



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

MAY 20, 2021
12:00 - 1:30 PM

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



OTZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

May 20, 2021

12:00 – 1:30 p.m.

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

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

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

and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Lear)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of March 18, 2021 Minutes Tab 1

(2 minutes/Lear)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Lear)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on May 19th to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

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/Lear)

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

II. New Business

- A. Financial Statements for 3rd Quarter 2020-2021 Budget Year..... Tab 3**
(5 minutes/Fields)

Staff will present the second quarter financial statements.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE THIRD QUARTER FINANCIAL STATEMENTS FOR THE 2020-2021 BUDGET YEAR

- B. FY 2022 Operational Budget..... Tab 4**
(5 minutes/Fields)

A draft Operational Budget is included for review and consideration.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2022 OPERATIONAL BUDGET

- C. FY 2022 Unified Planning Work Program..... Tab 5**
(10 minutes/Fields)

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

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2022 UNIFIED PLANNING WORK PROGRAM AND TO ENTER INTO THE ANNUAL MODOT CONTRACT

- D. Public Participation Plan Annual Evaluation..... Tab 6**
(5 minutes/Faucett)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

- E. FY 2020-2023 TIP Administrative Modifications Numbers Nine and Ten..... Tab 7**
(2 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

- F. Amendment Number Ten to the FY 2020-2023 TIP Tab 8**
(5 minutes/Longpine)

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

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT TEN

- G. Additional Federal Funds Project Options Tab 9**
(10 minutes/Fields)

The Board is requested to consider a proposal to use unexpected additional federal funding to fund two trails from the OTO Trail Investment Study.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PROPOSAL AND DIRECT STAFF TO PREPARE A TIP AMENDMENT TO INCLUDE THE PROPOSAL

H. Transportation Performance Management Planning Agreement Tab 10
(5 minutes/Longpine)

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

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE TRANSPORTATION PERFORMANCE MANAGEMENT AGREEMENT

I. Title VI/ADA Program Update..... Tab 11
(5 minutes/Thomason)

The OTO Title VI/ADA Program has been updated as required every three years. The updated draft includes minor updates to ensure continued compliance.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE TITLE VI/ADA PROGRAM UPDATE

J. Limited English Proficiency Plan Tab 12
(5 minutes/Thomason)

OTO has updated the Limited English Proficiency Plan, which outlines how OTO interacts with individuals who are limited-English proficient.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE LIMITED ENGLISH PROFICIENCY PLAN

K. Federal Funds Balance Report Tab 13
(5 minutes/Longpine)

Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

L. *Towards a Regional Trail System* Regional Long Range Trail Plan..... Tab 14
(10 minutes/Thomason)

Towards a Regional Trail System is a standalone regional trail plan, which will inform *Destination 2045*, and proposes how to fund and implement a trail system with continuous linkages that connects communities.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ADOPT THE *TOWARDS A REGIONAL TRAIL SYSTEM* AS OTO’S REGIONAL TRAIL PLAN

M. 2021 ACTION ITEMS Tab 15
(5 minutes/Fields)

Each year, the Executive Director, and the Executive Committee work to develop action items to further the mission and goals of the organization.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE 2021 ACTION ITEMS

III. **Other Business**

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 16 (Articles attached)

IV. **Adjourn meeting.** 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 15, 2021 at 12:00 P.M. as a web meeting via Zoom.

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 reunión.

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM I.C.

March 18, 2021 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors March 18, 2021 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 18, 2021 meeting minutes.”

OR

“Move to approve the Board of Directors March 18, 2021 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
March 18, 2021**

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

The following members were present:

Mr. Steve Bodenhamer, City of Battlefield (a)	Mr. Andrew Lear, City of Springfield (Chair)
Mr. Chuck Branch, Citizen-at-Large	Mr. Rusty MacLachlan, Greene County
Mr. Steve Childers, City of Ozark (a)	Mr. Lynn Morris, Christian County
Mr. Jerry Compton, Citizen-at-Large	Mr. James O'Neal, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)	Mr. Dan Smith, City of Springfield (a)
Ms. Jan Fisk, City of Springfield	Mr. Richard Walker, Citizen-at-Large
Mr. Skip Jansen, City Utilities Transit	Mr. Brian Weiler, Airport Board (a)

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

The following members were not present:

Mr. David Cameron, City of Republic	Mr. Mike Schilling, City of Springfield
Mr. Brad Gray, City of Willard	Ms. Martha Smartt, City of Strafford (a)
Mr. John Russell, Greene County	

Others Present: Mr. Steve Campbell, MoDOT; Mr. Will Wheeler, Senator Roy Blunt's Office; Mr. Jeremy Pruett, US Representative Billy Long's Office; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

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

I. Administration

A. Welcome and Roll Call

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

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mr. Weiler moved to approve the March 18, 2021 agenda. Mr. O’Neal seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Steve Bodenhamer	Aye	Mr. Andrew Lear	Aye
Mr. Chuck Branch	Aye	Mr. Rusty MacLachlan	Aye
Mr. David Cameron	Absent	Mr. Lynn Morris	--
Mr. Steve Childers	Aye	Mr. James O’Neal	Aye
Mr. Jerry Compton	Aye	Mr. John Russell	Absent
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Absent
Ms. Jan Fisk	Aye	Ms. Martha Smartt	Absent
Mr. Brad Gray	Absent	Mr. Richard Walker	Aye
Mr. Skip Jansen	Aye	Mr. Brian Weiler	Aye

The motion passed.

C. Approval of December 17, 2020 Meeting Minutes and January 21, 2021 E-Meeting Minutes

Mr. Cossey moved to approve the minutes from the December 17, 2020 meeting and the January 21, 2021 E-meeting. Mr. Jansen seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Steve Bodenhamer	--	Mr. Andrew Lear	Aye
Mr. Chuck Branch	Aye	Mr. Rusty MacLachlan	Aye
Mr. David Cameron	Absent	Mr. Lynn Morris	--
Mr. Steve Childers	Aye	Mr. James O’Neal	Aye
Mr. Jerry Compton	Aye	Mr. John Russell	Absent
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Absent
Ms. Jan Fisk	Aye	Ms. Martha Smartt	Absent
Mr. Brad Gray	Absent	Mr. Richard Walker	Aye
Mr. Skip Jansen	Aye	Mr. Brian Weiler	Aye

The motion passed.

D. Public Comment Period for All Agenda Items

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

Mr. Weiler stated that while he empathized with the commentor regarding Uber/Lyft and the airport, he wanted to clarify the airport has a contractual relationship with the corporate/company Uber and Lyft directly. The drivers are independent contractors. The airport encourages the drivers to consult Uber and Lyft corporate offices due to the airport is unable to negotiate with private contractors.

E. Executive Director’s Report

Ms. Fields stated MoDOT’s funding projections increased this year due to money coming from the CARES Act/COVID Relief Bill as well as Amendment 3 bonds being reissued. This allowed MoDOT to program more projects into the Statewide Transportation Improvement Program. OTO held 3 STIP meetings with the

Technical Planning Committee and compiled a list of project recommendations for MoDOT to include. MoDOT has not agreed to these projects and the result of the recommendations will not be known until sometime around May. The recommended projects list was shared with the Board. The committee also worked on an unfunded needs list. Projects were prioritized into 3 tiers. If additional Federal or State money became available, projects on this list could be funded.

Ms. Fields advised Missouri Senate Bill 262 passed, which is a 12.5 cent fuel tax increase over 5 years. The bill allows Missourians and non-Missourians to request a refund of the additional tax. The House is still on the second reading, House Bill 1044. OTO sent letters and emails in support of the fuel tax.

Ms. Fields stated other MPO's across the country are receiving requests for projects for earmarks. OTO has not received that request yet but is working on a list. Projects considered will need to be able to start quickly.

Ms. Fields reported OTO has been watching U.S. House Bill 2 which is the transportation reauthorization. Also, President Biden signed Justice 40 which is an Executive Order requiring 40% of all Federal funds to be spent in low income or minority, or environmental pollution areas. It is unclear currently how this will affect transportation funding.

Ms. Fields stated the Missouri Highway and Transportation Commission approved a new policy. This policy sets aside \$10 million in the Statewide Transportation Improvement Program (STIP) to provide additional funding to Districts that have not been able to meet certain asset management plan goals with existing resources, which is not the OTO District. It also increased the share for economic development from 10% to 20%. The policy has a Maintenance Asset Management Deficit program. This program has funding of \$15 million for fiscal years 2022 and 2023, and \$12.5 million in 2024. The effect of this policy on the urban area of the Southwest District is less funding.

Ms. Fields reported the latest COVID Relief Bill or The American Recovery Act set aside \$5 million for City Utilities transit and \$50,000 for 5310 Transit.

Ms. Fields stated Federal Highway will come in person or via Zoom to do the Certification Planning which occurs every 4 years. More details to come. Also, the Cost Share Application for MoDOT was due this week. The OTO MPO area had one submission.

Ms. Fields shared the state of Missouri ended 2020 with 991 fatalities which was up from 881 in 2019 primarily due to speeding and distracted driving.

Mr. Campbell asked if Senate Bill 262 included a stipulation that refunds were available only to vehicles licensed 26,000 lbs. or less. Ms. Fields stated that was part of the bill.

F. MoDOT Update

Mr. Campbell wanted to acknowledge Missouri's fatalities statistics as well. The safety of the roadways is a priority. As traffic volumes decreased, fatalities, serious injuries, and TMAs increased. Many conversations and meetings are being held to determine what can be done to change this trend.

Mr. Campbell stated MoDOT is currently hiring with approximately 40 positions posted. They are working on getting their employees opportunities for vaccines. For now, MoDOT will continue their current procedures regarding COVID.

Mr. Campbell reported on their operations side, their priority has been fixing potholes. Focus has also been on litter. MoDOT is committed March 29th – April 9th to focusing on litter pickup throughout the Southwest District. Some of the major projects of focus for the Southwest District are the Missouri Arkansas connector, I-44 Project Bridge Rebuild, I-44 corridor bridge bundle, Long Creek bridge replacement, and a Cape Fair bridge project.

Mr. Childers stated Ozark was a recipient of the Governor's Cost Share and asked if the deadlines had been extended. Mr. Campbell did not know the answer at the time but stated he would inquire to find out.

G. Legislative Reports

Mr. Wheeler with Senator Blunt's Office reported the Transportation American Rescue Plan included \$30.5 billion allocated to the FTA through section 3401. Mr. Wheeler detailed the breakdown of the funding. At this time, they do not know all the details of HR 2, which is the overall transportation bill.

Ms. Fields asked if the money going to the cities can be used for any governmental purpose. Mr. Wheeler stated it could not be. The funding going to cities, Section 603, is under the same regulations the Department of Treasury already put in place. It would be the same regulations the counties had with the first funds they received which assisted with the COVID pandemic. Usage was expanded to include increasing broadband infrastructure, emergency premium pay, and to make-up revenue loss.

Mr. Pruett with U.S. Representative Billy Long's office reported the next big item is transportation but details of what that will look like are not known at this time. Mr. Pruett gave an overview of activity at the U.S. House of Representatives.

Mr. Wheeler stated the House GOP took a vote which indicated their acceptance of Congressionally Appropriated Funding, or Earmarks. There has not been movement out of the Senate Appropriations Committee on what the new transparency looks like. The House Appropriations Committee has indicated they will have some new rules they will implement.

II. New Business

A. Financial Statements for 2nd Quarter 2020-2021 Budget Year

Ms. Fields stated included for consideration are the second quarter financial statements for the 2020-2021 Budget Year. This period includes October 1, 2020 through December 31, 2020. The second quarter expenses total 40.5 percent of budget. The revenue was 36.1 percent of budget. Ms. Fields explained the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Mr. Jansen made a motion to accept the Second Quarter Financial Statements for the 2020-2021 Budget Year. Mr. Branch seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Steve Bodenhamer	Aye	Mr. Andrew Lear	Aye
Mr. Chuck Branch	Aye	Mr. Rusty MacLachlan	Aye
Mr. David Cameron	Absent	Mr. Lynn Morris	--
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Aye	Mr. John Russell	Absent
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Absent
Ms. Jan Fisk	Aye	Ms. Martha Smartt	Absent

Mr. Brad Gray	Absent	Mr. Richard Walker	Aye
Mr. Skip Jansen	Aye	Mr. Brian Weiler	Aye

The motion passed.

B. UPWP Administrative Modification One

Ms. Fields advised an administrative modification to the 2021 Unified Planning Work Program, with accompanying changes to the Operational Budget, was made to modify expenses and revenue to more accurately reflect billing this fiscal year. The change is to move \$20,000 from In-Kind Meeting Expense to MoDOT Direct Services. In-Kind meeting attendance billing has been lower than expected. MoDOT Direct Service Billing has been more than expected.

The Executive Director approved the administrative modification on February 17, 2021.

This was informational only. No action was required.

C. OTO Growth Trends

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

Many Board members expressed interest in this being presented to their clubs, committees, and/or boards.

This was informational only. No action was required.

D. FY 2020-2023 TIP Administrative Modification Number Eight

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

This was informational only. No action was required.

E. Amendment Number Nine to the FY 2020-2023 TIP

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

Mr. Walker made a motion to approve the FY 2020-2023 Transportation Improvement Program Amendment Nine. Mr. Branch seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Steve Bodenhamer	Aye	Mr. Andrew Lear	Aye
Mr. Chuck Branch	Aye	Mr. Rusty MacLachlan	Aye
Mr. David Cameron	Absent	Mr. Lynn Morris	--
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Aye	Mr. John Russell	Absent

Mr. Travis Cossey	Aye	Mr. Mike Schilling	Absent
Ms. Jan Fisk	Aye	Ms. Martha Smartt	Absent
Mr. Brad Gray	Absent	Mr. Richard Walker	Aye
Mr. Skip Jansen	Aye	Mr. Brian Weiler	Aye

The motion passed.

F. *Destination 2045* Update

Ms. Longpine reported OTO has wrapped up the public input phase of the next long range transportation plan, *Destination 2045*. Ms. Longpine provided an update on the survey results, as well as current activities in plan development. As meetings are still virtual, staff has also been gathering feedback through online survey tools.

Mr. Campbell shared MoDOT's next step for the unfunded needs list will be looking at multimodal components.

This was informational only. No action was required.

III. Other Business

A. Board of Directors Member Announcements

Ms. Fisk informed the Board this was her last meeting due to her council term ending soon.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues to review.

C. Articles for Board of Directors Member Information

Chairman Lear noted there were articles of interest included in the packet for the members to review as time allows.

IV. Adjourn meeting

Mr. Jansen made a motion the meeting be adjourned at 1:26 P.M. Mr. Weiler seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Steve Bodenhamer	Aye	Mr. Andrew Lear	Aye
Mr. Chuck Branch	Aye	Mr. Rusty MacLachlan	Aye
Mr. David Cameron	Absent	Mr. Lynn Morris	--
Mr. Steve Childers	Aye	Mr. James O'Neal	Aye
Mr. Jerry Compton	Aye	Mr. John Russell	Absent
Mr. Travis Cossey	Aye	Mr. Mike Schilling	Absent
Ms. Jan Fisk	Aye	Ms. Martha Smartt	Absent
Mr. Brad Gray	Absent	Mr. Richard Walker	Aye
Mr. Skip Jansen	Aye	Mr. Brian Weiler	Aye

The motion passed.

Steve Childers
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Board member review are Public Comments for the time frame between March 18, 2021 and May 13, 2021. Any additional public comment received by May 19, 2021 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Industrial Development Authority of Bolivar, MO

Board of Directors

Pat Douglas,
President

Russ Batten,
Vice
President

Janieca Hancock,
Treasurer

Gary Fulbright

Brad Johnson

Paul Long

Mark Roberts

Advisory Board

Thane Kifer

Sherry Lynch

Kelly Parson

Tracy Slagle

Economic Development Alliance

Gail Noggle,
Executive
Director

Rebecca Baker,
Administrative
Assistant

April 1, 2021

Missouri Department of Transportation
105 W. Capitol Avenue
Jefferson City, MO 65102

TO WHOM IT MAY CONCERN:

I am writing to share my support for investing in the planning and implementation of efforts to improve the intersection of Interstate 44 and North Kansas Expressway (Missouri Highway 13) in Springfield.

As the President of the Board of Directors for the Industrial Development Authority of Bolivar, I would like to encourage MoDOT to sincerely consider the approval of improvements to the above intersection given the substantial impact it has on the citizens of our area.

The Industrial Development Authority of Bolivar, Mo seeks out opportunities to improve the quality of life for not only the residents of Bolivar but also all of Polk County. I believe improvements to this intersection would be a step in the right direction in accomplishing this goal.

Being positioned just a short drive from Springfield, land owned by the IDA (sometimes referred to as the "Bolivar Business Park") may be the location for the next expansion or relocation of one or more large businesses, bringing in new jobs and potentially new residents. Polk County and Bolivar offers "small town living" yet is still close enough to the many cultural experiences that Springfield has to offer.

Once again, I pledge my support for efforts to improve this important intersection.

Feel free to contact me.



