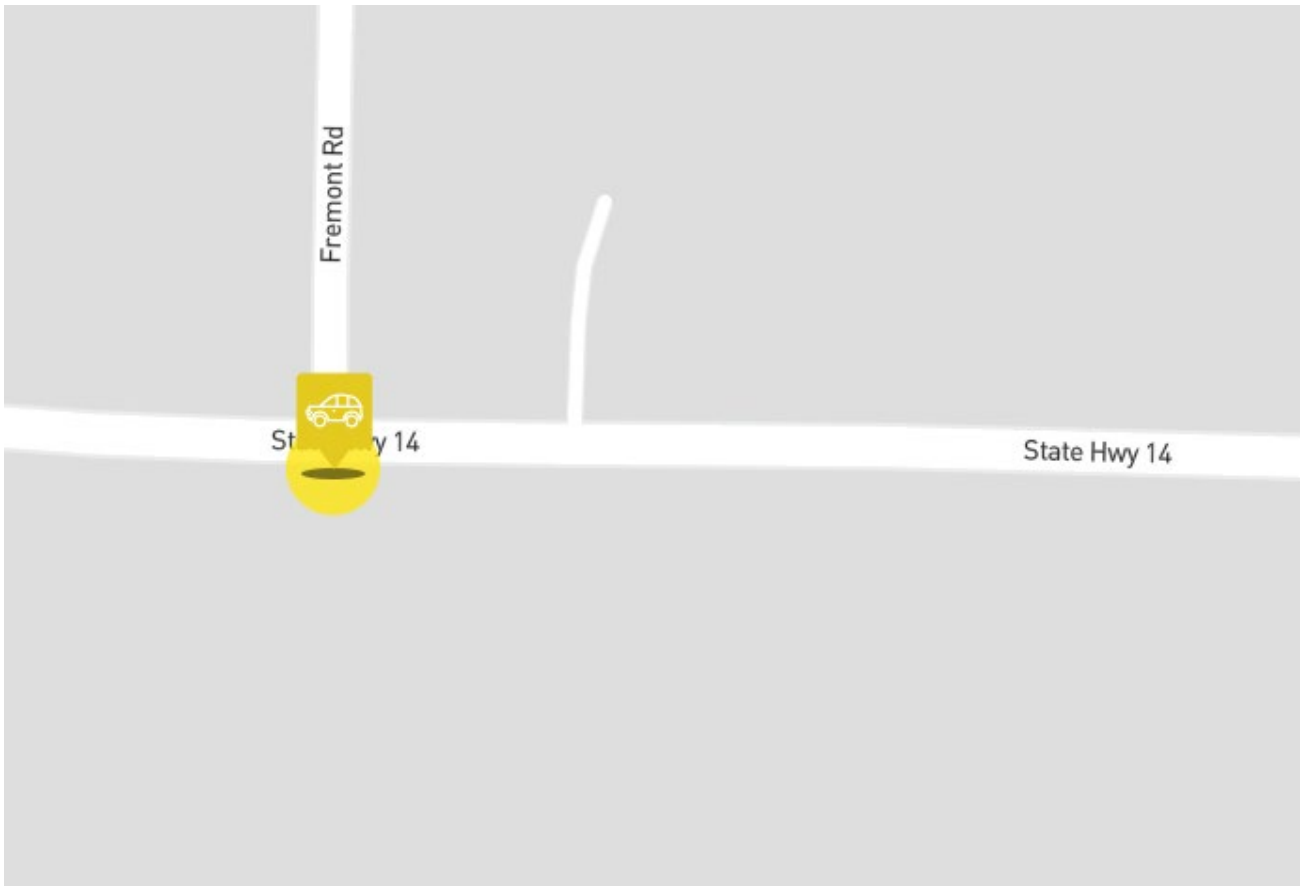
City/County of concern: **Ozark/Christian County**

Date received: **04/15/2022** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Kate Alexander** *Contact Email/Ph #:*

Comment: **There is no left hand turn lane onto Fremont, cars waiting to turn left have to come to a full stop. Just before this intersection traffic on Hwy 14 is going 55+ mph and around a turn.**

Map



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **Highway CC and Fremont**

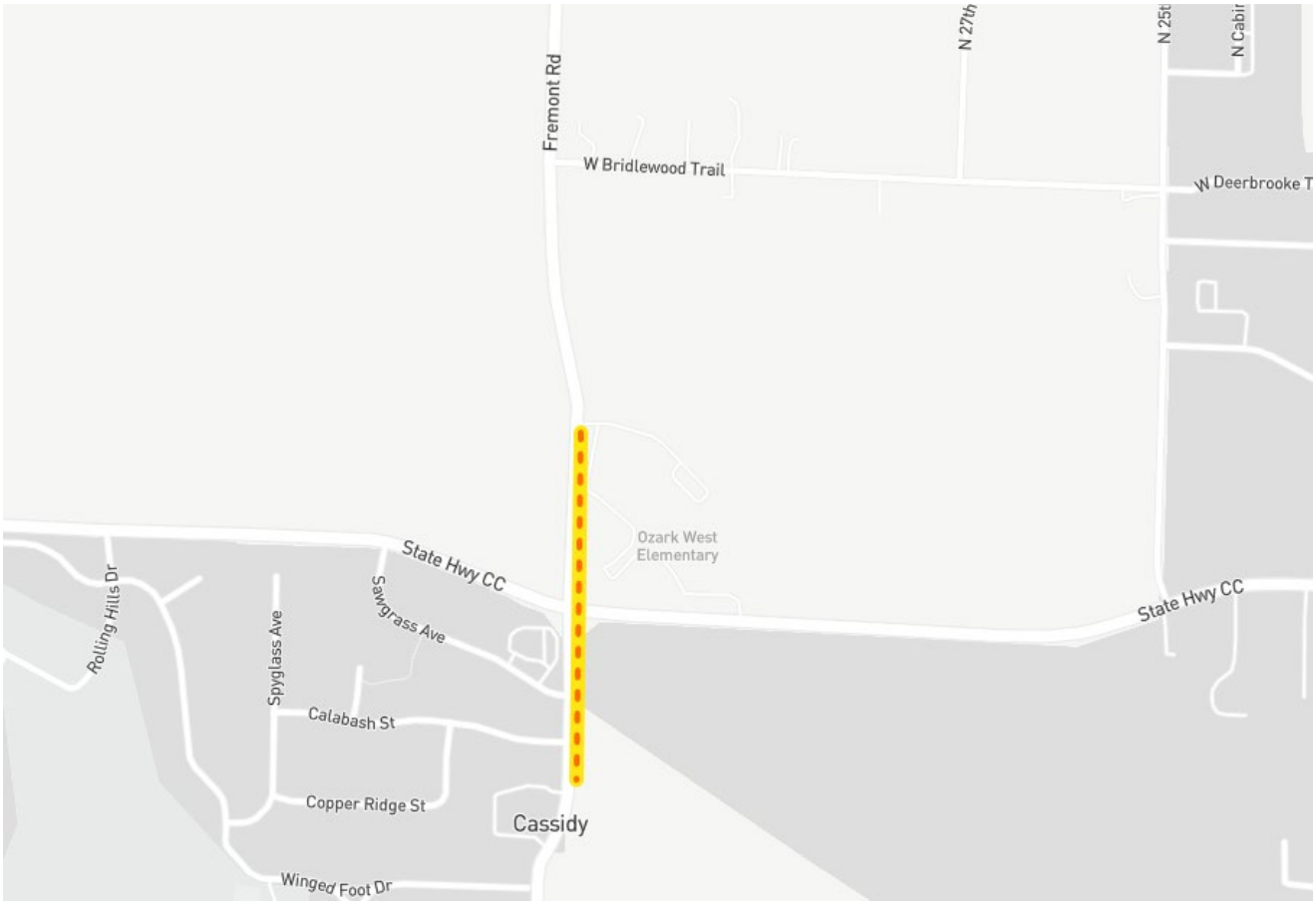
City/County of concern: **Ozark/Christian County**