K. Patrick Douglas
President, Industrial Development Authority of Bolivar, Mo
E-mail: pat@dhhlawfirm.com
Direct Work Phone: 417-422-4089



City of
Bolivar
MISSOURI

345 S. Main Ave. • PO Box 9 • BOLIVAR, MISSOURI 65013
Telephone (417) 328-2489 • FAX (417) 777-7943
www.bolivar.mo.us

March 31, 2021

Missouri Department of Transportation
105 W. Capitol Avenue
Jefferson City, MO 65102

TO WHOM IT MAY CONCERN:

As the City Administrator for the City of Bolivar, I fully pledge my support for the proposed improvements at the Intersection of Interstate 44 and North Kansas Expressway (Missouri Highway 13) in Springfield.

As a primary gateway into Springfield from the north, this is definitely an important Intersection to Bolivar and Polk County. Bolivar is conveniently located a short 30-minute drive from Springfield, and we serve as a potential alternative for companies looking to expand or relocate. The city can boast of its family-friendly atmosphere, great quality of living, close proximity to two beautiful lakes, a private university and excellent healthcare system.

In addition to improving current traffic flow concerns, the improvements to the said intersection would open up additional opportunities for Bolivar to grow and attract the high-paying jobs that it takes to improve the overall well-being of its residents. I would be glad to support this initiative.

Feel free to contact me at 417-328-5800.

Tracy Slagle
City Administrator
City of Bolivar
417-328-5800
tslagle@bolivar.mo.us



April 2, 2021

Missouri Department of Transportation
105 W. Capitol Avenue
Jefferson City, MO 65102

TO WHOM IT MAY CONCERN:

Please accept this letter as support for the potential road improvements being considered at the intersection of Interstate 44 and North Kansas Expressway (Missouri Highway 13).

As Executive Director of the Economic Development Alliance – Bolivar & Polk County, our organization exists to provide a focused approach to business retention and expansion, workforce development, small business and entrepreneurial development and business/industry attraction. We rely heavily on a strong transportation system to accomplish these goals; therefore an efficient and safe traffic route is critical to our community.

With improvements to the above location, the likelihood for positive Economic Development growth would strengthen, and the safety for all citizens would increase.

Thank you for your consideration to improving this designated roadway which would provide a benefit for all of the Southwest Region.

Sincerely,

Gail Noggle
Executive Director
Economic Development Alliance – Bolivar & Polk County
gnoggle@bolivar.mo.us

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



COMMITTEES
Member:
Financial Institutions
Pensions
Downsizing State Government

**MISSOURI HOUSE OF
REPRESENTATIVES**

Bill Owen

State Representative
District 131

March 25, 2021

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

Dear Ms. Fields

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

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

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

Regards

A handwritten signature in black ink, appearing to read "Bill Owen", is written over a large, stylized, light-colored circular mark.

Bill Owen
State Representative
District 131



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

April 6, 2021

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

Dear Honorable Representative Owen,

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

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

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

Sincerely,

Sara Fields
Executive Director

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



COMMITTEES
Member:
Financial Institutions
Pensions
Downsizing State Government

**MISSOURI HOUSE OF
REPRESENTATIVES**
Bill Owen
State Representative
District 131

May 3, 2021

Missouri Department of Transportation
105 W Capitol Avenue
Jefferson City, Mo 65102

To Whom It May Concern:

We the undersigned members of the 101st General Assembly from southwest Missouri wish to convey our strong support for needed improvements to the I-44 and Highway 13 interchange in Springfield. This is a vital link to all our districts and we encourage your organization to place it towards the top of your list of highway projects in the region.

As you know this intersection is a hub for all types of commerce that travel thru southwest Missouri but particularly for tourism and feel this intersection is a detriment to attracting visitors. This is a much overlooked project and one that we feel needs to be addressed.


While researching the I-44 and 13 interchange, I reached out to the Missouri Highway Patrol and asked for any data concerning accidents at that location. I have included that information, as well. The data collected from 2016-2020 confirms what many of us already knew, which is this has become a particularly dangerous intersection. There have been 106 reported accidents resulting in 75 citizens injured and 2 individuals losing their lives, just in that four year span.

Your consideration of this matter is greatly appreciated.

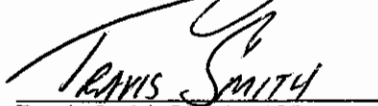
Regards,

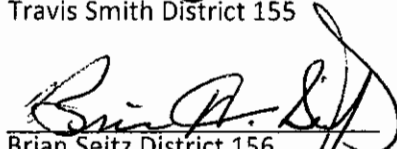

Bill Owen
State Representative
District 131
Room 410-A
State Capitol Building
201 W Capitol Ave
Jefferson City, Mo 65101
573-751-2948


MODOT Letter of Support for I-44 and Highway 13 Interchange


Bill Owen District 131

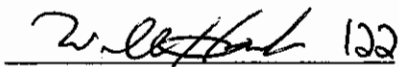

Alex Riley District 134



Travis Smith District 155



Brian Seitz District 156

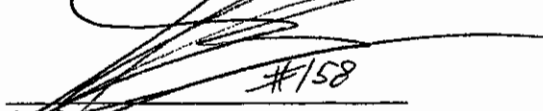

Craig Fishel District 136

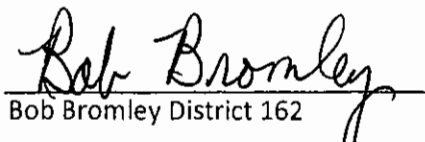

Curtis Trent District 133


Bill Hardwick District 122


David Evans District 154


Ben Baker District 160


#158
Scott Cupps District 158


Bob Bromley District 162

Bill Owen

From: Stosberg, Collin M <Collin.Stosberg@mshp.dps.mo.gov>
Sent: Tuesday, May 4, 2021 9:39 AM
To: Bill Owen
Subject: Fwd: Request For Crash Totals - Representative Owen
Attachments: GreeneCo_IS44_Mo13.pdf

Representative Owen:

We used the following methodology to find these crash numbers. Find crashes that occurred on IS-44 or MO-13 that occurred in Greene County from 2016 – 2020. If the crash report used a different name for the road or did not include the name of the road then it would not be included. After plotting these crashes out, our selection used crashes that fell along the desired interchange with a radius of about 0.25 miles. This distance was about how far it is until the next street. See the attached image. The statistics below are for the combined 5 years (remember 2020 numbers could change due to late reporting). There is also a publicly available crash map that users can search for this information as well.

<https://www.mshp.dps.missouri.gov/TR15Map/index.jsp>

Fatal Crashes	2
Injury Crashes	42
Property Crashes	62
Total Crashes	106
People Killed	2
People Injured	75

Please let me know if you need further.

Respectfully,

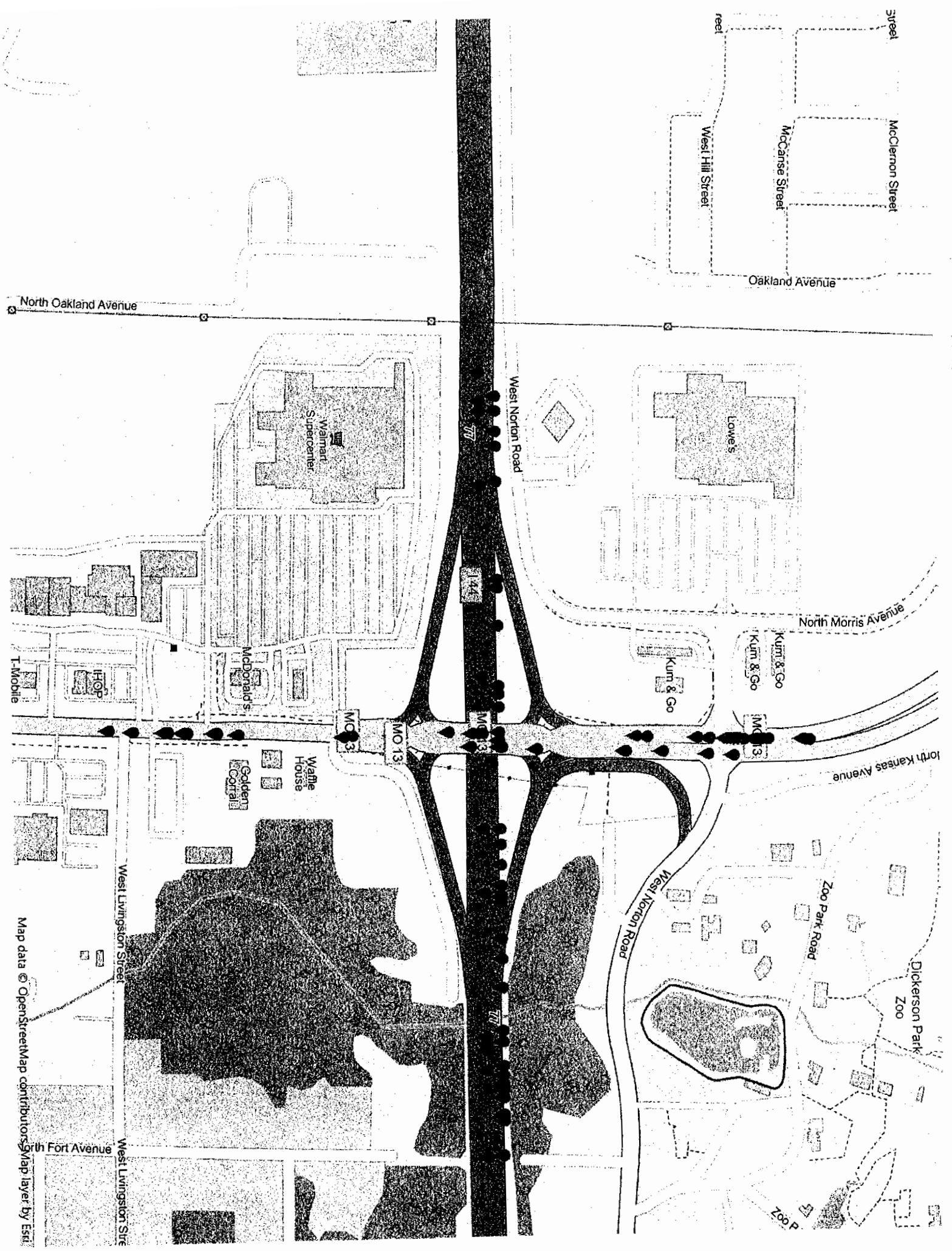
Collin Stosberg

816.853.2143 cell

Collin M. Stosberg, Lieutenant

Missouri State Highway Patrol

Sent from my iPhone





PUBLIC COMMENT



Area of concern: trail from St. Louis to Lake Fort Smith, AR

City/County of concern: south of Springfield

Date received: 05/08/2021

Received through: Email

Contact Name: Ron Koskovich **Contact Email/Ph #:** Rajk2@att.net / 417-881-4278

Contact Address: 2610 E Republic Rd, Springfield 65804

Comment: Even this may fall out of your region, Springfield will be a big player in the near future to support the activity that is currently in work constructing trail along the Norfork lake in MO and AR by the Ozark Trail Association in Mo and the Ozark Highland Trail Association in AR. All the land has been approved by the Army Corp Of Engineering to build trail from Dawt MO to Bakersfield, Mo which is the closest town to the border where the two trails will join. The approval continues into AR following the Norfork lake for several miles. Construction is already going on in both states. The finished plan will have a trail approx. 700 miles long from St Louis to Lake Fort Smith in AR. Connecting the two trails will create much attention for the mid west and beyond. Resources from the Springfield area will be the main support vehicle to keep the plan along the Norfork in work.

This could also become a part of your 45 mile plan to promote more interest sooner because of the major trail work being done not too far south of Springfield.

Hope this helps.

Ron Koskovich
2610 E Republic Rd.
Springfield, MO 65804
417-881-4278
Member OTA , and OHTA

OTO Response: Good Morning, Mr. Koskovich,

Thank you for your input and additional information! Public input is vital to our planning process. This information will be shared with our Technical Planning Committee and Board of Directors.

Have a great day!



PUBLIC COMMENT



Area of concern: Bike lane on State Highway W

City/County of concern: Ozark/Christian County

Date received: 05/07/2021

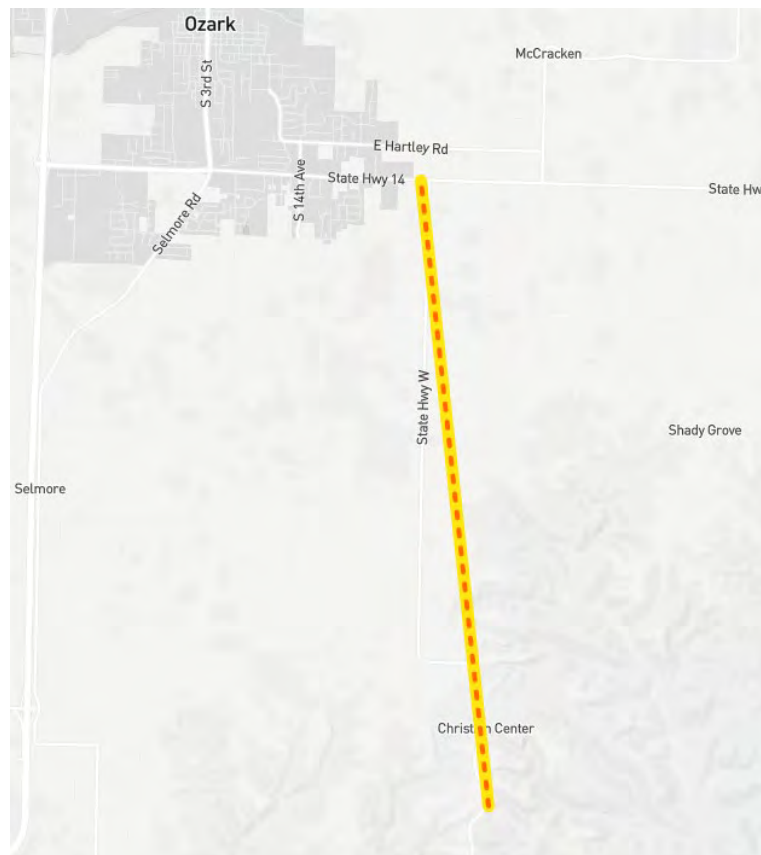
Received through: Map-A-Concern (OTO website)

Contact Name: David Romano

Contact Email/Ph #: none

Comment: Just by widening the shoulder on State Hwy W from 14 to Center Road, and painting a bicycle lane on one side, it would be possible to link Ozark (and hence Springfield too) to the 100+ miles of trails in Chadwick motorcycle and ATV (and mountain bike) park -- which can be reached from relatively quiet Center Road. A bike lane on that portion of Hwy W would also link all the beautiful little roads in that area safely. Currently Hwy W is too narrow (with fast traffic) for that.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Right turn lanes Kearney & West Bypass

City/County of concern: Springfield/Greene County

Date received: 05/07/2021

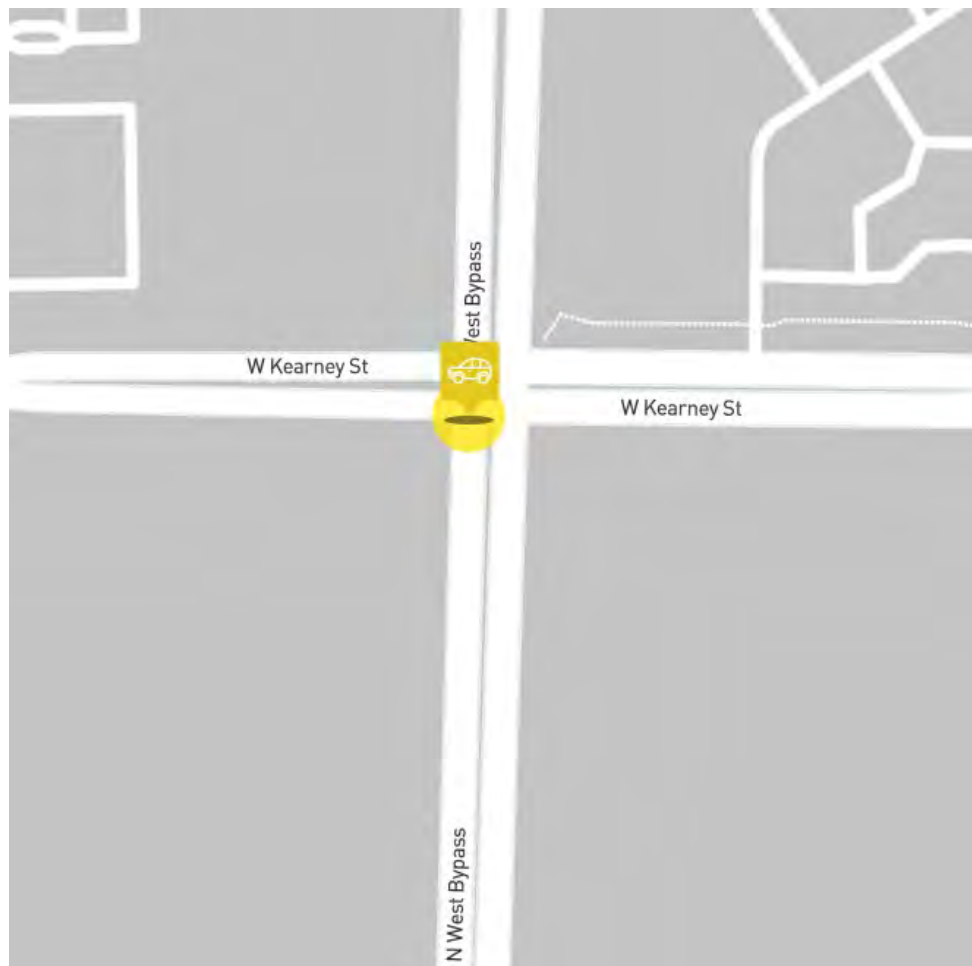
Received through: Map-A-Concern (OTO website)

Contact Name: Alex Smith

Contact Email/Ph #: none

Comment: This intersection desperately needs right turn lanes.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Bike lane on East Bennett

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

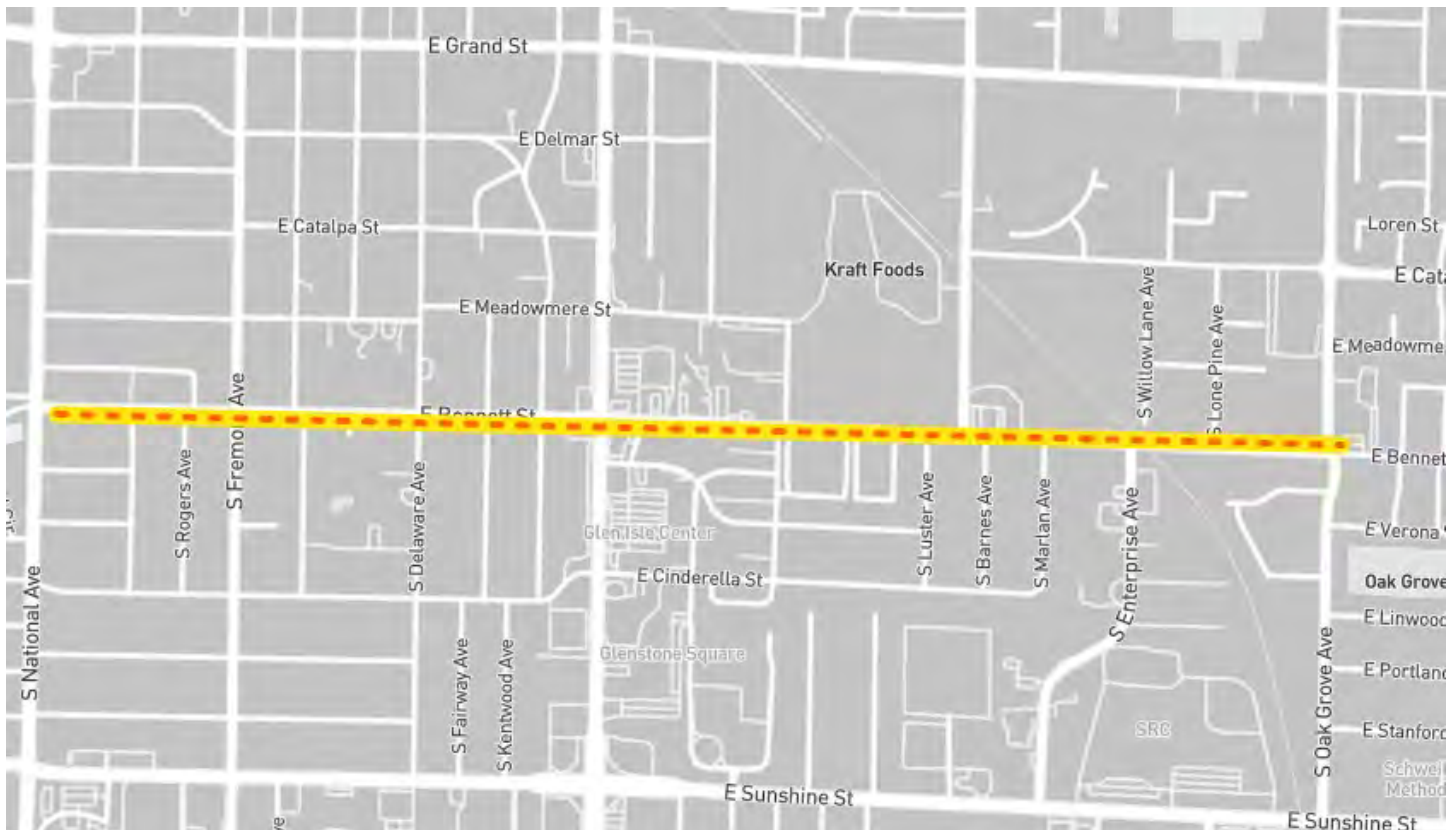
Received through: Map-A-Concern (OTO website)

Contact Name: none

Contact Email/Ph #: none

Comment: The existing bike lane is confusing to drivers & dangerous to cyclists. It connects the art museum to the east which is wonderful but the bottleneck at glenstone is dangerous, as are the driveways east of glenstone on bennett. The bike lane ends as the street narrows past enterprise disconnecting the oak grove neighborhood from this connection to Phelps Grove and the Link. The bike route to catalpa is not any safer due the heavier N/S traffic on Oak Grove and roundabout. There is no other safe

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Campbell – trail underpass near Weaver

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Mackenzie Hernandez **Contact Email/Ph #:** none

Comment: This area consistently floods, making it impossible to cross under Campbell.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Crosswalk at Talmage & Campbell

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

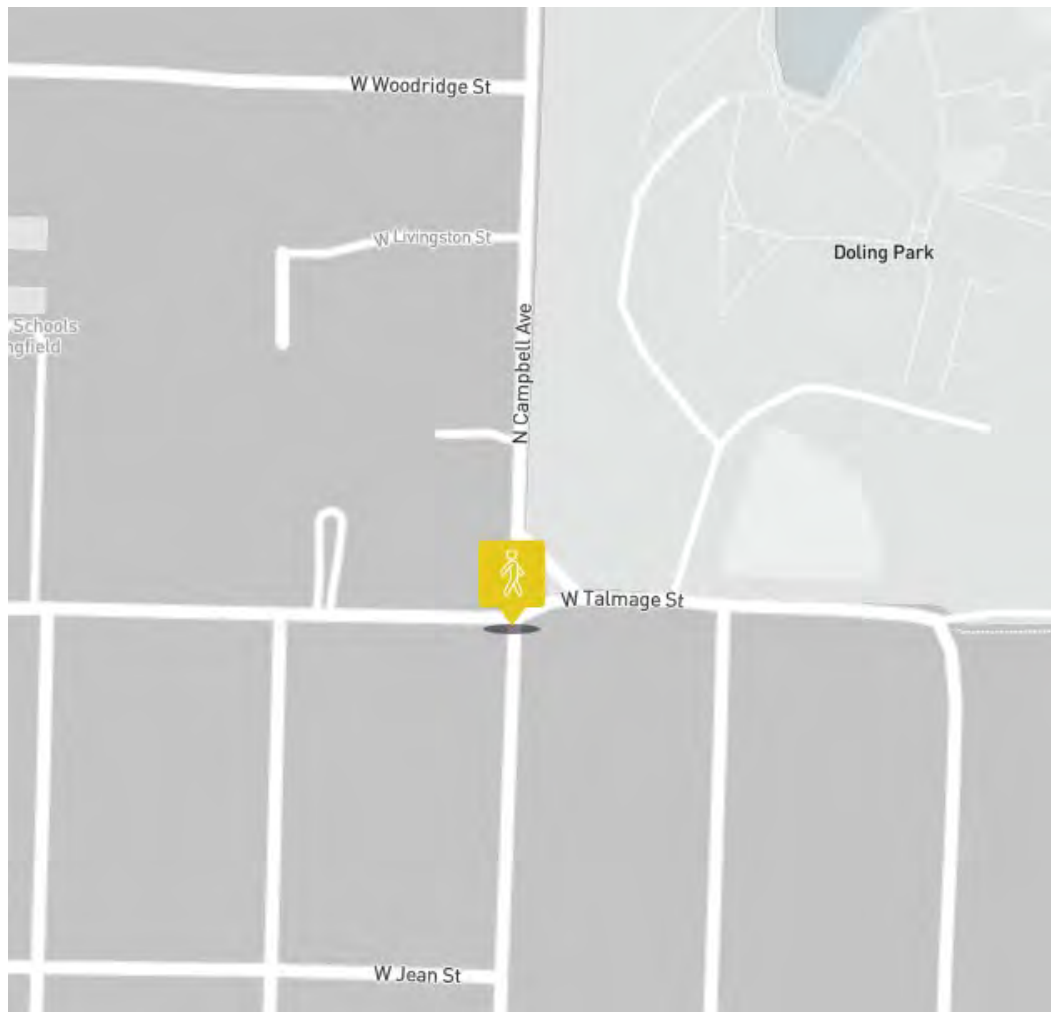
Received through: Map-A-Concern (OTO website)

Contact Name: Susan Mattheis

Contact Email/Ph #: None

Comment: This intersection needs well-marked crosswalks at Talmage and Campbell. There is no safe way to enter the park from south of Talmage.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Various trail concerns/suggestions

City/County of concern: Springfield/Greene County

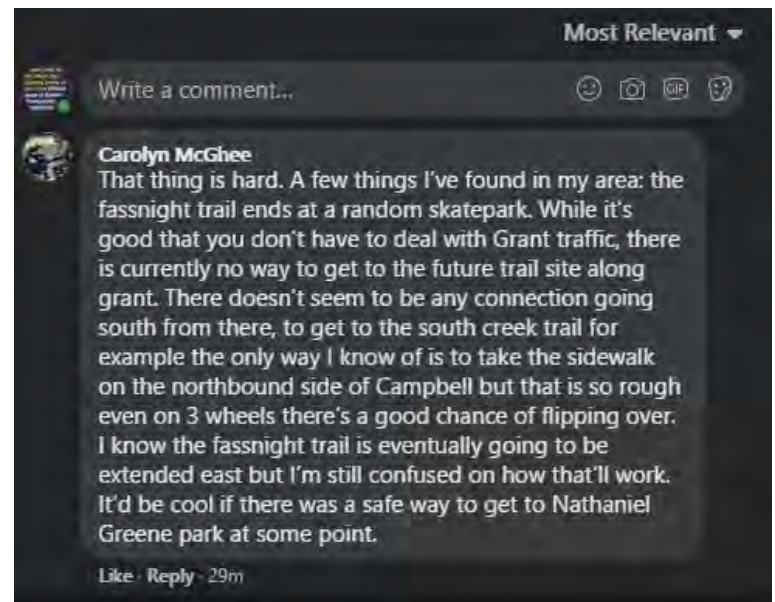
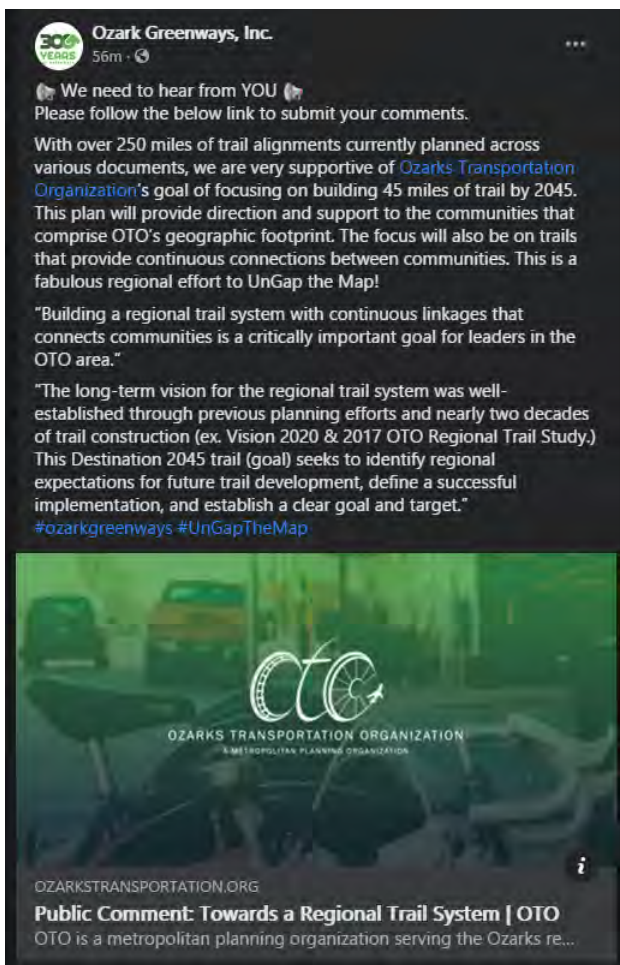
Date received: 05/06/2021

Received through: Facebook

Contact Name: Carolyn McGhee **Contact Email/Ph #:** not available

OTO's Original Posting:
Ozark Greenways shared OTO's
Original posting

Facebook Comment



OTO Response: Liked the comments



PUBLIC COMMENT



Area of concern: Fassnight Trail at Grant

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

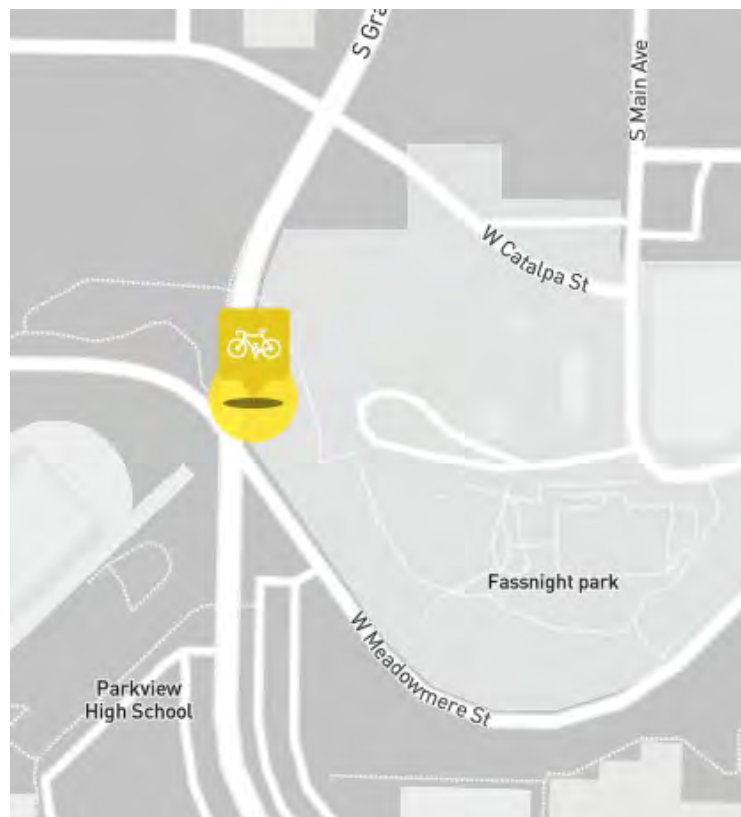
Received through: Map-A-Concern (OTO website)

Contact Name: Carolyn

Contact Email/Ph #: none

Comment: The fassnight trail ends at a random skate park. It goes under grant but there is no way to get to grant from the trail currently.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Galloway Creek Greenway at Seminole

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

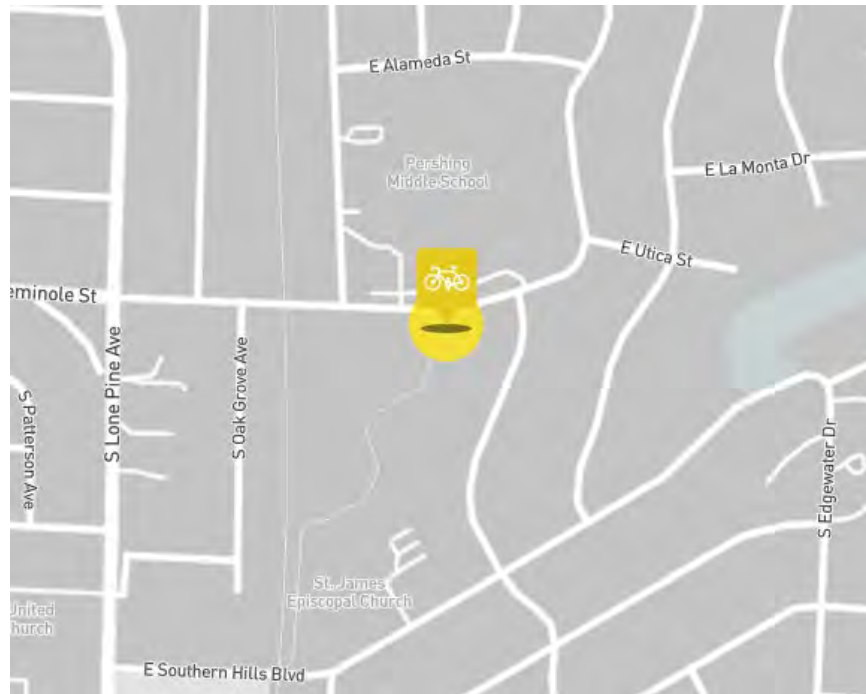
Received through: Map-A-Concern (OTO website)