Date received: **04/16/2022** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Amanda** *Contact Email/Ph #:* **none**

Comment: **Dangerous!!! Sidewalk is on Fremont Road, making traffic to narrow. The water flow is now standing water when it rains.**

Map



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **State Highway EE at Willard South Elementary Entrance**

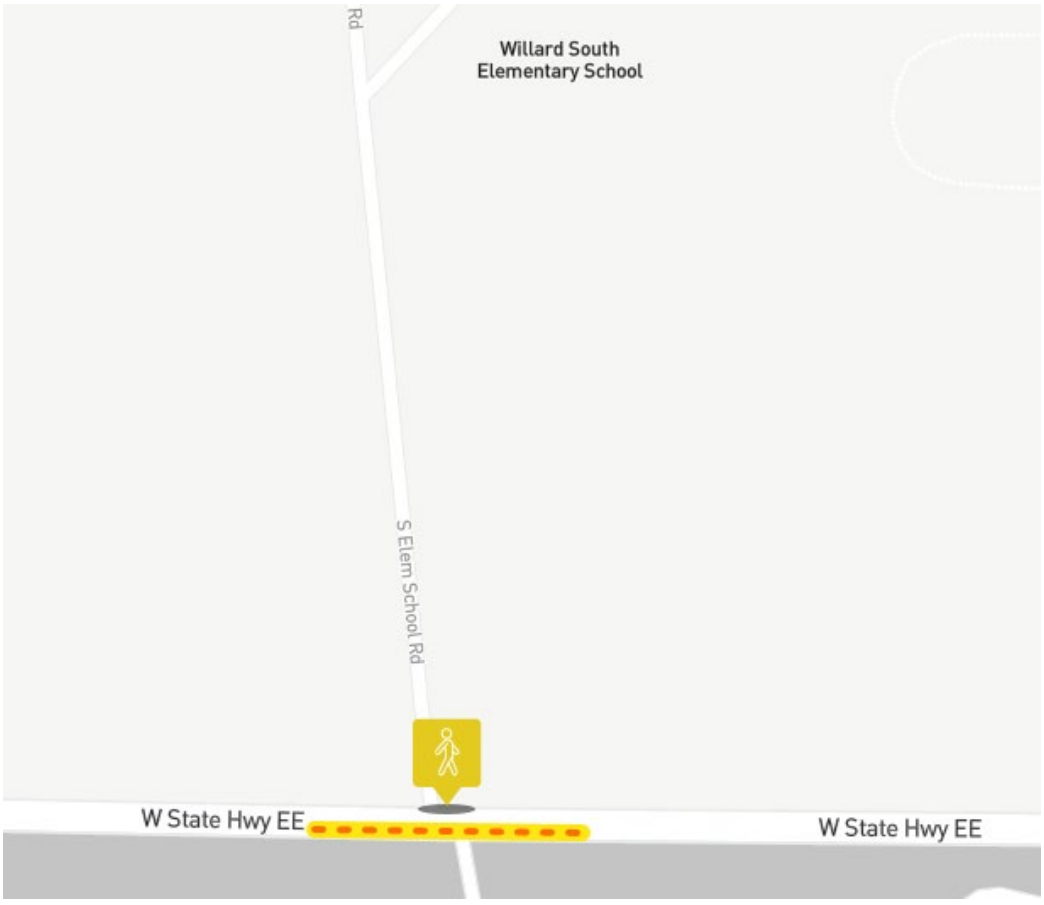
City/County of concern: **Springfield/Greene County**

Date received: **04/26/2022** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Terry Collins** *Contact Email/Ph #:* **4collins.crew@att.net**

Comment: **Needs a left turn going north into Willard South Elementery ,multiple people has almost been hit turning in.**

Map



OTO Response: **Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors.**

PUBLIC COMMENT

Area of concern: **CC and Main Street**

City/County of concern: **Nixa/Christian County**

Date received: **05/02/2022** ***Received through:*** **Email**

Contact Name: **Leonard Nesta** ***Contact Email/Ph #:*** **lnesta8004@gmail.com**

Email

Something needs to be done with CC and Main Street. The intersection is terrible traffic backs up a half a mile or more at certain hours during the day people don't know how to work the four-way stop sign maybe it needs a roundabout or a traffic light. This is one of two main egress is into Nixa from 65. Could somebody please look into this matter thank you

OTO Response: Thank you for your feedback. Public input is vital to the planning process. This information will be shared with the Project Team, our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **CC and Main Street**

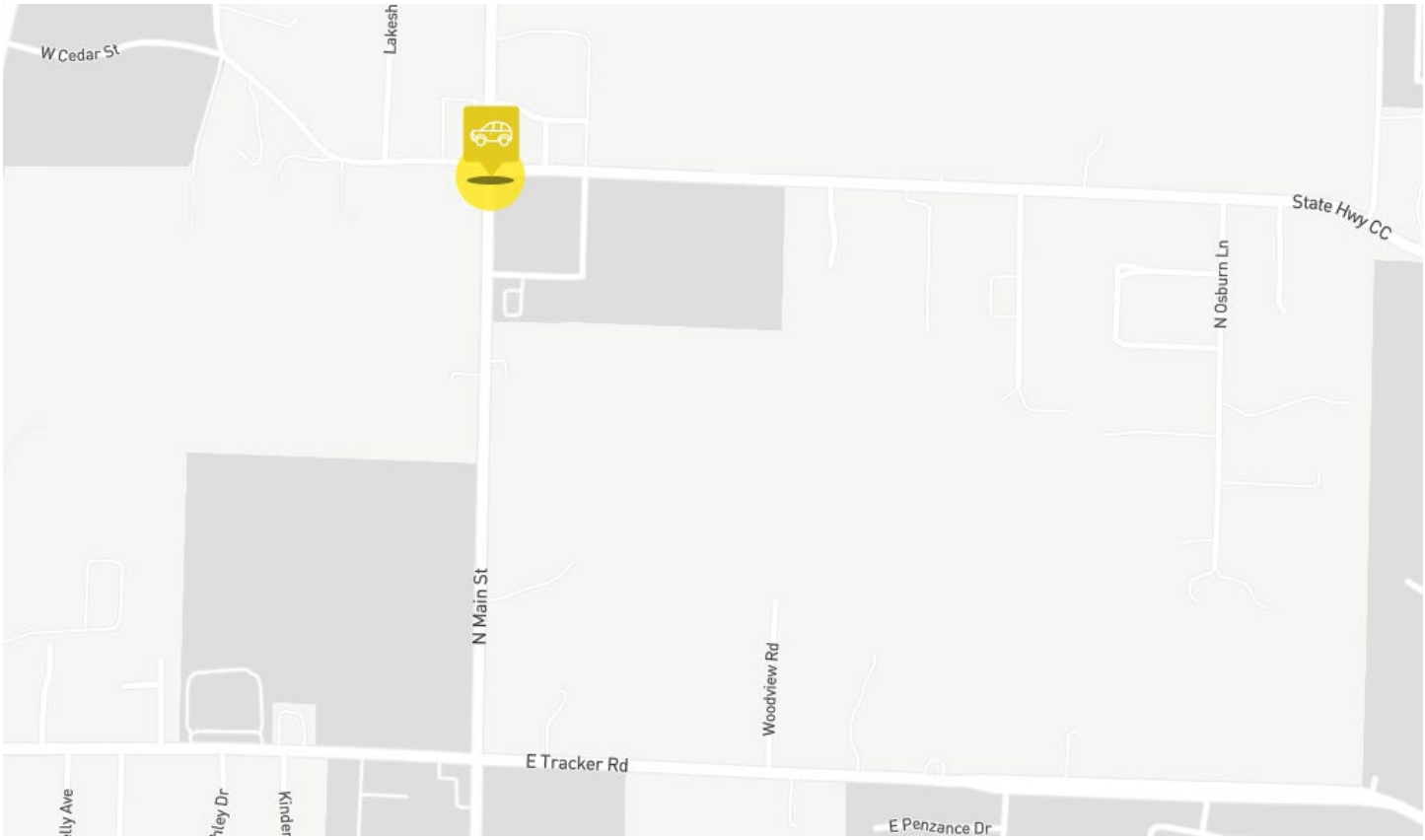
City/County of concern: **Nixa/Christian County**

Date received: **05/02/2022** ***Received through:*** **Map-A-Concern (OTO website)**

Contact Name: **Leonard Nesta** ***Contact Email/Ph #:***

Comment: **Roundabout or traffic light.**

Map



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **CC and Main Street**

City/County of concern: **Nixa/Christian County**

Date received: **05/11/2022** ***Received through:*** **Email**

Contact Name: **Lenny Nesta** ***Contact Email/Ph #:*** **lnesta8004@gmail.com**

Email

Someone needs to look at Main Street and cc intersection certain times of day traffic backed up really bad and nobody knows how to use the four-way stop sign. Maybe we can look at a traffic light or a roundabout thank you

OTO Response: Thank for this information. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors.

Bike / Pedestrian Public Comments

PUBLIC COMMENT

Area of concern: **Bicycle Route – Nixa/Springfield**

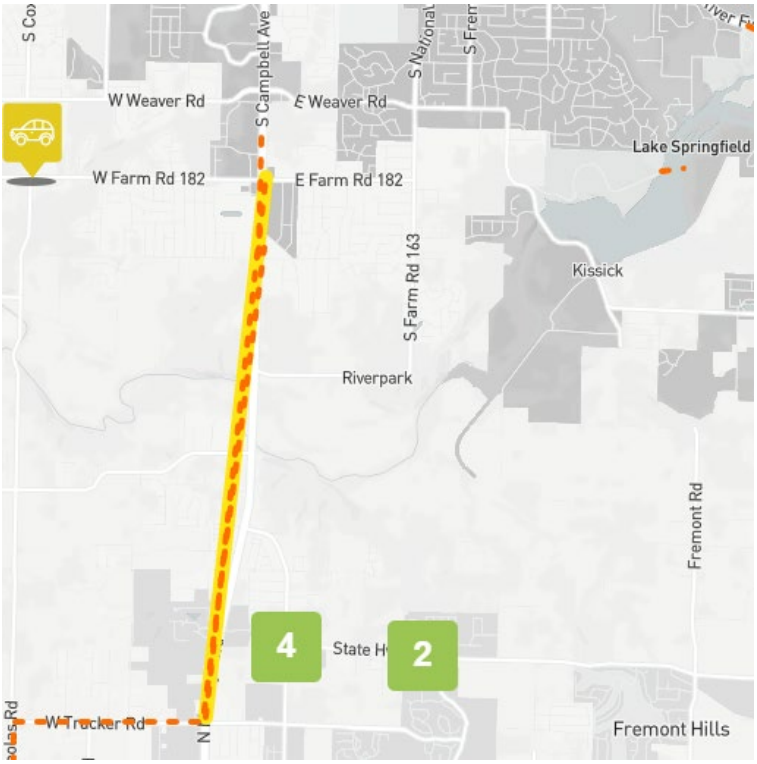
City/County of concern: **Springfield/Nixa/Greene County/Christian County**

Date received: **04/11/2022** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Evan Fusco** *Contact Email/Ph #:*

Comment: **There is currently no safe/practical route to ride a bicycle from Nixa to Springfield. While it can be done by an experienced strong cyclist taking side/rural roads, it is indirect. It is absolutely unsafe to ride on Hwy 160, which would be the most direct route. Protected bike lanes that would not collect road debris should be a priority as Nixa continues to grow and has a need to facilitate safe travel between Nixa and SGF.**

Map
(Highlighted line)



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **Bike lane on Central near Drury**

City/County of concern: **Springfield/Greene County**

Date received: **04/16/2022** ***Received through:*** **Website**

Contact Name: **Robert Asperger** ***Contact Email/Ph #:*** **none**

Comment



Robert Asperger • 2 days ago

Why was the bike lane removed during new construction on Central near Drury? Central is a designated bike route according to the city's map.