Contact Name: none

Contact Email/Ph #: none

Comment: please extend this trail north of sunshine. there are few safe access points to this trail from north of sunshine.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Grant & Kearney – crosswalk & road surface

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

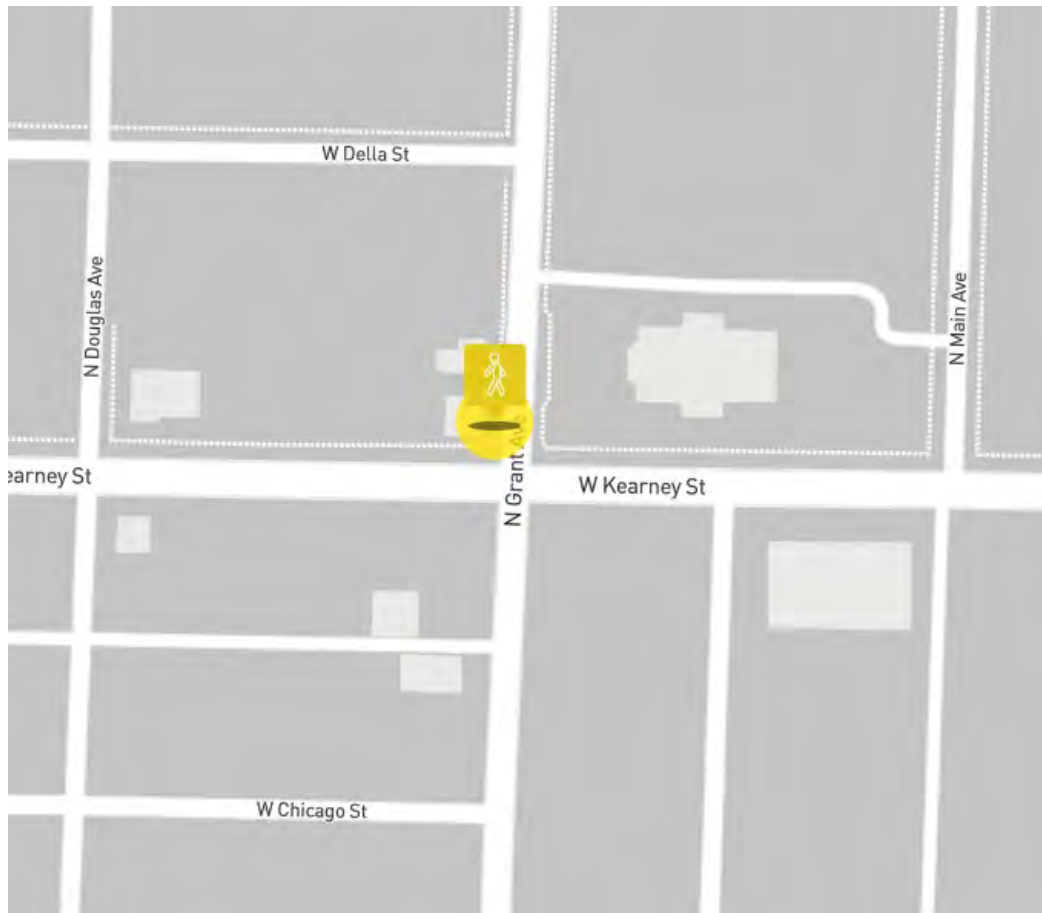
Received through: Map-A-Concern (OTO website)

Contact Name: Susan Mattheis

Contact Email/Ph #: None

Comment: This intersection needs improvements of well marked pedestrian crosswalks and road-surface maintenance.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: No sidewalk Lulwood St/Neighborhood

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Kathy Fisher

Contact Email/Ph #: none

Comment: Kids traveling to school have no sidewalk out of the Lulwood St./neighborhood to head over to either the Intermediate school, or the elementary. Totally unsafe walking on either side of the road.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Trail at Glenstone/James River Freeway/Republic Rd

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Daniel Hellman

Contact Email/Ph #: none

Comment: Adding a feasible path for bikers and pedestrians to cross James River at Republic could add accessibility for a large residential area.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Trail of Honor and Lake Springfield bridge connection

City/County of concern: Springfield/Greene County

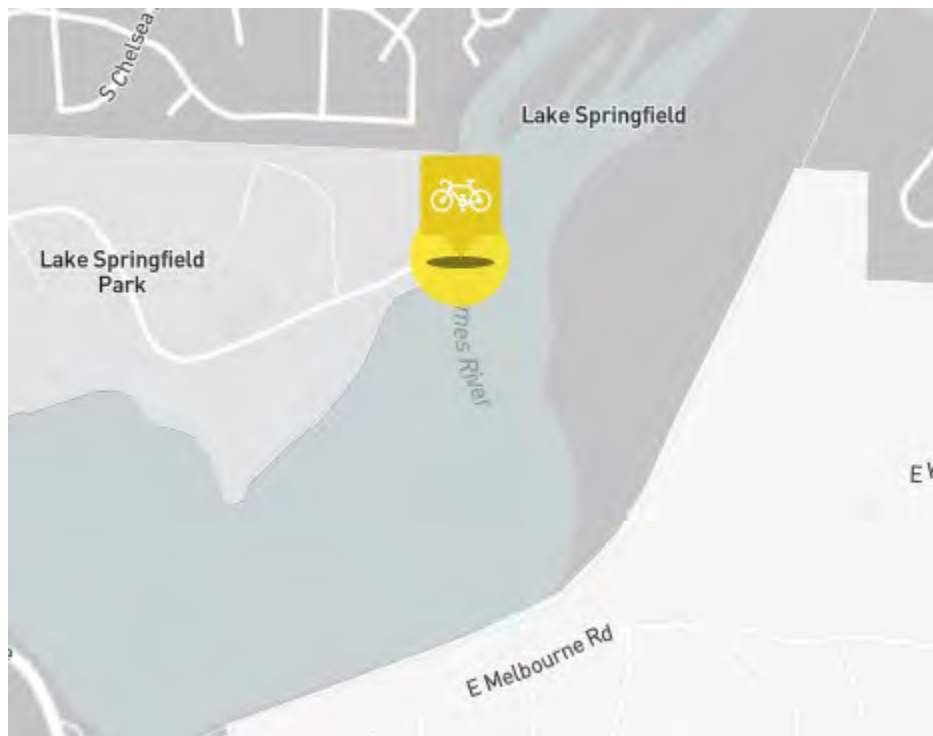
Date received: 05/06/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Mackenzie Hernandez **Contact Email/Ph #:** none

Comment: Complete this bridge between lake Springfield and trail of honor, increasing the safe biking areas from one part of the city to another

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Harvard Avenue sidewalk

City/County of concern: Springfield/Greene County

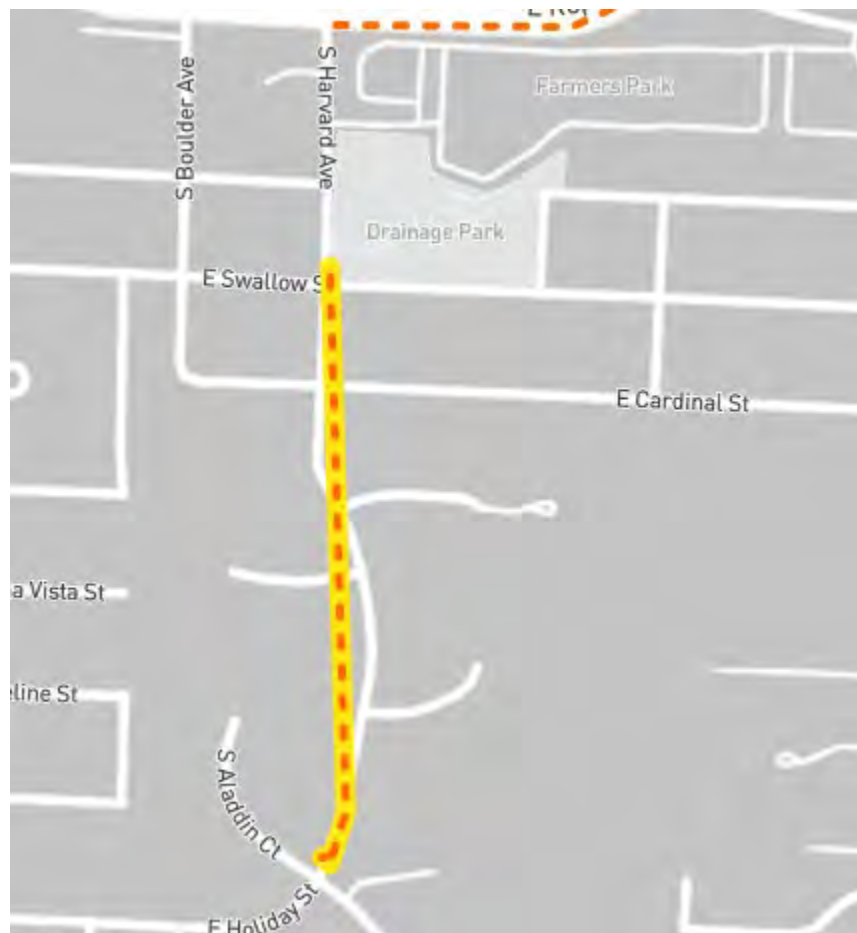
Date received: 05/06/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Mackenzie Hernandez **Contact Email/Ph #:** none

Comment: Add a sidewalk here. This is a great area for walking, but dangerous to walk to farmers park because of traffic and a narrow road. I have seen far too many pedestrians with close encounters with cars here.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Ward Branch underpass / Ward Branch Greenway

City/County of concern: Springfield/Greene County

Date received: 05/06/2021

Received through: Map-A-Concern (OTO website)

Contact Name: Diana Hiatt

Contact Email/Ph #: none

Comment: The Ward Branch underpass for Campbell Road is continually flooded. Also continuation of Ward Branch Greenway to Plainview is greatly appreciated. The lights are not working on the underpass under James River fwy

Map



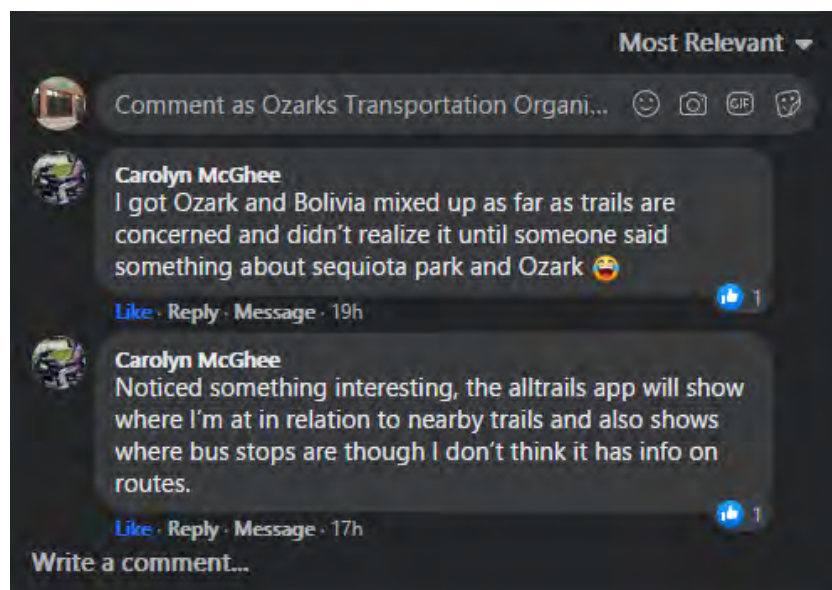
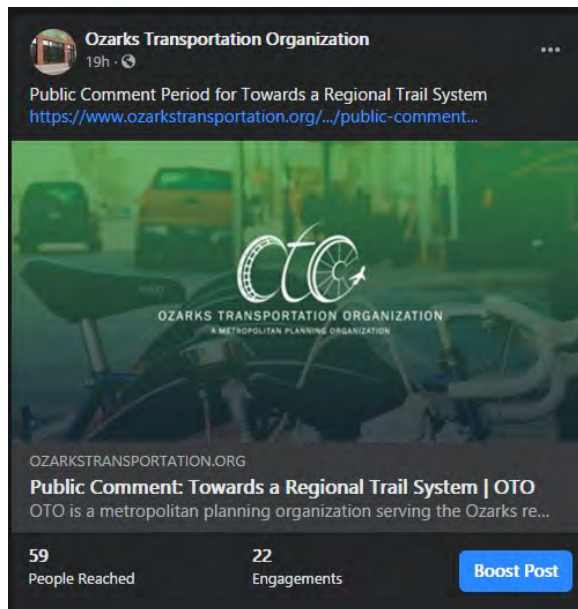
OTO Response: Unable to respond through the Map-A-Concern feature

Concerning: AllTrails app/regional trails

Submitted by: Carolyn McGhee

Received: 05/04/2021

Received through: Facebook

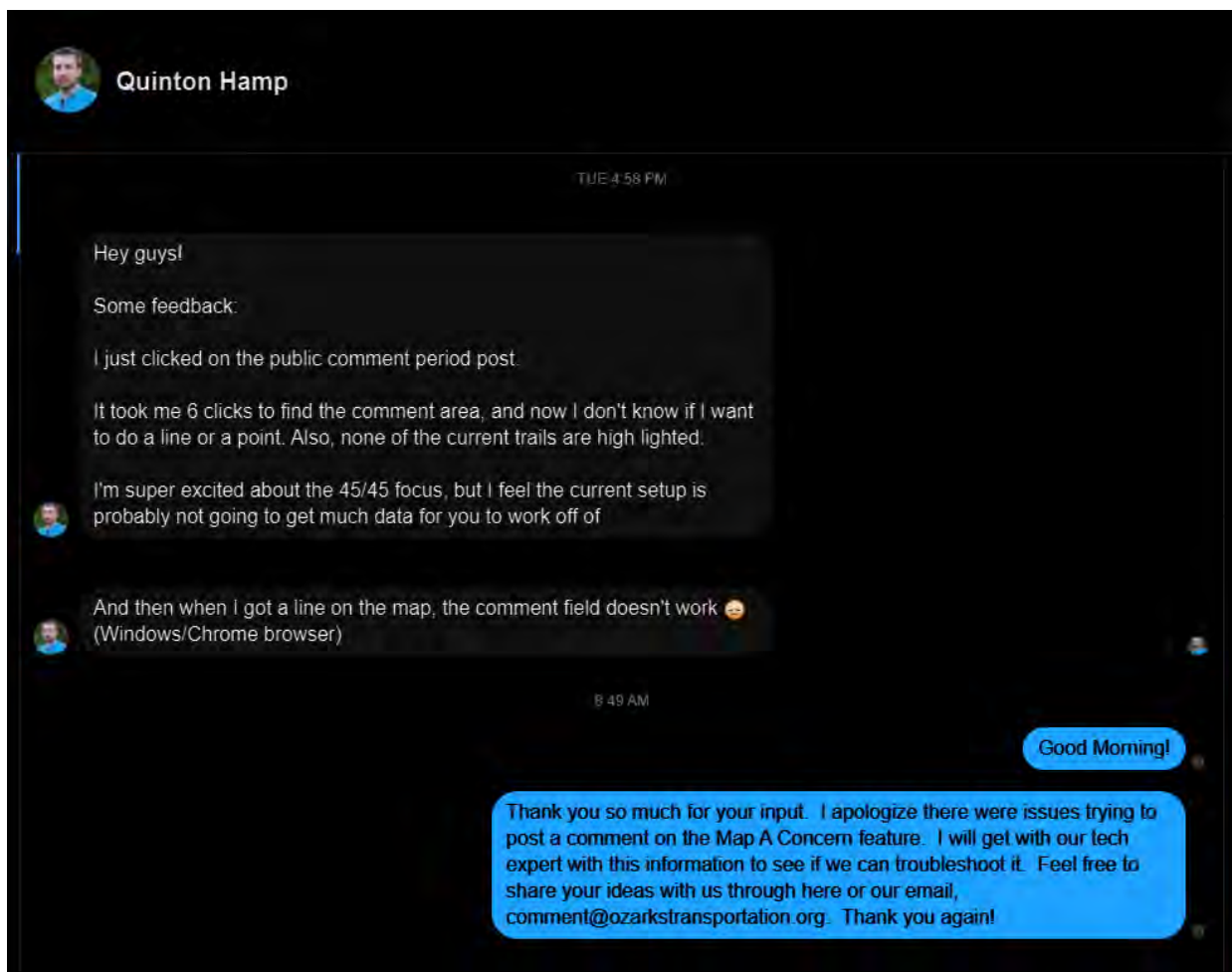


Concerning: Map A Concern feature on OTO Website

Submitted by: Quinton Hamp

Received: 05/04/2021

Received through: Facebook messaging



Concerning: Sidewalk on Campbell between University & Sunshine

Name: Anonymous

Date: 05/04/2021

Type: LineString

Coordinates: [[-93.29532980918884,37.18249712144778],[-93.29531908035278,37.182488573627225]]

Category: pedestrian-route

Comment: Missing sidewalk from university to sunshine on the southbound side of Campbell causes problems for pedestrians and cyclists.



Facebook comment received 04/23/2021

Concerning: Metrolink/Amtrak

Ozarks Transportation Organization
1h · 🌐



YOU'RE INVITED!
JOIN THE DISCUSSIONS SURROUNDING
MoDOT'S FREIGHT AND RAIL PLAN

Missouri Department of Transportation · 5h · 🌐
MoDOT will soon be hosting a Virtual Open House for the State Freight and Rail Plan. The open house will run from May 3 - June 4 and will specifically discuss p... See More

13 People Reached 6 Engagements Boost Unavailable

1 1 Comment 2 Shares

Like Comment Share

Most Relevant ▾

Comment as Ozarks Transportation Organi... 📷 📺 📹 📺

Carolyn McGhee
You guys entertained the question a while back about confusion between regional systems like amtrack and local systems like metrolink. I almost missed my connection to Chicago a few years ago because my cousin thought I meant the metrolink (didn't take greyhound from springfield because I don't trust it or planes). Which type of system a population is more likely to be familiar with probably depends on where you're at. Not sure how that would apply in our area since we don't have easy access to either system type.

Like · Reply · Message · 51m 1

Write a comment...

Facebook comment received 04/24/2021

Concerning: Greyhound/transportation options

**Ozarks Transportation Organization**
1h · 🌐




YOU'RE INVITED!
JOIN THE DISCUSSIONS SURROUNDING
MoDOT'S FREIGHT AND RAIL PLAN

Missouri Department of Transportation 
5h · 🌐
MoDOT will soon be hosting a Virtual Open House for the State Freight and Rail Plan. The open house will run from May 3 - June 4 and will specifically discuss p... [See More](#)

13
People Reached


6
Engagements

Boost Unavailable

**Carolyn McGhee**



Tried to figure out how to get from MU to UCM a while back. Friend thought there was a system that connected the campuses but all I could find online was a 20 hour greyhound ride. Kind of pointless but if you don't have someone who can drive close at hand it's the only option. How did they manage to turn a 5ish hour trip into 20?!


[Like](#) · [Reply](#) · [Message](#) · 2d

 **1**


Facebook comment received 04/21/2021





Concerning: Trail Navigation

**Ozarks Transportation Organization** was live.
Published by ZOOM · 19h · 




OTO Technical Planning Committee
4/21/21 TPC Meeting

 1 1 Comment 25 Views

 Like  Comment  Share 

Comments [Hide](#)


Most Relevant ▼



Sharer

Carolyn McGhee · 0:02

I realized recently that learning the trails is a bit like trying to figure out the sidewalks behind the student union at Missouri state when I can't read the building names. Not sure how I'll keep from getting mixed up once a few more gaps are filled in since I won't be able to use the streets for orientation. I don't know if there is anything already out there but an app that shows you where you're at in relation to both bus stops and trails would be really helpful. Google maps has the bus stops obviously (information is questionable) but the trails aren't noticeable unless you zoom in all the way. I downloaded all trails which will show me where I'm at in relation to specific trails but that's all the info it has.

[Like](#) [Reply](#) [Message](#) · 14h  1

Email received 04/19/2021 requesting carpool/rideshare information

From: OzarksCommute <help@ozarkstransportation.org>
Sent: Monday, April 19, 2021 1:50:13 PM
To: Natasha Longpine <nlongpine@ozarkstransportation.org>
Subject: ozarkscommute.com: OzarksCommute Support Request



Thanks for contacting us. We will respond within 72 hours, if needed.

Your Name: Nami

Your Email Address: [namitatewari@hotmail.com](mailto:namatewari@hotmail.com)

Your Message: I need more info on carpool/ rideshares in Springfield area. I would appreciate if someone can guide mw where to find out more information. Thanks

Type of Request: I would like more information about my transportation options

If you need anything else, please reply to this email.

Sincerely,
The OzarksCommute Team

URL: <https://ozarkscommute.com/#/>

Browser: Chrome 89.0.4389.128

Operating System: Windows 10

Powered by

rideamigos

© 2020 RideAmigos, all rights reserved

Response sent 04/20/2021

Nami,

Thank you for your reaching out to us with your questions about transportation choices in the Springfield area. Depending on where you live, your age, and your medical status, you may be able to find transportation options that aren't dependent on a personal automobile. Options are limited, but hopefully we can point you to a service you find helpful.

Below are some options in the Springfield area.

- [Ozarks Commute](#) is free website designed to connect residents who want to carpool. Given the COVID-19 crisis, usage of Ozarks Commute has dropped dramatically.

- Springfield is served by [City Utilities-Transit](#), which offers typical fixed-route bus service and ADA-paratransit for those who have qualifying medical conditions.
- If you live outside Springfield, [OATS Transit](#) offers several different transportation options. These options are somewhat dependent on your age and medical status, but OATS does offer some general public transportation services.
- If you are a senior, transportation services are available through the senior centers in [Nixa](#) and [Ozark](#), and [SeniorAge](#) can also connect you to resources available in both Greene and Christian County.
- Ride-hailing apps, such as [carGo](#), [Uber](#), and [Lyft](#), are available in some communities.
- A number of taxi providers operate in the metro area.
- Finally, some private companies, such as [Enterprise Car Rental](#), offer commuting programs you and your employer could explore.

I hope this listing is helpful. Please let me know if you have any additional questions.

Thanks,

Andy Thomason, AICP

Senior Planner



athomason@ozarkstransportation.org


www.OzarksTransportation.org

www.giveusyourinput.org/

Pronouns: he, him, his

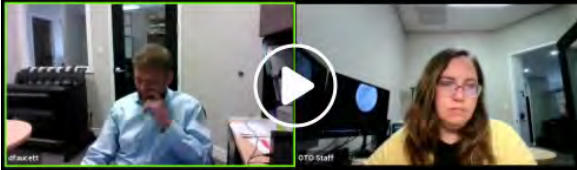
Facebook comment received 04/01/2021

Concerning: Cyclists and Pedestrians



Ozarks Transportation Organization was live.
23h · 🌐

Destination 2045 Meeting





zoom


67
People Reached


19
Engagements


Boost Post

  3


1 Comment 1 Share




 Like


 Comment

 Share

Most Relevant ▼




Comment as Ozarks Transportation Organization   



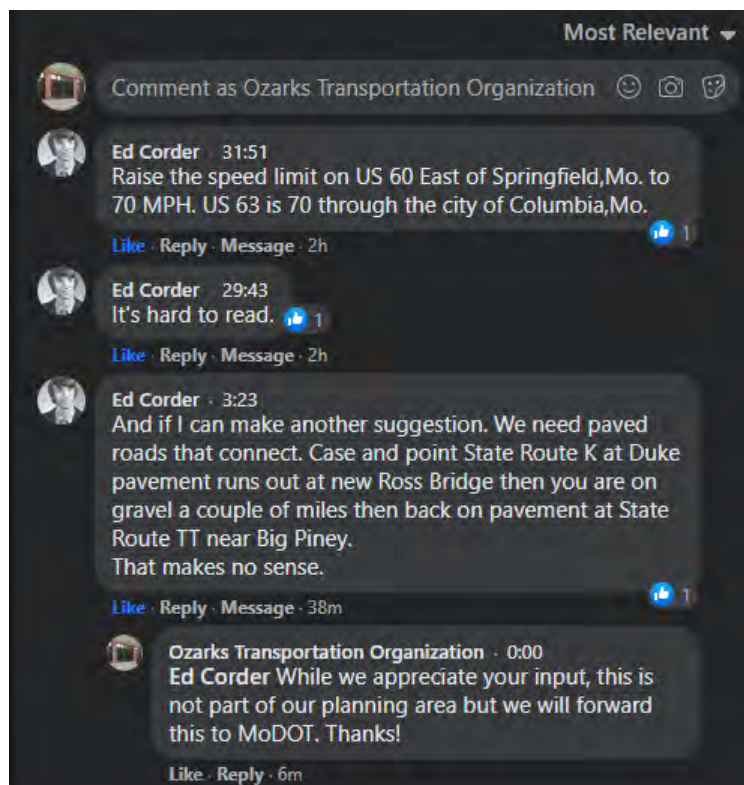
Carolyn McGhee
Cyclists not watching for pedestrians on the sidewalks is a huge problem in Springfield. They don't call out when they approach pedestrians. They have no bells or horns on their bikes. They can't see my cane or neon green safety vest. Campbell between sunshine and grand is a constant problem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

Like · Reply · Message · 16h · Edited

 1

Facebook comment received 03/11/2021

Concerning: Speed Limit on US 60 East of Springfield



Sent comment to MoDOT 03/11/2021

TAB 3

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.A.

Financial Statements for the Third Quarter 2020-2021 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the third quarter financial statements for the 2020-2021 Budget Year. This period includes January 1, 2021 through March 31, 2021. The third quarter expenses total 58.3 percent of budget. The revenue was 57.4 percent of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Section One – OTO Operational Financial Statements

- Balance Sheet
The current outstanding liabilities include \$2,200.03 which represents the OTO purchasing card for the month of December which is paid in full monthly and Dependent and Health FSA accounts for employees held a \$77.44 liability at the end of the quarter.
- Operating Fund Balance Report shows the OTO has a fund balance of \$493,877.14 at the end of March. This balance is slightly over the 3-6 month range set for expenses.
- Profit and Loss Statement
During this period, revenue exceeded expenses in the amount of \$35,388.36.
- Budget vs. Actual
The OTO budgeted expenses in the amount of \$894,746.00 for the budget year. Actual expenses at the end of the third quarter are \$521,678.23. This is 58.3 percent of budgeted expenses. Year-to-date revenue exceeded expenses in the amount of \$4,601.90.

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 budgeted expenses are \$942,940.00 once the in-kind expense is included.

The OTO utilized \$21,632.98 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 2020-2021 Budget Year.”

OR

“Move to return to staff the Third Quarter Financial Statements for the 2020-2021 Budget Year in order to...”

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

Ozarks Transportation Organization
Balance Sheet
As of March 31, 2021

	<u>Mar 31, 21</u>
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	338,929.39
Southern Bank--Money Market	110,717.65
Southern Bank-Sm Bus Checking	46,507.57
Total Checking/Savings	496,154.61
Total Current Assets	496,154.61
TOTAL ASSETS	496,154.61
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	2,200.03
Total Credit Cards	2,200.03
Other Current Liabilities	
Dependent FSA - Employee 003	75.00
Dependent FSA - Employee 004	35.00
Dependent FSA - Employee 015	226.17
Health FSA - Employee 003	274.14
Health FSA - Employee 004	292.38
Health FSA - Employee 015	202.20
Health FSA - Employee 016	-1,826.95
Health FSA - Employee 022	269.50
ICMA-RC 457 - Employee 003	225.00
ICMA-RC 457 - Employee 004	220.00
ICMA-RC 457 - Employee 015	30.00
ICMA-RC 457 - Employee 022	10.00
ICMA-RC 457Roth - Employee 015	20.00
ICMA-RC 457Roth - Employee 016	25.00
Total Other Current Liabilities	77.44
Total Current Liabilities	2,277.47
Total Liabilities	2,277.47
Equity	
Unrestricted Net Assets	489,275.24
Net Income	4,601.90
Total Equity	493,877.14
TOTAL LIABILITIES & EQUITY	496,154.61

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2021

Monthly Ending Balance

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2020	\$337,236.95	\$180,490.55	\$65,183.83	\$582,911.33
8/31/2020	\$337,738.50	\$150,536.79	\$78,977.52	\$567,252.81
9/30/2020	\$338,224.60	\$150,567.72	\$6,849.66	\$495,641.98
10/31/2020	\$338,402.07	\$90,587.36	\$66,931.36	\$495,920.79
11/30/2020	\$338,513.29	\$75,605.08	\$127,660.12	\$541,778.49
12/31/2020	\$338,628.26	\$95,643.57	\$36,309.01	\$470,580.84
1/31/2021	\$338,737.73	\$65,668.53	\$58,232.78	\$462,639.04
2/28/2021	\$338,828.67	\$110,684.75	\$72,775.48	\$522,288.90
3/31/2021	\$338,929.39	\$110,717.65	\$52,357.57	\$502,004.61
4/30/2021				\$0.00
5/31/2021				\$0.00
6/30/2021				\$0.00

Balance After Liabilities

Southern Bank & ICS Balances 12/31/2020	\$502,004.61
Outstanding Checking Withdrawals	-\$5,850.00
Other Outstanding Liabilities	-\$2,277.47
Total Equity 3/31/2021	\$493,877.14

FY 2020-21 UPWP Budget	\$942,940.00
3 months of expenses	\$235,735.00
6 months of expenses	\$471,470.00

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2021

	Jan - Mar 21
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	408.34
Miscellaneous Revenue	58.73
Total Other Types of Income	467.07
OTO Revenue	
Consolidated Planning Grant CPG	151,440.11
Surface Trans Block Grant	43,230.41
Total OTO Revenue	194,670.52
Total Income	195,137.59
Gross Profit	195,137.59
Expense	
Building	
Building Lease	13,085.00
Common Area Main Exp	4,035.00
Office Cleaning	987.00
Utilities	1,043.71
Total Building	19,150.71
Commodities	
Office Supplies/Furniture	116.88
Total Commodities	116.88
Information Technology	
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,262.00
Software	824.59
Webhosting	502.03
Total Information Technology	4,605.62
Operating	
Copy Machine Lease	
Lease Principal Expense	48.00
Maintenance for Copier	156.00
Toner & Overages	84.00
Copy Machine Lease - Other	405.75
Total Copy Machine Lease	693.75
Dues/Memberships	2,642.17
Education/Training/Travel	
Travel Miscellaneous	0.00
Education/Training/Travel - Other	410.00
Total Education/Training/Travel	410.00
Food/Meeting Expense	102.60
Staff Mileage Reimbursement	115.85
Telephone/Internet	1,160.13
Total Operating	5,124.50
Personnel	
Mobile Data Plans	675.00
Payroll Services	898.66
Salaries	125,675.41
Total Personnel	127,249.07

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2021

	Jan - Mar 21
Services	
Legislative Education	98.95
Professional Services (Legal &	3,403.50
Total Services	3,502.45
Total Expense	159,749.23
Net Ordinary Income	35,388.36
Net Income	35,388.36

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	2,696.82	6,000.00	-3,303.18	44.9%
Miscellaneous Revenue	182.14			
Total Other Types of Income	2,878.96	6,000.00	-3,121.04	48.0%
OTO Revenue				
Consolidated Planning Grant CPG	335,240.96	654,352.00	-319,111.04	51.2%
Local Jurisdiction Match Funds	88,505.70	156,191.00	-67,685.30	56.7%
Surface Trans Block Grant	99,654.51	100,000.00	-345.49	99.7%
Total OTO Revenue	523,401.17	910,543.00	-387,141.83	57.5%
Total Income	526,280.13	916,543.00	-390,262.87	57.4%
Gross Profit	526,280.13	916,543.00	-390,262.87	57.4%
Expense				
Bank Fees	0.00	30.00	-30.00	0.0%
Building				
Building Lease	38,825.00	52,125.00	-13,300.00	74.5%
Common Area Main Exp	12,105.00	19,950.00	-7,845.00	60.7%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	628.10	4,000.00	-3,371.90	15.7%
Office Cleaning	2,961.00	5,550.00	-2,589.00	53.4%
Utilities	2,059.96	3,500.00	-1,440.04	58.9%
Total Building	56,579.06	87,125.00	-30,545.94	64.9%
Commodities				
Office Supplies/Furniture	1,051.23	7,000.00	-5,948.77	15.0%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	1,669.06	2,000.00	-330.94	83.5%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	367.00	1,000.00	-633.00	36.7%
Total Commodities	3,087.29	15,000.00	-11,912.71	20.6%
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,000.00	-8,000.00	0.0%
Data Storage/Backup	3,286.00	4,400.00	-1,114.00	74.7%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	6,786.00	12,000.00	-5,214.00	56.6%
Software	2,277.82	4,900.00	-2,622.18	46.5%
Webhosting	2,025.56	2,300.00	-274.44	88.1%
Total Information Technology	14,375.38	37,100.00	-22,724.62	38.7%
Insurance				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,720.00	2,700.00	20.00	100.7%
Workers Compensation	1,232.00	1,700.00	-468.00	72.5%
Total Insurance	6,290.00	10,400.00	-4,110.00	60.5%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget	% of Budget
Operating				
Copy Machine Lease				
Lease Interest Expense	48.00	1,650.00	-1,602.00	2.9%
Lease Principal Expense	231.25	200.00	31.25	115.6%
Maintenance for Copier	468.00	650.00	-182.00	72.0%
Toner & Overages	252.00	3,200.00	-2,948.00	7.9%
Copy Machine Lease - Other	1,082.00			
Total Copy Machine Lease	2,081.25	5,700.00	-3,618.75	36.5%
Dues/Memberships	4,044.17	8,000.00	-3,955.83	50.6%
Education/Training/Travel				
Training	125.00			
Education/Training/Travel - Other	1,460.00	23,000.00	-21,540.00	6.3%
Total Education/Training/Travel	1,585.00	23,000.00	-21,415.00	6.9%
Food/Meeting Expense	672.09	4,300.00	-3,627.91	15.6%
Legal/Bid Notices	544.97	2,000.00	-1,455.03	27.2%
Postage/Postal Services	63.54	1,800.00	-1,736.46	3.5%
Printing/Mapping Services	26.00	14,000.00	-13,974.00	0.2%
Public Input Event Registration	50.00	1,500.00	-1,450.00	3.3%
Staff Mileage Reimbursement	213.03	3,500.00	-3,286.97	6.1%
Telephone/Internet	3,448.17	5,000.00	-1,551.83	69.0%
Total Operating	12,728.22	68,800.00	-56,071.78	18.5%
Personnel				
Mobile Data Plans	1,755.00	3,240.00	-1,485.00	54.2%
Payroll Services	2,151.69	4,000.00	-1,848.31	53.8%
Salaries	358,350.51	529,811.00	-171,460.49	67.6%
Total Personnel	362,257.20	537,051.00	-174,793.80	67.5%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	3,845.00	4,640.00	-795.00	82.9%
Legislative Education	98.95	7,000.00	-6,901.05	1.4%
Long Range Plan Update	3,818.21	5,000.00	-1,181.79	76.4%
Professional Services (Legal & TIP Tool Maintenance	23,998.92	50,000.00	-26,001.08	48.0%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	20,000.00	-20,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	15,000.00	-15,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	3,000.00	-3,000.00	0.0%
Total Services	66,361.08	139,240.00	-72,878.92	47.7%
Total Expense	521,678.23	894,746.00	-373,067.77	58.3%
Net Ordinary Income	4,601.90	21,797.00	-17,195.10	21.1%
Net Income	4,601.90	21,797.00	-17,195.10	21.1%