^ | v • Reply • Share ›

Ozarks Transportation Organiz. OTO ➚ Robert Asperger • a few seconds ago

Thank you for your inquiry. Please reach out to the City of Springfield for more details at city@Springfieldmo.gov.

^ | v • Edit • Reply • Share ›

PUBLIC COMMENT

Area of concern: **Bike Lanes and Public Transportation**

City/County of concern: **Springfield/Greene County**

Date received: **05/06/2022** ***Received through:*** **Email**

Contact Name: **Tony C** ***Contact Email/Ph #:*** **tcportal310@hotmail.com**

Email

I wish OTO would focus more on getting funding to add bike lanes or improve public transportation instead of everything being focused on cars and roads. Urban planners have shown that pedestrian/bike/public transit infrastructure is much more important to improving quality of place and life.

OTO Response:

Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors.

These are important areas of focus for the OTO. OTO has a Bicycle and Pedestrian Advisory Committee whose purpose is to improve bicycling and pedestrian conditions for commuters, children, and recreational bicyclists as well as area walkers. I have included a link below to the BPAC page on our website. The OTO Board of Directors adopted a new regional trail plan in July 2021, Towards A Regional Trail System. The Board also adopted a Statement of Priorities for local bicycle and pedestrian networks. I have included a link to these below as well.

BPAC Committee: https://www.ozarkstransportation.org/boards-committees/bicycle-pedestrian-advisory-committee
Towards a Regional Trail System and Statement of Priorities:
https://www.ozarkstransportation.org/what-we-do/bikeped

Thank you again for your input. Have a wonderful weekend!

Federal Functional Classification Map Change Request



PUBLIC COMMENT

Area of concern: **Republic St/Glenstone/OR 60 roundabout classification change**

City/County of concern: **Springfield/Greene County**

Date received: **05/06/2022** ***Received through:*** **Email**

Contact Name: **Paul Parks** ***Contact Email/Ph #:*** **pdparks92@gmail.com**

Email

Since this stretch of street is now connected to an existing expressway-US 60, with no traffic lights or required stops, it should qualify as part of the freeway. The roundabout makes for quicker movement of traffic, which is the main goal of a freeway. I agree it needs to receive the higher designation requested.

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Republic St/Glenstone/OR 60 roundabout classification change**

City/County of concern: **Springfield/Greene County**

Date received: **05/06/2022** ***Received through:*** **Email**

Contact Name: **Bill Link** ***Contact Email/Ph #:*** **wslink39@gmail.com**

Email

Do what is necessary to be available to draw down federal funds to help with project.

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee, and our Board of Directors.

PUBLIC COMMENT

Area of concern: **Republic St/Glenstone/OR 60 roundabout classification change**

City/County of concern: **Springfield/Greene County**

Date received: **05/06/2022** ***Received through:*** **Email**

Contact Name: **Tony C** ***Contact Email/Ph #:*** **tcportal310@hotmail.com**

Email

This is still a Primary Arterial no matter how pretty he round about looks.

I appreciate you trying to find additional funding and using taxpayer money appropriately but this is still a primary road. Let's not change it to something it is not just to get additional funding.

How does making it an expressway impact current and future growth AND restrictions that come with it.

Thank you

OTO Response: Thank you for this information. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee, and our Board of Directors.

North Highway 13 Corridor Study Facebook Ads



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

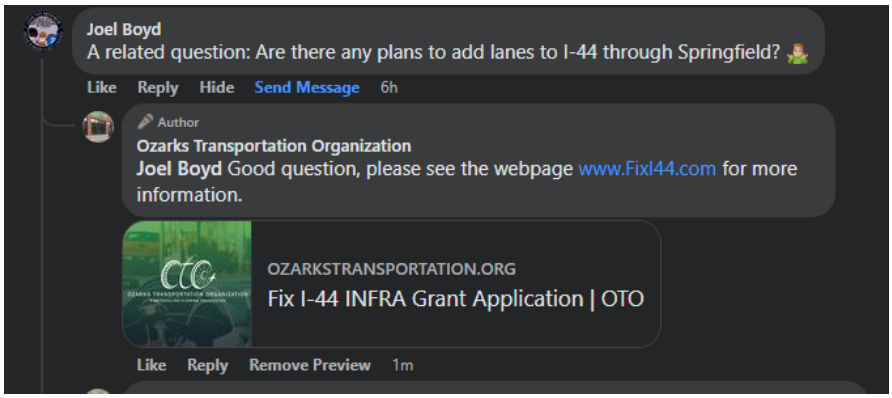
Date received: **03/21/2022** ***Received through:*** **Facebook**

Contact Name: **Joel Boyd** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

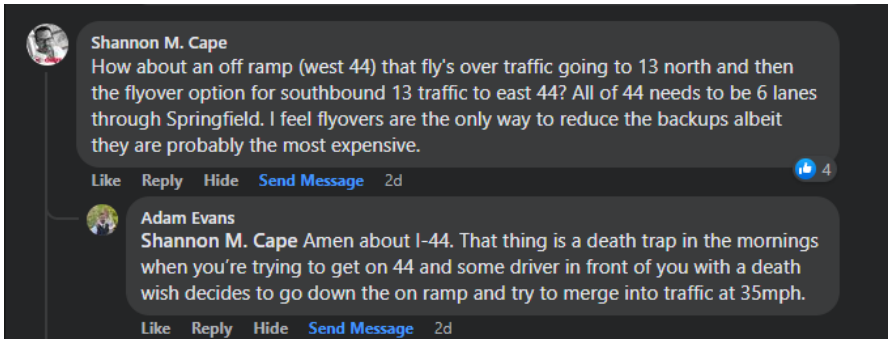
Date received: **03/19/2022** ***Received through:*** **Facebook**

Contact Name: **Shannon Cape/Adam Evans** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

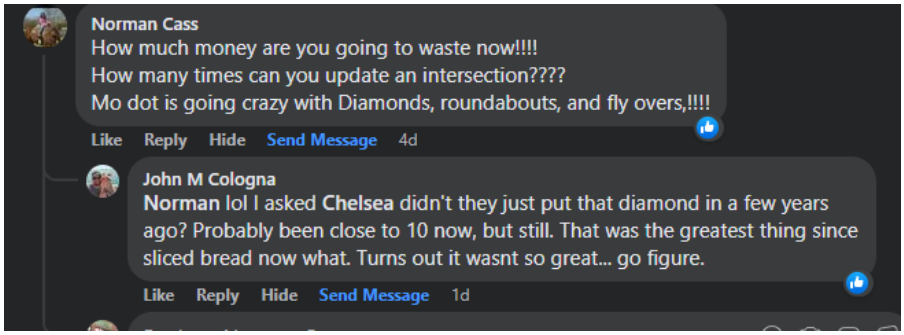
Date received: **03/18/2022** ***Received through:*** **Facebook**

Contact Name: **Norman Cass/John Cologna** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Thread



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

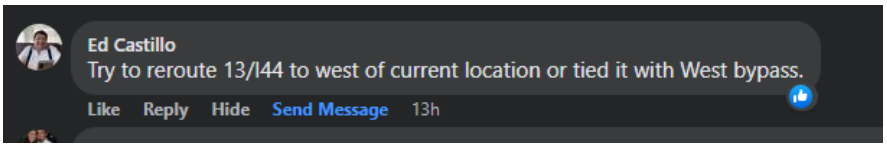
Date received: **03/21/2022** ***Received through:*** **Facebook**

Contact Name: **Ed Castillo** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

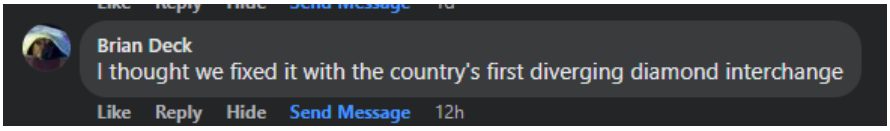
Date received: **03/17/2022** ***Received through:*** **Facebook**

Contact Name: **Brian Deck** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

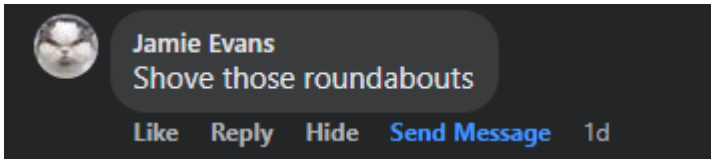
Date received: **03/20/2022** ***Received through:*** **Facebook**

Contact Name: **Jamie Evans** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Thread



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

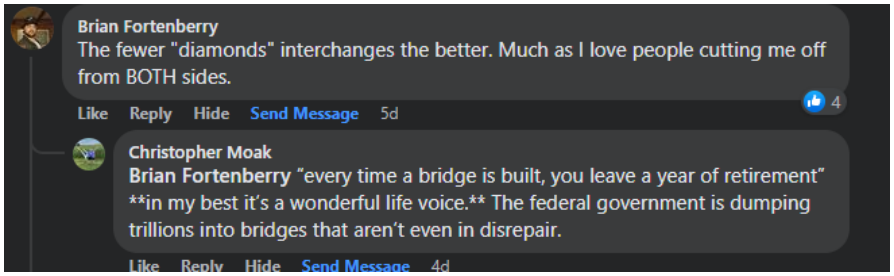
Date received: **03/16/2022** ***Received through:*** **Facebook**

Contact Name: **Brian Fortenberry** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

Date received: **03/21/2022** ***Received through:*** **Facebook**

Contact Name: **Shawn-mike Frerking** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



Shawn-mike Frerking
The intersection is fine- fix the fu*** potholes that are tearing our cars up.

Like Reply Send Message 33m

PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

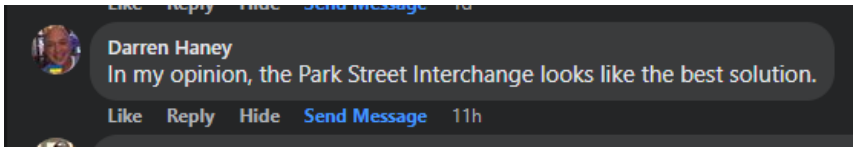
Date received: **03/20/2022** ***Received through:*** **Facebook**

Contact Name: **Darren Haney** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

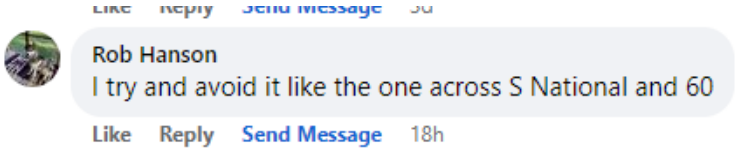
Date received: **03/20/2022** ***Received through:*** **Facebook**

Contact Name: **Rob Hanson** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

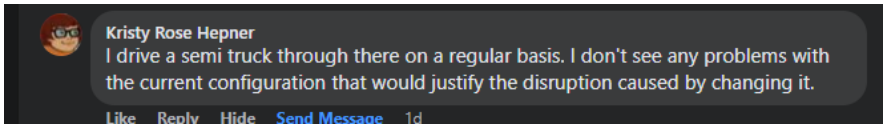
Date received: **03/20/2022** *Received through:* **Facebook**

Contact Name: **Kristy Rose Hepner** *Contact Email/Ph #:* **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

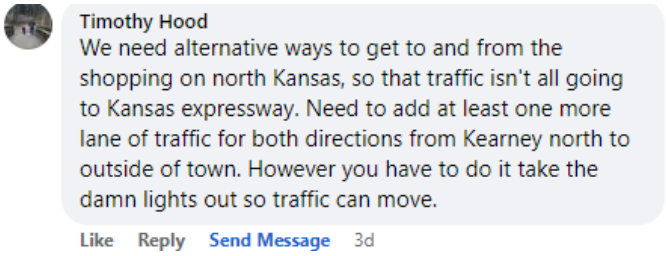
Date received: **03/19/2022** ***Received through:*** **Facebook**

Contact Name: **Timothy Hood** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