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 2021

	Jan - Mar 21
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	21,632.98
Interest Income	408.34
Miscellaneous Revenue	58.73
Total Other Types of Income	22,100.05
OTO Revenue	
Consolidated Planning Grant CPG	151,440.11
Surface Trans Block Grant	43,230.41
Total OTO Revenue	194,670.52
Total Income	216,770.57
Gross Profit	216,770.57
Expense	
Building	
Building Lease	13,085.00
Common Area Main Exp	4,035.00
Office Cleaning	987.00
Utilities	1,043.71
Total Building	19,150.71
Commodities	
Office Supplies/Furniture	116.88
Total Commodities	116.88
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	13,727.96
Member Attendance at Meetings	7,905.02
Total In-Kind Match Expense	21,632.98
Information Technology	
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,262.00
Software	824.59
Webhosting	502.03
Total Information Technology	4,605.62
Operating	
Copy Machine Lease	
Lease Principal Expense	48.00
Maintenance for Copier	156.00
Toner & Overages	84.00
Copy Machine Lease - Other	405.75
Total Copy Machine Lease	693.75
Dues/Memberships	2,243.94
Education/Training/Travel	410.00
Food/Meeting Expense	102.60
Staff Mileage Reimbursement	115.85
Telephone/Internet	1,160.13
Total Operating	4,726.27

Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2021

	Jan - Mar 21
Personnel	
Mobile Data Plans	675.00
Payroll Services	898.66
Salaries	125,578.72
Total Personnel	127,152.38
Services	
Professional Services (Legal &	3,403.50
Total Services	3,403.50
Total Expense	180,788.34
Net Ordinary Income	35,982.23
Net Income	35,982.23

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	48,047.18	59,724.00	-11,676.82	80.4%
Interest Income	2,696.82	6,000.00	-3,303.18	44.9%
Miscellaneous Revenue	182.14			
Total Other Types of Income	50,926.14	65,724.00	-14,797.86	77.5%
OTO Revenue				
Consolidated Planning Grant CPG	335,240.96	654,352.00	-319,111.04	51.2%
Local Jurisdiction Match Funds	88,505.70	156,191.00	-67,685.30	56.7%
Surface Trans Block Grant	99,654.51	100,000.00	-345.49	99.7%
Total OTO Revenue	523,401.17	910,543.00	-387,141.83	57.5%
Total Income	574,327.31	976,267.00	-401,939.69	58.8%
Gross Profit	574,327.31	976,267.00	-401,939.69	58.8%
Expense				
Building				
Building Lease	38,825.00	52,125.00	-13,300.00	74.5%
Common Area Main Exp	12,105.00	19,950.00	-7,845.00	60.7%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	628.10	4,000.00	-3,371.90	15.7%
Office Cleaning	2,961.00	5,550.00	-2,589.00	53.4%
Utilities	2,059.96	3,500.00	-1,440.04	58.9%
Total Building	56,579.06	87,125.00	-30,545.94	64.9%
Commodities				
Office Supplies/Furniture	1,051.23	7,000.00	-5,948.77	15.0%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	367.00	1,000.00	-633.00	36.7%
Total Commodities	1,418.23	10,500.00	-9,081.77	13.5%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	33,790.94	23,724.00	10,066.94	142.4%
Member Attendance at Meetings	14,256.24	36,000.00	-21,743.76	39.6%
Total In-Kind Match Expense	48,047.18	59,724.00	-11,676.82	80.4%
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,000.00	-8,000.00	0.0%
Data Storage/Backup	3,286.00	4,400.00	-1,114.00	74.7%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	6,786.00	12,000.00	-5,214.00	56.6%
Software	2,277.82	4,900.00	-2,622.18	46.5%
Webhosting	2,025.56	2,300.00	-274.44	88.1%
Total Information Technology	14,375.38	37,100.00	-22,724.62	38.7%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget	% of Budget	
Insurance					
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%	
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%	
Professional Liability	2,720.00	2,700.00	20.00	100.7%	
Workers Compensation	1,232.00	1,700.00	-468.00	72.5%	
Total Insurance	6,290.00	10,400.00	-4,110.00		60.5%
Operating					
Copy Machine Lease					
Lease Interest Expense	48.00	1,650.00	-1,602.00	2.9%	
Lease Principal Expense	231.25	200.00	31.25	115.6%	
Maintenance for Copier	468.00	650.00	-182.00	72.0%	
Toner & Overages	252.00	3,200.00	-2,948.00	7.9%	
Copy Machine Lease - Other	1,082.00				
Total Copy Machine Lease	2,081.25	5,700.00	-3,618.75		36.5%
Dues/Memberships	3,645.94	8,000.00	-4,354.06	45.6%	
Education/Training/Travel					
Training	125.00				
Education/Training/Travel - Other	1,460.00	23,000.00	-21,540.00	6.3%	
Total Education/Training/Travel	1,585.00	23,000.00	-21,415.00		6.9%
Food/Meeting Expense	672.09	4,300.00	-3,627.91	15.6%	
Legal/Bid Notices	544.97	2,000.00	-1,455.03	27.2%	
Postage/Postal Services	63.54	1,800.00	-1,736.46	3.5%	
Printing/Mapping Services	26.00	14,000.00	-13,974.00	0.2%	
Public Input Event Registration	50.00	1,500.00	-1,450.00	3.3%	
Staff Mileage Reimbursement	213.03	3,500.00	-3,286.97	6.1%	
Telephone/Internet	3,448.17	5,000.00	-1,551.83	69.0%	
Total Operating	12,329.99	68,800.00	-56,470.01		17.9%
Personnel					
Mobile Data Plans	1,755.00	3,240.00	-1,485.00	54.2%	
Payroll Services	2,151.69	4,000.00	-1,848.31	53.8%	
Salaries	358,253.82	529,811.00	-171,557.18	67.6%	
Total Personnel	362,160.51	537,051.00	-174,890.49		67.4%
Services					
Aerial Photos	25,000.00	25,000.00	0.00	100.0%	
Audit	3,845.00	4,640.00	-795.00	82.9%	
Long Range Plan Update	3,818.21	5,000.00	-1,181.79	76.4%	
Professional Services (Legal & TIP Tool Maintenance	23,998.92	50,000.00	-26,001.08	48.0%	
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%	
	0.00	20,000.00	-20,000.00	0.0%	

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2020 through March 2021

	Jul '20 - Mar 21	Budget	\$ Over Budget	% of Budget
Travel Demand Model Update	0.00	15,000.00	-15,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	3,000.00	-3,000.00	0.0%
Total Services	66,262.13	132,240.00	-65,977.87	50.1%
Total Expense	567,462.48	942,940.00	-375,477.52	60.2%
Net Ordinary Income	6,864.83	33,327.00	-26,462.17	20.6%
Net Income	6,864.83	33,327.00	-26,462.17	20.6%

Ozarks Transportation Organization
Unified Planning Work Program 2nd Quarter Progress Report
Period January 1, 2021 to March 31, 2021

Task 1 OTO General Administration 75% Complete

1.1 Financial Management

OTO prepared and presented the FY 2021 Second Quarter Report, including monthly reimbursement requests for December, January, and February. Biweekly payrolls were prepared and processed. The OTO accountant maintained the monthly budget and accounting functions.

1.2 Financial Audit

The audit was accepted by the Board of Directors in December. OTO continues to maintain sound accounting practices.

1.3 Unified Planning Work Program (UPWP)

Presentation of UPWP Administrative Modification One to the Board of Directors and submittal and processing with MoDOT, as well as accompanying changes to the OTO Operational Budget.

1.4 Travel and Training

Staff attended the following training during the 3rd Quarter:

Transportation and General Planning

AMPO Census Bureau Briefing with Jennifer Zaroni – Urbanized Areas
Freight in the Southeast Conference Pt. 2/8-2/10
Spotlight on CRRSAA Funding for Section 5310 Programs – 2/9
Introduction to HIP-CRSSAA Guidance Memo Webinar – 3/10
Missouri APA Great Places Awards Presentation
OSITE Chapter Meetings
APA Board Meetings
MPTA Meetings
NACDD Walkability Community of Practice
AMPO Meetings

GIS

UNC Highway Safety Center Improving Safety with Bicyclist/Pedestrian Road Safety Audits-1/6
NPMRDS Quarterly Webinar - 2/4
EPA Mapping Inequality Project Webinar 3/4
AMPO GIS & Data Visualization Coffee Chat 3/4
Esri: Introduction to ArcGIS Arcade Training 3/5
FHWA Webinar: Leveraging GIS in ROW: The Vermont Statewide Property Parcel Map 2/17
AMPO GIS & Data Visualization Working Group Quarterly Webinar – 3/31

Other

The Emotional Infrastructure of Places: Engaging Our Community Following the Pandemic – 3/11

NADO Webinar: Indirect Cost Fundamentals – 3/24

NADO Webinar: Playing Well With Others-Effective Collaboration in all Directions – 3/31

1.4 General Administration and Contract Management

Continued to track and monitor contracts and payments.

1.5 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org, www.giveusyourinput.org, www.ototrailstudy.com websites and maintained the Twitter and Facebook accounts with online updates. Staff coordinated with IT company to address security concerns and other IT support.

Task 2 OTO Committee Support 80% Complete

2.1 OTO Committee Support

Two Board of Directors and two 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:

- Amendment 8 to the FY 2020-2023 TIP
- 2nd Quarter Financial Statements for FY 2021
- Amendment 9 to the FY 2020-2023 TIP

The following items were reviewed:

- UPWP Administrative Modification One
- OTO Growth Trends
- *Destination 2045*
- Administrative Modification Eight to the FY 2020-2023 TIP
- Regional Trail Plan

One meeting of the Executive Committee was held in February and discussion included trail planning updates, refining STIP priorities, COVID Relief Act Funds, and FY 2022 budget proposal.

Two Bicycle and Pedestrian meeting were held. Topics of discussion included a draft regional trail plan, priorities for local bicycle and pedestrian networks and the CY 2020 Bicycle and Pedestrian Implementation Report.

The Local Coordinating Board for Transit met to review the status of 5310 vehicle orders, discuss the ongoing COVID-19 impacts, and begin the update process for the Transit Coordination Plan.

One Traffic Incident Management committee meeting was held to discuss and establish TIM-related performance measures.

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. Staff attended the Statewide Planning Partner Meeting hosted by MoDOT in February. Attended Missouri Highways and Transportation Commission meetings.

2.2 Community Committee Participation

- Southwest Regional Missouri Coalition for Roadway Safety
- Southwest Missouri Council of Governments Board
- SMOG Transportation Advisory Committee
- Springfield Traffic Advisory Board Bicycle and Pedestrian Committee
- Republic Comprehensive Planning Committee
- City of Battlefield Comprehensive Planning Committee
- Community Focus Group Committee
- Ozarks Clean Air Alliance
- Ozark Greenways
- Let's Go Smart Transportation Collaborative
- Community Partnership Council of Collaboratives
- Missouri Highways and Transportation Commission
- Springfield Walkability Team
- Springfield Chamber Good Morning Springfield
- Springfield Chamber Transportation Committee
- Nixa Chamber
- Republic Chamber
- Chadwick Flyer Committee

2.3 OTO Policy and Administrative Documents

Amended Articles of Incorporation were filed with the Missouri Secretary of State's office to allow the accrual of assets to all dues paying members.

2.4 Public Involvement

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Implemented the Public Participation Plan by sending out meeting notices and press releases:

- 2020-2023 TIP Amendment 8
- CRRSAA 5310 Funds
- 2020-2023 TIP Amendment 9

Provided all public comments to the OTO Board of Directors and Technical Committee for informational purposes. Responded to public comment as appropriate.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 161.87 committee member hours were reported.

Task 3 General Planning and Plan Implementation 65% Complete

3.1 OTO Long-Range Transportation Plan (LRTP), *Transportation Plan 2040*

Continued to implement the recommendations within *Transportation Plan 2040*. Attended Core Team/Study Meetings for 160/AA/CC, I-44 Capacity Improvements, Kearney Street Corridor, CC from 22nd to Fremont, Highway MM, and 60 West Corridor Study.

3.2 Performance Measures

OTO continued to participate on the MoDOT FAST Act Performance Measures Coordination calls. Participated on Community Focus Report Steering Committee and drafted Transportation Chapter. Developed revised Transportation Planning Performance Management Agreement draft with MoDOT committee.

3.3 Congestion Management Process Implementation

Continued monitoring congestion related data. Identified corridors for targeted data collection in spring/fall 2021.

3.4 Federal Functional Classification Maintenance and Updates

Coordinated with MoDOT to monitor status of two pending Functional Classification change applications, for the City of Strafford and the City of Ozark.

3.5 Bicycle and Pedestrian Plan Implementation

Two BPAC meeting were held, which discussed the draft trail plan for inclusion in *Destination 2045*. A work session was also held with the TPC to solicit feedback on the draft trail plan. Began BPAC discussions of priorities for local bicycle and pedestrian networks. Participated with coordination meetings with Ozark Greenways, the City of Springfield, and the City of Ozark on the Chadwick Flyer trail. Began update of CY 2020 Bicycle and Pedestrian Implementation Report. Joined SGF Yields Advisory Committee for pedestrian safety and participated in kick-off meeting. Discussed trail placement in association with Walnut Street Bridge replacement.

3.6 Freight Planning

Participated in the *Freight in the Southeast* conference, part 2.

3.7 Traffic Incident Management Planning

Held one TIM committee meeting. The committee reviewed and adopted TIM performance measures.

3.8 Air Quality Planning

Received fleet and fuel information from Missouri Department of Revenue. Discussed EV vehicles and charging opportunities with City Utilities. Monitored grant opportunities through DNR and the VW Trust Settlement. Monitored air quality readings as reported weekly by MDNR. Attended monthly OCAA meetings.

3.9 Hazard Environmental Assessment

Updated GIS files associated with the Hazard Environmental Assessment Database. Collected ACS 2015 – 2019 census data demographics for environmental justice populations.

3.10 Demographics and Future Projections

Continued to collect residential permit data from OTO jurisdictions and add to the GIS database for use in the annual growth trends report in the spring. Reviewed the 2019 census population estimates for dues calculation. Prepared and presented annual growth trends report.

3.11 Geographic Information Systems (GIS)

Updated the TIP database. Processed Pictometry imagery from 2020 into tiled image service for the OTO area for use with ArcGIS Online maps and applications. Geocoded 2020 residential construction permits creating a GIS feature class. Retrieved updated parcel files from Christian County and Greene County. Downloaded current centerlines from the City of Springfield open data site and retrieved Christian County current road file from the assessor's office. Updated Base Maps and Growth Trends dashboards with the latest shapefiles and information from 2020 on ArcGIS Online. Created a composite address locator from updated parcel and centerline address fields to geocode new permit data. Retrieved Census Tract and Census Block Group data and created feature classes with demographic data from the 2019 ACS 5-Yr estimates for the OTO area. data and created feature classes with demographic data from the 2019 ACS 5-Yr survey. Downloaded Acyclica travel speed data for testing python scripts and data exploration. Provided the New Mexico Department of Transportation with python code samples for processing travel time metrics.

3.12 Mapping and Graphics Support for OTO Operations

- Prepared project area maps for proposed transportation appropriations bill earmarks.
- Updated environmental justice maps of minority and low-income populations with 2019 ACS estimates for census tracts and blockgroups.
- Created an infographic with pie charts and a thematic map for travel time to work using transit for census tracts.
- Created a map with OTO TIP projects that landed on the STIP overlaid on environmental justice population areas.
- Prepared a map of the Chadwick Flyer trail corridor in Christian County with city limits and a graphic of the trail corridor from the OTO Basemap.
- Prepared an environmental justice population map with CU Transit bus routes for a CU grant application.
- Created a web application of Destination 2045 LRTP survey responses by zip code.
- Prepared residential construction permit heat maps for the OTO 2020 Growth Trends Report.
- Prepared context maps for trail project fact sheets US House T&I committee.
- Updated maps for Title VI/ADA program and Limited English Proficiency Plan.

3.13 Support for Jurisdictions' Plans

Shared OTO Major Thoroughfare Plan current and future alignments with the City of Nixa Planning and Development Department and the SMOG. Mapped environmental justice areas and bus routes for City Utilities Transit Services. Emailed a copy of the OTO Growth Trends presentation to the City of Ozark City Administrator. Provided the City of Springfield staff with an estimate for zero car household population and a map of zero car household population with low transit accessibility for a grant application.

Participated in Forward SGF Place Type and Street Type planning meetings. Worked with Grant Avenue Parkway Advisory Team.

3.14 Studies of Parking, Land Use, and Traffic Circulation

Discussion continued for needed improvements for a large development in Republic. A review of potential traffic impacts was made for a development project in the northeast area of OTO's region. Met with City of Ozark, City of Nixa, and Greene County to discuss current implementation of OTO's Transportation Impact Statement policy best practice.

3.15 Transportation Consultant/Modeling Services

Consultant completed analysis of Grant Avenue Parkway impacts on adjacent streets. Deliverables shared with City of Springfield in late January.

3.16 Civil Rights Compliance

Completed substantive updates of the Limited English Proficient and Title VI/ADA plans. Submitted plans to MoDOT, FHWA, and FTA for comment. Annual civil rights training completed by staff.

3.17 Travel Demand Model Update

Final model scenarios will be developed once a list of projects is developed for the Destination 2045 LRTP.

3.18 Transportation Plan 2045 (now known as Destination 2045)

Conducted four meetings of the *Destination 2045* advisory committee, including discussions on survey results, presentations from modal partners, review of performance measures, discussion of plan goals and recommendations, proposed prioritization criteria, and finalized financial projections. Projects were solicited for inclusion in the LRTP.

3.19 Aerial Photography

Aerial photography was received and payment was processed. Reviewed and discussed possibility of Nearmap as a replacement product for Pictometry.

Task 4 Project Selection and Programming 60% Complete

~~4.1 FY 2021-2024 Transportation Improvement Program (TIP)~~

4.2 FY 2022-2025 Transportation Improvement Program (TIP)

Prepared TIP development materials and website. Requested projects for inclusion in the TIP based upon the revised fiscal year of July 1 to June 30. Began developing draft text updates.

4.3 Project Programming

FY 2020-2023 Amendment Eight was approved by the Board of Directors. Staff processed approved Amendment Seven on the website. Amendment 9 was prepared and presented to the Technical Planning Committee. Administrative Modifications Eight, Nine, and Ten were prepared. Worked with LCBT and Executive Committee to award FY 21 CRRSAA Section 5310 funding to OATS Transit.

4.4 Federal Funds Tracking

Continued to monitor obligations and reasonable progress. Also monitored additional funding made available or upcoming through Congressional action and developed scenarios for the use of that funding.

4.5 Online TIP Tool Maintenance

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program.

4.6 STIP Project Prioritization and Scenarios

Four meetings were held in which prioritization results were reviewed, recommendations were made for STIP programming, and the unfunded needs list was finalized for Tiers 1 and 2.

Task 5 OTO Transit Planning 80% Complete

5.1 Operational Planning

Maintained a list of transit operators.

5.2 Transit Coordination Plan Implementation

Held LCBT meeting to discuss award of FY 2021 CRRSAA Section 5310 funding and begin the update process for the OTO's Transit Coordination Plan. Held meetings with CU Transit and FTA to discuss eligibility of certain Section 5310 projects.

5.3 Program Management Plan Implementation

Reported on current award status at LCBT meeting in February. Coordinated with LCBT and Executive Committee to award FY 21 CRRSAA Section 5310 funds to OATS Transit.

5.4 Data Collection and Analysis

No data collected during the quarter.

5.5 Community Support

Provided support to public when contacted regarding access to transit services. Forwarded public comments received to the Technical Planning Committee and Board of Directors. Attended CU Transit Advisory meetings, Community Partnership Lets Go Smart Transportation Collaborative, and Community Focus Report Steering Committee 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 City Utilities Transit Planning (FTA 5307 Funding for City Utilities) 75% Complete

6.1 Operational Planning

CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant, MO-2019-006; As of September 30, 2020, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. CU has completed first 1% security project – bullet resistant glass at the Transit Center customer service window. However, the final cost on this project was lower than anticipated, so a second 1% security project will be started in the summer of 2021.

CU's FY 2020 Section 5307 grant, MO-2020-011; As of September 30, 2020, CU's short-range transit planning and preventive maintenance is 100% complete. Currently, we have \$1.02 million remaining in operating assistance, due to some operating expenditures being paid at 100% through the CARES grant MO-2020-011. There is also \$24k remaining for our 1% security requirement. We started work on our security project in January, ordering (2) bus stop lights for testing purposes. We are currently in the process of writing the REQ to order additional solar bus stop lights to complete this project. We expect to have this project complete by end of summer 2021.

CU's FY2020 Section 5307 CARES grant, MO-2020-012; As of March 1, 2021, City Utilities has utilized \$3,992,051 of CARES Act Funding. This is consistent with budgeted plan of requesting \$2,000,000 reimbursement annually until the grant is complete. 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 FY 2019 Section 5339 grant – CU executed grant application to FTA for the purchase of two, 35-foot fixed route buses. This grant was be combined with MODOT's Section 5339 funding transferred to CU. However, this grant was deleted in September 2019 due to a 5339 Low or No Emissions grant award in July 2019. The FY 2019 Section 5339 grant is anticipated to be utilized for bus training simulators and small fleet vehicles. The funds are in the process of being reobligated, and are currently awaiting certification from the Department of Labor. The TIP was voted to be amended September 18th, 2019 to revise the document for the changes to planned expenditures for the FY 2018 Section 5339 grant.

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. This grant will be combined with a VW Trust award from the Missouri Department of Natural Resources. The electric buses are anticipated to be delivered in June 2021.

CU's FY 2018/2019/2020 Section 5310 grants, MO-2019-010 - CU executed FY 2019 FTA Section 5310 grant on June 3, 2019. This grant combined Section 5310 funds from 2018, 2019 and 2020 for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide a portion of the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP was issued on 2/19/2021. A pre-construction meeting was hosted the week of 3/22/21 and construction will be complete by 10/1/21.

Appropriations for FY2021 have not yet been made, only released for planning purposes.

6.2 ADA Accessibility

FTA Grant MO-2017-012 for replacement of Phase 1 shelters is complete. All shelters have been received from the vendor, and identified Phase I shelters have been replaced and set on new shelter pads. The additional shelters have been placed into storage for future use.

CU's FY 2018/2019/2020 Section 5310 grant, MO-2019-010, has been awarded by FTA. This grant is for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide a portion of the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP was issued on 2/19/2021. A pre-construction meeting was hosted the week of 3/22/21 and construction will be complete by 10/1/21.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

No permanent route modifications have been made in this 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

In April, CU has been working on current and long-range budgets for the 2022 Operating Plan.

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.

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 and Alcohol Control Planning

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

The PTASP plan was presented to staff at 3/30 and 3/31 safety meetings. During this meeting, we discussed what should be reported, how it should be reported and how the staff should expect to receive feedback.

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

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 Section 5310 grant program.

6.10 Data Collection and Analysis

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU completed the annual Single Audit of the federal grants, performed by BKD, Inc. November 2021. There were no areas of concern and CU was given an unmodified opinion.

We have submitted our annual National Transit Database report and are awaiting notification of its approval.

Task 7 Special Studies and Projects 50% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

7.2 Grant Applications

Coordinated with the City of Springfield and MoDOT regarding congressionally directed project funding. Completed support letter for City Utilities electric charging infrastructure for buses. Reviewed and sent of information relating to RAISE grants

7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan

Scoped special studies to include in the FY 2022 UPWP, such as the Chadwick Flyer Trail and Route FF through the City of Battlefield.

7.4 Travel Sensing & Travel Time Service Project

Identified corridors for targeted data collection in spring/fall 2021.

Task 8 Transportation Demand Management 0% Complete

8.1 Coordinate Employer Outreach Activities

Member and Employer Outreach paused during COVID-19 pandemic.

8.2 Collect and Analyze Data to Determine Potential Demand

Task 9 MoDOT Transportation Studies & Data Collection 80% Complete

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 172.5 staff hours were completed.

TAB 4

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.B.

FY 2022 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. In-Kind match and donated services are also required to be shown. This includes State-funded MoDOT work such as signal timing and planning, as well as member jurisdiction attendance at meetings.

An OTO FY 2022 Operational Budget has been developed that includes the same OTO expenses as the UPWP Appendix A, plus some additional highlighted expenses that are not billable to the federal grant. In addition, it shows the projected cash flow for the year. 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 \$156,800 in STBG Urban and the remaining reimbursements from Planning Funds.

OTO charges membership dues which are 47 cents per capita and are annually adjusted for population estimates. There may be a bigger change in 2022 due to the decennial census numbers release which may reveal that the annual estimates were low.

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.

Printing expenses during the current year were planned to upgrade kindles. We are still hoping for early summer to use the current budget.

Travel is budgeted for pre-COVID level of travel.

Food is budgeted to pre-COVID levels assuming resuming in person meeting by July.

Personnel Costs

Insurance was rebid to include new dental and added basic life, accidental death and disability and vision insurance all for approximately the same cost as the original dental.

Health Insurance increased 15% on January 1st even after changing the policy to a higher co-insurance rate. A 15% increase is budgeted for next year.

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

Merit raises are budgeted.

Two additional staff positions are budgeted. One will be filled immediately and the second position will be authorized to be filled at a later date by the Executive Committee as needed.

Professional Services is shown with an increase due to on-demand services which are difficult to predict as they are used as needed in the event of a personnel or legal matter.

- Accounting (\$9,000)
Human Resource- on demand
- Legal- on demand
- Graphic Design -on demand

Transportation Consulting includes any studies or model work. The following is included:

- FF Study
- Chadwick Flyer Overpass/Underpass
- MM to ZZ Study
- Room for one other study
- Modeling Services

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 14, 2021 meeting, the Executive Committee unanimously recommended approval of the Draft FY 2022 Operational Budget to the full Board of Directors. At the May 13, 2021 meeting, the Executive Committee recommend additional personnel costs be added to the budget which have been included.

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 2022 Operational Budget.”

OR

“Move to make the following changes to the OTO FY 2022 Operational Budget and UPWP Appendix A (if applicable) in consideration of the following...”

OPERATING BUDGET



FY 2022

OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

MANAGEMENT NOTE

BUDGET SUMMARY

FISCAL YEAR 2022

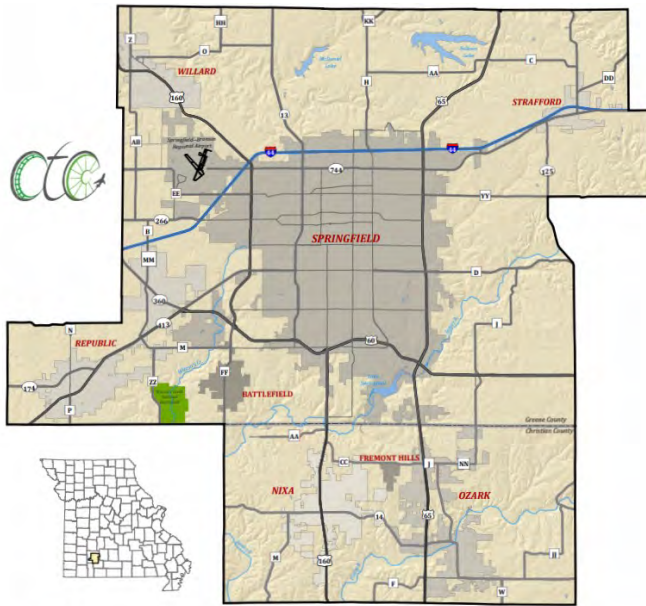
We are pleased to present the FY 2022 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies, to deliver the planning products of 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 and a financial statement audit for other years. FY 2022 is expected to have a Single Audit.

Management utilizes budgetary performance measures when preparing the budget.



Early work being done on 65.
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 2022 is \$157,208.16

In exchange, the jurisdictions had access to \$6.5 million in Surface Transportation Block Grant (STBG) Funds for Fiscal Year FY 2022 to help meet their transportation goals.

JURISDICTION DUES AND CONSOLIDATED PLANNING GRANT

FISCAL YEAR 2022

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 \$627,000. The OTO has a balance of federal funds to draw from in future years. The amount estimated at the end of FY 2021 is \$1,588,721.



BUDGET NOTES

FISCAL YEAR 2022

SURFACE BLOCK TRANSPORTATION GRANT

In FY 2020 the board approved the use of Surface Block Transportation Grant funds for planning expenses. These funds are accessed to bridge the gap between government funding for planning and actual planning expenses.

Debt

The OTO does not have debt. The OTO utilizes a purchasing card program for small purchases that is paid in full each month.

Unrestricted Fund Balance

OTO currently has an unrestricted balance. The balance estimate for the beginning of FY 2022 is \$416,877.

UPWP Budget Items (not in Operational Budget)

\$36,000 In-Kind Match
\$60,000 MoDOT Direct Service Match
\$210,000 in City Utilities Planning Funds not received but shown in budget for FTA purposes.

Operational Budget Items (not in UPWP)

\$2,500 Media/Advertising
\$3,500 Promotional
\$7,500 Legislative Education
\$20 Bank Fees

FY 2022 DRAFT OPERATING BUDGET

	PROPOSED FY 2022 Jul '21 - Jun 22
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	4,000.00
Miscellaneous Revenue	
Total Other Types of Income	4,000.00
OTO Revenue	
Consolidated Planning Grant CPG	903,089.00
Employee Insurance Premium	
Local Jurisdiction Match Funds	188,208.16
Surface Trans Block Grant	156,800.00
Total OTO Revenue	1,248,097.16
Total Income	1,252,097.16
Gross Profit	1,252,097.16
Expense	
Bank Fees	20.00
Building	
Building Lease	54,060.00
Common Area Main Exp	18,000.00
Infill Costs	2,000.00
Maintenance	4,000.00
Office Cleaning	4,500.00
Utilities	3,500.00
Total Building	86,060.00
Commodities	
Office Supplies/Furniture	7,000.00
OTO Media/Advertising	2,500.00
OTO Promotional Items	3,500.00
Public Input Promotional Items	2,500.00
Publications	1,500.00
Total Commodities	17,000.00
Information Technology	
Computer Upgrades/Equip Replace	8,000.00
Data Storage/Backup	4,800.00
GIS Licenses	5,500.00
IT Maintenance Contract	11,000.00
Software	6,000.00
Webhosting	2,300.00
Total Information Technology	37,600.00
Insurance	
Directors & Officers	3,000.00

	Errors & Omissions	3,000.00
	Professional Liability	2,800.00
	Workers Compensation	1,700.00
	Total Insurance	10,500.00
	Operating	
	Copy Machine Lease	
	Lease Interest Expense	200.00
	Lease Principal Expense	1,650.00
	Maintenance for Copier	650.00
	Toner & Overages	3,200.00
	Total Copy Machine Lease	5,700.00
	Dues/Memberships	9,000.00
	Education/Training/Travel	23,000.00
	Food/Meeting Expense	4,300.00
	Legal/Bid Notices	1,500.00
	Postage/Postal Services	1,800.00
	Printing/Mapping Services	5,000.00
	Public Input Event Registration	1,500.00
	Staff Mileage Reimbursement	3,500.00
	Telephone/Internet	5,500.00
	Total Operating	60,800.00
	Personnel	
	Mobile Data Plans	2,800.00
	Payroll Services	3,000.00
	Total Salaries/Fringe	729,001.22
	Total Personnel	734,801.22
	Services	
	Aerial Photos	0.00
	Audit	5,000.00
	Legislative Education	7,500.00
	Long Range Plan Update	10,000.00
	Professional Services (Legal, Acctng, HR)	65,000.00
	TIP Tool Maintenance	9,600.00
	Trans Consult/Model Services	196,000.00
	Travel Sensing & Time Serv Proj	2,500.00
	Total Services	295,600.00
	Total Expense	1,242,381.22
	Net Ordinary Income	9,715.94
Net Income		9,715.94

Not Included in UPWP Budget

FY 2022 DRAFT OPERATING BUDGET

Operating Fund Summary

3/31/2021 Unrestricted Operating Fund Balance	\$ 493,877.14
FY21 Remaining Expenses	\$ (192,000.00)
FY 21 Estimated Reimbursements	\$ 115,000.00
7/1/21 Projected Unrestricted Operating Fund Balance	\$ 416,877.14
Projected Unrestricted Operating Fund Balance	\$ 416,877.14
Projected FY 22 Income	\$ 9,715.94
7/1/22 Projected Unrestricted Operating Fund Balance	\$ 426,593.08