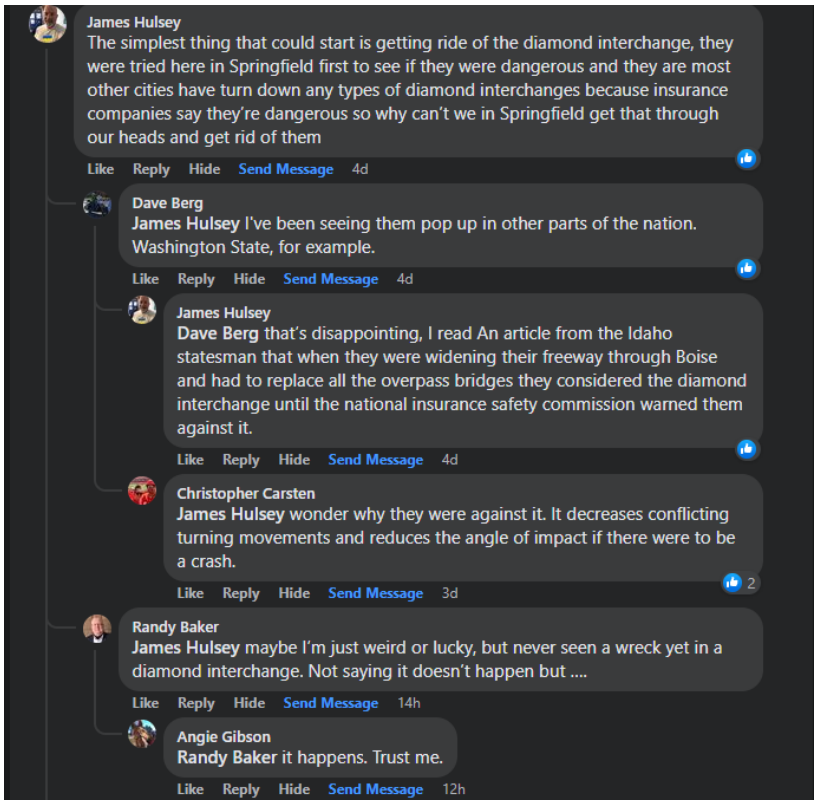
Date received: **03/17/2022** ***Received through:*** **Facebook**

Contact Name: **James Hulsey/Dave Berg/Christopher Carsten/Randy Baker/ Angie Gibson** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Thread



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

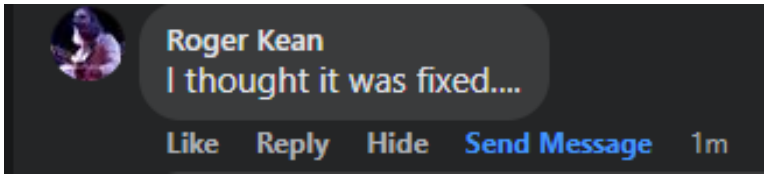
Date received: **03/21/2022** ***Received through:*** **Facebook**

Contact Name: **Roger Kean** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

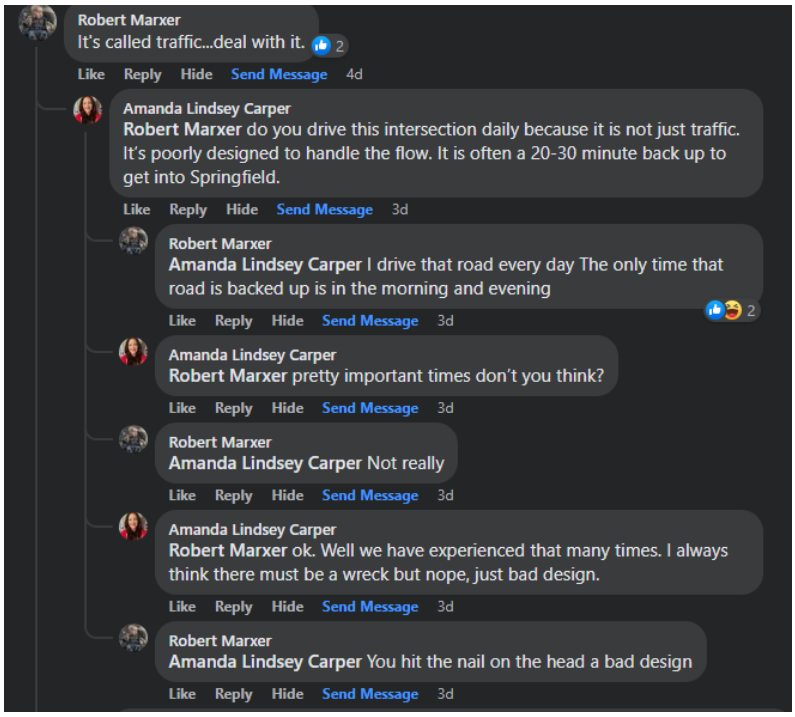
Date received: **03/19/2022** ***Received through:*** **Facebook**

Contact Name: **Robert Marxer/Amanda Carper** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Thread



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

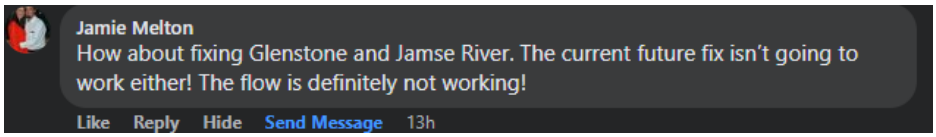
Date received: **03/21/2022** ***Received through:*** **Facebook**

Contact Name: **Jamie Melton** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

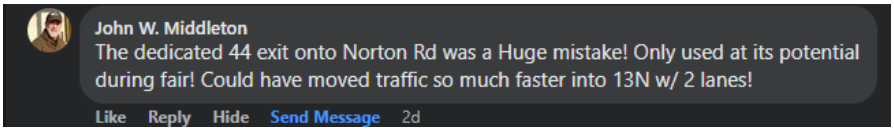
Date received: **03/19/2022** ***Received through:*** **Facebook**

Contact Name: **John W Middleton** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

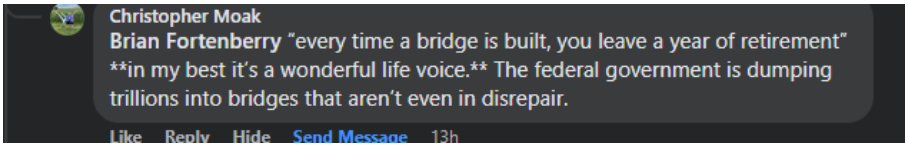
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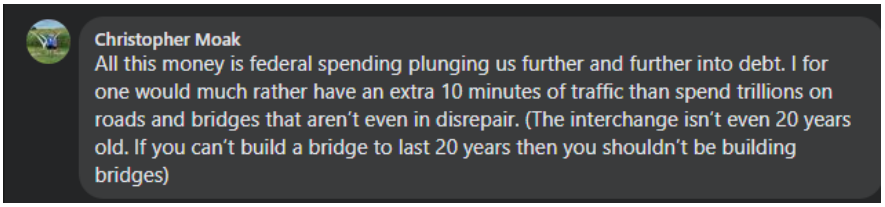
Contact Name: **Christopher Moak** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment





PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

Date received: **03/21/2022** ***Received through:*** **Facebook**

Contact Name: **Evan Neal** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

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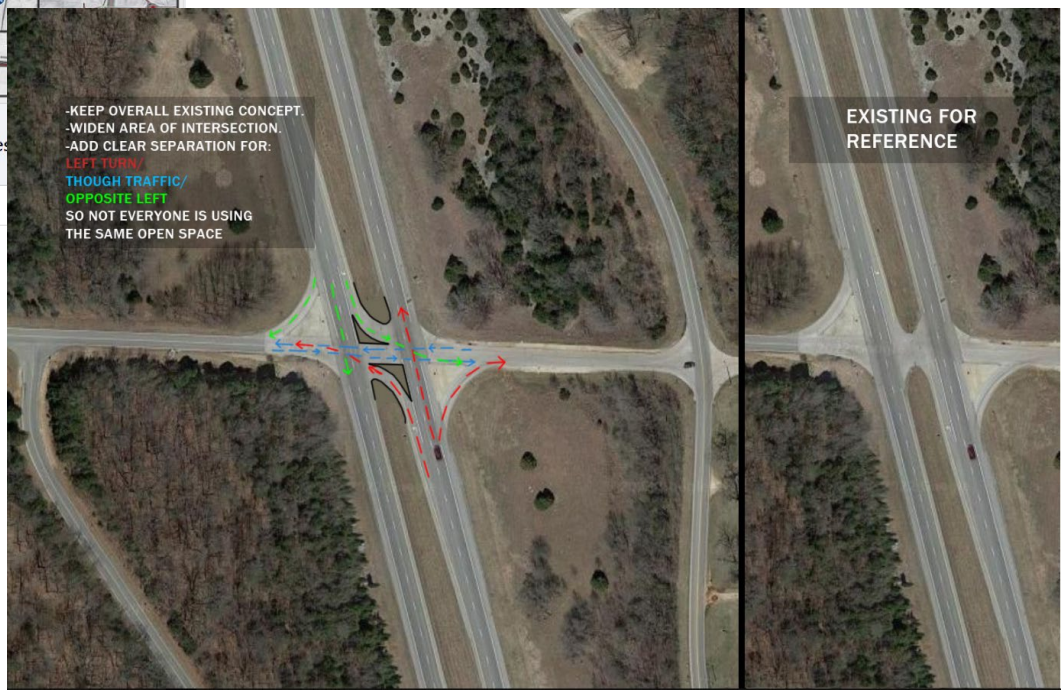
Contact Name: **Evan Neal** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment





PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

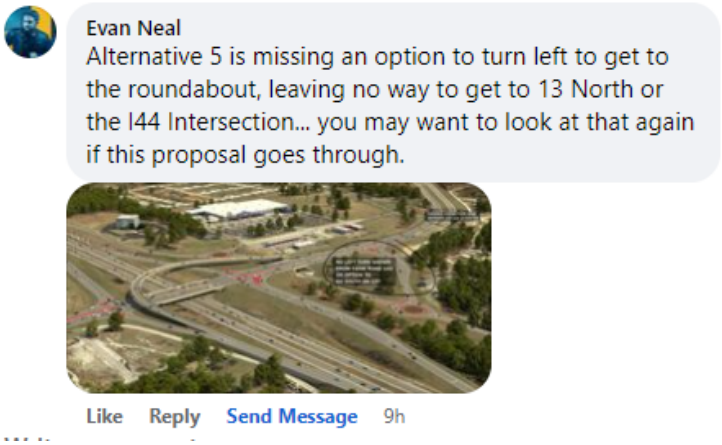
Date received: **03/21/2022** *Received through:* **Facebook**

Contact Name: **Evan Neal** *Contact Email/Ph #:* **not available**

OTO's Original Posting



Facebook Comment





PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

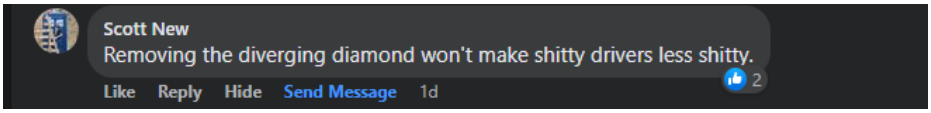
Date received: **03/20/2022** ***Received through:*** **Facebook**

Contact Name: **Scott New** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

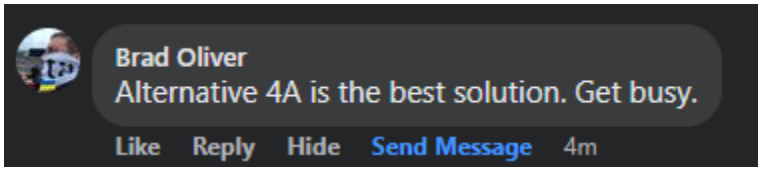
Date received: **03/21/2022** ***Received through:*** **Facebook**

Contact Name: **Brad Oliver** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

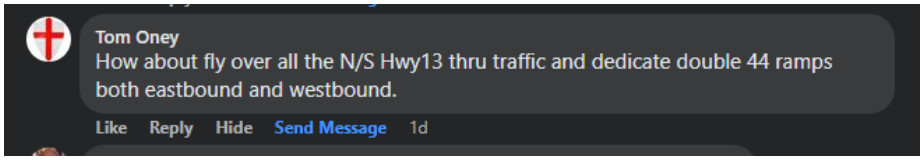
City/County of concern: **Springfield/Greene County**

Date received: **03/20/2022** ***Received through:*** **Facebook**

Contact Name: **Tom Oney** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting ***Facebook Comment***





PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

Date received: **03/21/2022**

Received through: **Facebook**

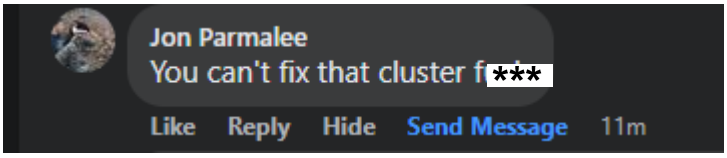
Contact Name: **Jon Parmalee**

Contact Email/Ph #: **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

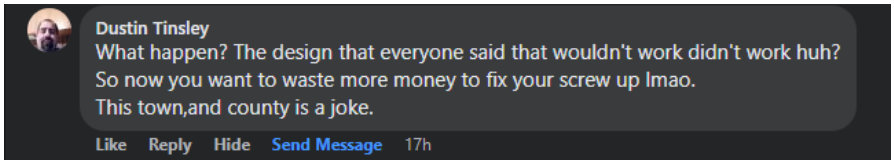
Date received: **03/20/2022** ***Received through:*** **Facebook**

Contact Name: **Dustin Tinsley** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Comment



PUBLIC COMMENT

Area of concern: **Highway 13 Corridor Study**

City/County of concern: **Springfield/Greene County**

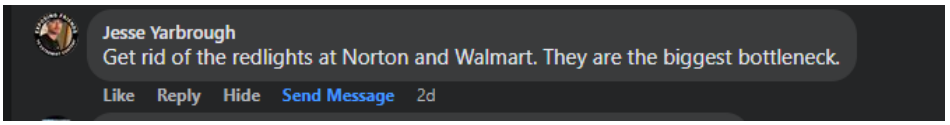
Date received: **03/19/2022** ***Received through:*** **Facebook**

Contact Name: **Jesse Yarbrough** ***Contact Email/Ph #:*** **not available**

OTO's Original Posting



Facebook Thread



Other
Public Comments

PUBLIC COMMENT

Area of concern: **Light rail transfer station**

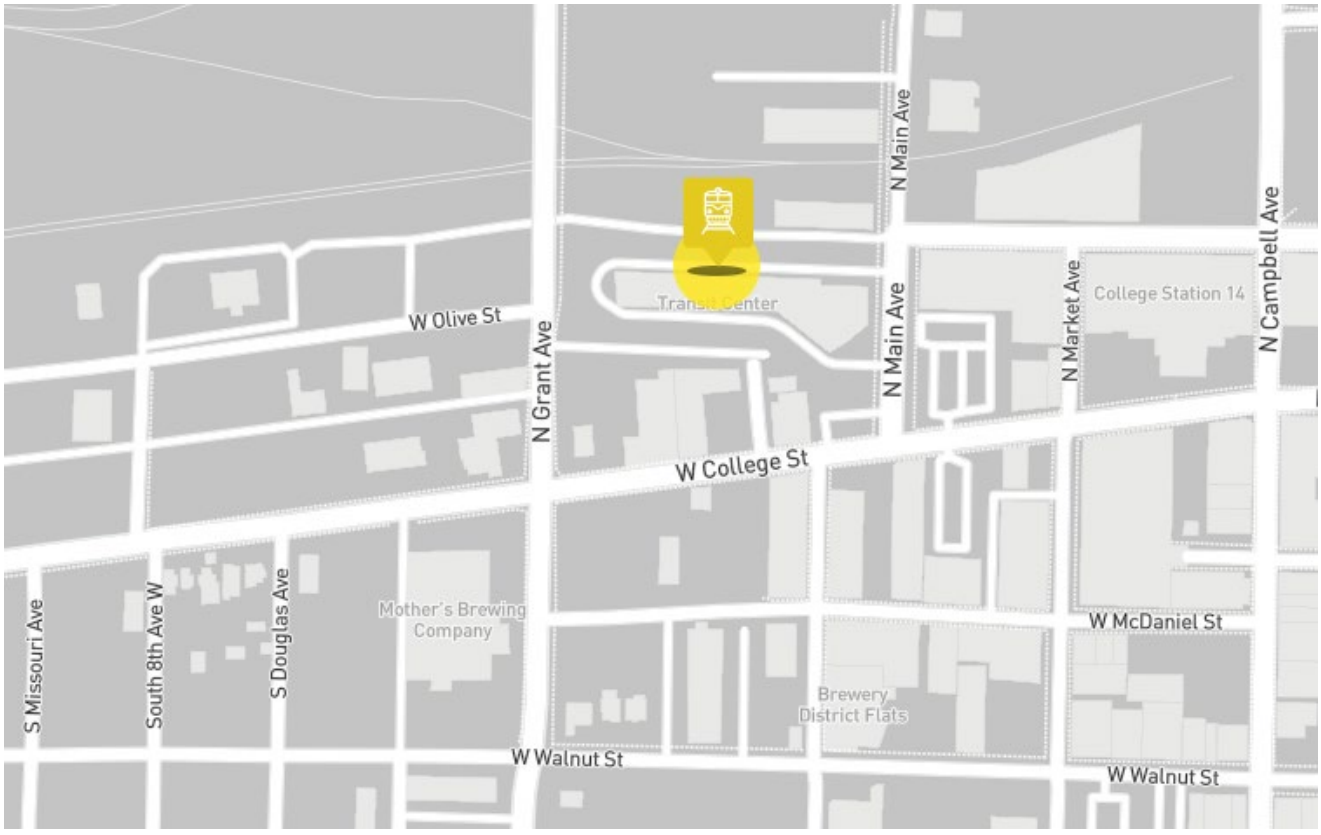
City/County of concern: **Springfield/Greene County**

Date received: **02/21/2022** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Dalton** *Contact Email/Ph #:* **none**

Comment: **The following area serves as a bus hub for the area. The following could potentially be used as a transfer station for light rail in the area. There are unused railroad tracks and existing tracks utilized by BNSF. In addition the following network can be expanded to serve the community with an efficient transit system. The following could also serve high speed rail or connections outside of the city and state.**

Map



OTO Response: **Unable to respond through the Map-A-Concern feature**

PUBLIC COMMENT

Area of concern: **Internet Infrastructure**

City/County of concern:

Date received: **02/25/2022** ***Received through:*** **Facebook**

Contact Name: **Scott Kelbell** ***Contact Email/Ph #:*** **not available**

Facebook Direct Message

Grant - Enterprise Survey Software

We need more internet infrastructure. We don't need to move people. This is a red state, right?

Thank you for your comment. Internet infrastructure is something the OTO is not able to assist with. The Ozarks Transportation Organization works with area stakeholders in regards to transportation. Please reach out to the city/county/state reps for your area. Thank you!

Already did it. Of course, the feds want you to take their money for their own purposes. Thank you for what you do, nonetheless.

We appreciate public input! It is an important part of the planning process. Please reach out anytime with suggestions or areas of concern that are within the OTO MPO area. Here is a link to the public input portion of our webpage: https://www.ozarkstransportation.org/give-us-your-input. Thank you again for reaching out. Have a great day!

1