Total Available Federal Revenue for FY 2022 UPWP Work Activities

OTO Federal Fund Balance as of 4/30/2021	\$1,738,721.27
Less Remaining Expenses to be Billed for FY 2021	(\$150,000.00)
TOTAL Estimated Federal Funds Available for FY 2022	\$1,588,721.27
LESS Federal Funds Programmed for FY 2022	(\$903,089.00)
Remaining Unprogrammed Federal Funds Balance	\$685,632.27

	ACTUAL FY 2016	ACTUAL FY 2017	ACTUAL FY 2018	ACTUAL FY 2019	ACTUAL FY 2020	BUDGETED FY 2021	PROPOSED FY 2022
	Jul '15 - Jun 16	Jul '16 - Jun 17	Jul '17 - Jun 18	Jul '18 - Jun 19	Jul '19 - Jun 20	Jul '20-Jun 21	Jul '21 - Jun 22
Ordinary Income/Expense							
Income							
Other Types of Income							
Interest Income			1,717.75	4,895.24	7,320.61	6,000.00	4,000.00
Miscellaneous Revenue		16.54	3,057.49	1,060.46	1,962.90		
Total Other Types of Income		16.54	4,775.24	5,955.70	9,283.51	6,000.00	4,000.00
OTO Revenue							
Consolidated Planning Grant CPG	616,201.27	530,556.13	797,919.16	738,780.62	490,325.68	654,352.00	903,089.00
Employee Insurance Premium							
Local Jurisdiction Match Funds	125,408.34	114,600.74	118,997.99	129,416.50	160,539.51	156,191.00	188,208.16
Surface Trans Block Grant					163,990.00	100,000.00	156,800.00
Total OTO Revenue	741,609.61	645,239.57	940,793.35	897,975.62	814,855.19	910,543.00	1,248,097.16
Total Income	741,609.61	645,256.11	945,568.59	903,931.32	824,138.70	916,543.00	1,252,097.16
Gross Profit	741,609.61	645,256.11	945,568.59	903,931.32	824,138.70	916,543.00	1,252,097.16
Expense							
Bank Fees	26.01	12.18	11.19	0.14	21.66	30.00	20.00
Building							
Building Lease	61,546.85	62,856.19	68,313.05	67,641.73	51,480.00	52,125.00	54,060.00
Common Area Main Exp					16,674.73	19,950.00	18,000.00
Infill Costs			0.00	0.00	0.00	2,000.00	2,000.00
Maintenance				690.72	195.00	4,000.00	4,000.00
Office Cleaning	2,577.30	3,000.00	3,090.00	3,668.00	4,143.00	5,550.00	4,500.00
Parking	400.00						
Utilities	1,119.71	2,659.64	2,976.42	2,926.51	2,675.15	3,500.00	3,500.00
Total Building	65,643.86	68,515.83	74,379.47	74,926.96	75,167.88	87,125.00	86,060.00
Commodities							
Office Supplies/Furniture	12,428.35	4,578.03	6,859.88	3,551.68	3,658.75	7,000.00	7,000.00
OTO Media/Advertising		1,401.45	139.95	253.00	300.00	2,500.00	2,500.00
OTO Promotional Items	1,614.41	3,058.02	1,937.15	906.07	3,188.59	2,000.00	3,500.00
Public Input Promotional Items	2,236.22	0.00	99.99	0.00	0.00	2,500.00	2,500.00
Publications	89.00	553.99	176.22	121.22	940.61	1,000.00	1,500.00
Ride-Share Signs				7,260.00			
Total Commodities	16,367.98	9,591.49	9,213.19	12,091.97	8,087.95	15,000.00	17,000.00
Information Technology							

	ACTUAL FY 2016	ACTUAL FY 2017	ACTUAL FY 2018	ACTUAL FY 2019	ACTUAL FY 2020	BUDGETED FY 2021	PROPOSED FY 2022
	Jul '15 - Jun 16	Jul '16 - Jun 17	Jul '17 - Jun 18	Jul '18 - Jun 19	Jul '19 - Jun 20	Jul '20-Jun 21	Jul '21 - Jun 22
Computer Upgrades/Equip Replace	6,042.38	6,640.31	6,553.76	6,416.02	4,539.71	8,000.00	8,000.00
Data Storage/Backup	4,107.04	3,962.20	3,000.00	3,335.00	3,996.00	4,400.00	4,800.00
GIS Licenses	6,795.00	5,091.51	5,050.00	5,050.00	5,050.00	5,500.00	5,500.00
IT Maintenance Contract	10,143.92	8,589.18	10,806.83	9,249.10	8,709.00	12,000.00	11,000.00
Server Upgrade					5,620.68		
Software	2,075.83	1,888.14	2,897.33	3,868.68	4,288.02	4,900.00	6,000.00
Webhosting	505.90	1,277.25	698.40	1,348.64	1,488.12	2,300.00	2,300.00
Total Information Technology	29,670.07	27,448.59	29,006.32	29,267.44	33,691.53	37,100.00	37,600.00
Insurance							
Directors & Officers	4,693.00	4,928.00	2,346.00	2,369.00	2,338.00	3,000.00	3,000.00
Errors & Omissions	2,755.00	5,631.00	2,814.00	2,814.00	2,814.00	3,000.00	3,000.00
Professional Liability	1,481.00	1,782.00	2,495.00	2,492.00	2,605.00	2,700.00	2,800.00
Workers Compensation	1,099.00	1,245.00	1,594.00	1,253.00	1,341.00	1,700.00	1,700.00
Total Insurance	10,028.00	13,586.00	9,249.00	8,928.00	9,098.00	10,400.00	10,500.00
Operating							
Copy Machine Lease							
Lease Interest Expense					192.00	200.00	200.00
Lease Principal Expense					1,623.00	1,650.00	1,650.00
Maintenance for Copier					592.00	650.00	650.00
Toner & Overages					2,248.57	3,200.00	3,200.00
Total Copy Machine Lease	2,982.57	2,777.79	4,556.81	4,968.63	4,655.57	5,700.00	5,700.00
Dues/Memberships	4,765.34	4,153.00	4,507.25	6,149.34	8,084.51	8,000.00	9,000.00
Education/Training/Travel						23,000.00	23,000.00
Employee Education	1,058.61	2,731.13	4,190.95	600.00	2,735.00		
Hotel	2,977.30	3,350.25	5,760.64	3,227.09	3,269.36		
Meals	558.22	681.37	964.82	818.95	624.51		
Registration	5,991.00	2,600.50	2,523.00	2,765.00	475.52		
Training	795.00	2,923.09	2,350.10	803.93	815.77		
Transportation	2,931.95	3,535.57	4,421.55	3,013.34	1,797.73		
Travel Miscellaneous			26.73				
Education/Training/Travel - Other	0.00	0.00	0.00	0.00	34.00		
Total Education/Training/Travel	14,312.08	15,821.91	20,237.79	11,228.31	9,751.89	23,000.00	23,000.00
Food/Meeting Expense	3,736.99	3,476.54	4,150.11	3,793.31	3,709.23	4,300.00	4,300.00
IRS Tax Fees							

	ACTUAL FY 2016	ACTUAL FY 2017	ACTUAL FY 2018	ACTUAL FY 2019	ACTUAL FY 2020	BUDGETED FY 2021	PROPOSED FY 2022
	Jul '15 - Jun 16	Jul '16 - Jun 17	Jul '17 - Jun 18	Jul '18 - Jun 19	Jul '19 - Jun 20	Jul '20-Jun 21	Jul '21 - Jun 22
Legal/Bid Notices	697.60	1,304.30	667.90	344.70	475.50	2,000.00	1,500.00
Multi-Media Public Relations			325.00				
Postage/Postal Services	2,145.74	1,445.88	593.24	700.12	644.42	1,800.00	1,800.00
Printing/Mapping Services	16,410.35	5,241.45	1,291.35	1,273.42	1,368.20	14,000.00	5,000.00
Public Input Event Registration	400.00	0.00	0.00	0.00	0.00	1,500.00	1,500.00
Staff Mileage Reimbursement	2,315.21	2,268.58	3,125.81	2,841.58	2,387.15	3,500.00	3,500.00
Telephone/Internet	4,835.22	6,370.00	4,708.04	4,526.53	4,658.55	5,000.00	5,500.00
Training		99.00					
VOIP Phone System			1,692.37				
Total Operating	52,601.10	42,958.45	45,855.67	35,825.94	35,735.02	68,800.00	60,800.00
Personnel							
Mobile Data Plans	2,023.00	1,948.50	2,040.00	2,115.00	2,250.00	3,240.00	2,800.00
Payroll Services	2,369.75	2,385.50	2,330.50	2,121.70	1,885.50	4,000.00	3,000.00
Salaries							
Total Salaries	381,875.45	407,614.23	459,739.62	647,974.10	486,896.43	474,953.00	729,001.22
Total Personnel	386,268.20	411,948.23	464,110.12	652,210.80	491,031.93	537,051.00	734,801.22
Services							
Aerial Photos	40,000.00			25,000.00	0.00	25,000.00	0.00
Audit	4,600.00	3,800.00	3,800.00	4,640.00	3,845.00	4,640.00	5,000.00
Legislative Education			2,347.40	2,942.74	4,758.54	7,000.00	7,500.00
Long Range Plan Update					3,974.01	5,000.00	10,000.00
Professional Services (Legal, Acctng, HR)	16,248.30	10,469.50	22,740.37	13,813.13	34,199.30	50,000.00	65,000.00
Regional Trail Study		79,653.78	96,909.22				
Rideshare	12,675.00						
Scoping Study I-44 & US 60			100,000.00				
TIP Tool Maintenance	9,600.00	19,200.00	0.00	9,600.00	9,600.00	9,600.00	9,600.00
Trans Consult/Model Services	12,360.00	3,980.00	26,900.00	5,210.92	0.00	20,000.00	196,000.00
Travel Demand Model Update				0.00	25,000.00	15,000.00	
Travel Sensing & Time Serv Proj				2,490.24	2,490.24	3,000.00	2,500.00
Travel Time Collection Units	66,700.90						
Travel Time Runs and Traffic	0.00	5,600.00					
Website Redesign				29,400.00			
Total Services	162,184.20	122,703.28	252,696.99	93,097.03	83,867.09	139,240.00	295,600.00
Total Expense	722,789.42	696,764.05	884,521.95	906,348.28	736,701.06	894,746.00	1,242,381.22

	ACTUAL FY 2016	ACTUAL FY 2017	ACTUAL FY 2018	ACTUAL FY 2019	ACTUAL FY 2020	BUDGETED FY 2021	PROPOSED FY 2022
	Jul '15 - Jun 16	Jul '16 - Jun 17	Jul '17 - Jun 18	Jul '18 - Jun 19	Jul '19 - Jun 20	Jul '20-Jun 21	Jul '21 - Jun 22
Net Ordinary Income	18,820.19	-51,507.94	61,046.64	-2,416.96	87,437.64	21,797.00	9,715.94
Net Income	18,820.19	-51,507.94	61,046.64	-2,416.96	87,437.64	21,797.00	9,715.94



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



TAB 5

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.C.

FY 2022 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

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

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

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

	<u>FY 2021</u>	Proposed <u>FY2022</u>
OTO Consolidated FHWA/FTA PL Funds	\$654,352	\$903,089
Surface Transportation Block Funds	\$100,000	\$156,800
Local Jurisdiction Match Funds	\$128,864	\$168,972
In-Kind Match	\$16,000	\$36,000
MoDOT "Direct Costs"	<u>\$43,000</u>	<u>\$60,000</u>
Total OTO Revenue	\$942,940	\$1,324,861

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$210,001. City Utilities is providing the local match in the amount of \$42,000. The total budget amount for FY 2022 UPWP is \$1,534,862.

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

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

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

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

UPWP SUBCOMMITTEE ACTION TAKEN:

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

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

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 14, 2021 and special meeting on May 13, 2021, the Executive Committee made modifications to include additional personnel costs and recommended that the FY 2022 Unified Planning Work Program move forward through the approval process by the Technical Planning Committee and the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 21, 2021, the Technical Planning Committee recommended that the FY 2022 Unified Planning Work Program move forward for approval by the 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 approve the FY 2022 Unified Planning Work Program and authorize the Executive Director to enter into the annual contract with MoDOT for federal funding.”

OR

“Move to approve the FY 2022 Unified Planning Work Program with the following changes...”

Unified Planning Work Program

Fiscal Year 2022

(July 1, 2021 – June 30, 2022)

Adopted by the OTO Board of Directors: _____



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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.

For additional copies of this document or to request it in an accessible format, contact:

By mail:	Ozarks Transportation Organization 2208 W. Chesterfield Boulevard, Suite 101 Springfield, MO 65807
By telephone:	(417) 865-3042
By fax:	417-862-6013
By email:	staff@ozarkstransportation.org
Online:	www.ozarkstransportation.org

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration, or the Federal Transit Administration.

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Location of Referenced Documents

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

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

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

Transportation Plan 2040, as amended - https://media.ozarkstransportation.org/documents/Combined_08202020.pdf

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

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

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

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

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

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

State of Transportation Report - https://media.ozarkstransportation.org/documents/9Web_2019-SOT09082020.pdf

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

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

Annual Listing of Obligated Projects - https://media.ozarkstransportation.org/documents/ALOP-FY-2020_201223_174302.pdf

Federal Funds Balance Report - https://media.ozarkstransportation.org/documents/FundsBalanceReport_09302020_201223_174623.pdf

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

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

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

Introduction

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

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

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

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

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

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

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

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

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

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

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

Legend



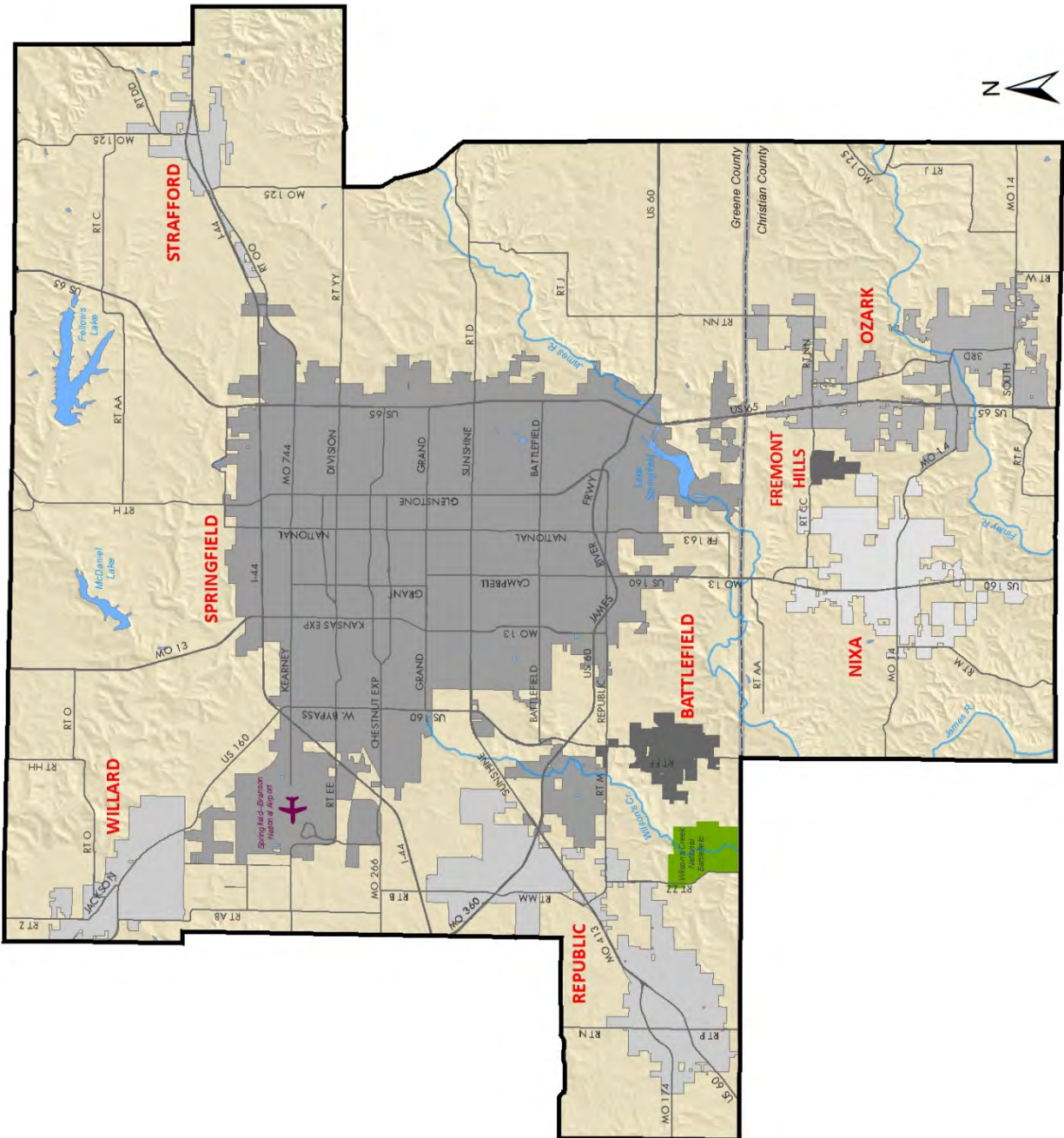
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OTO Study Area

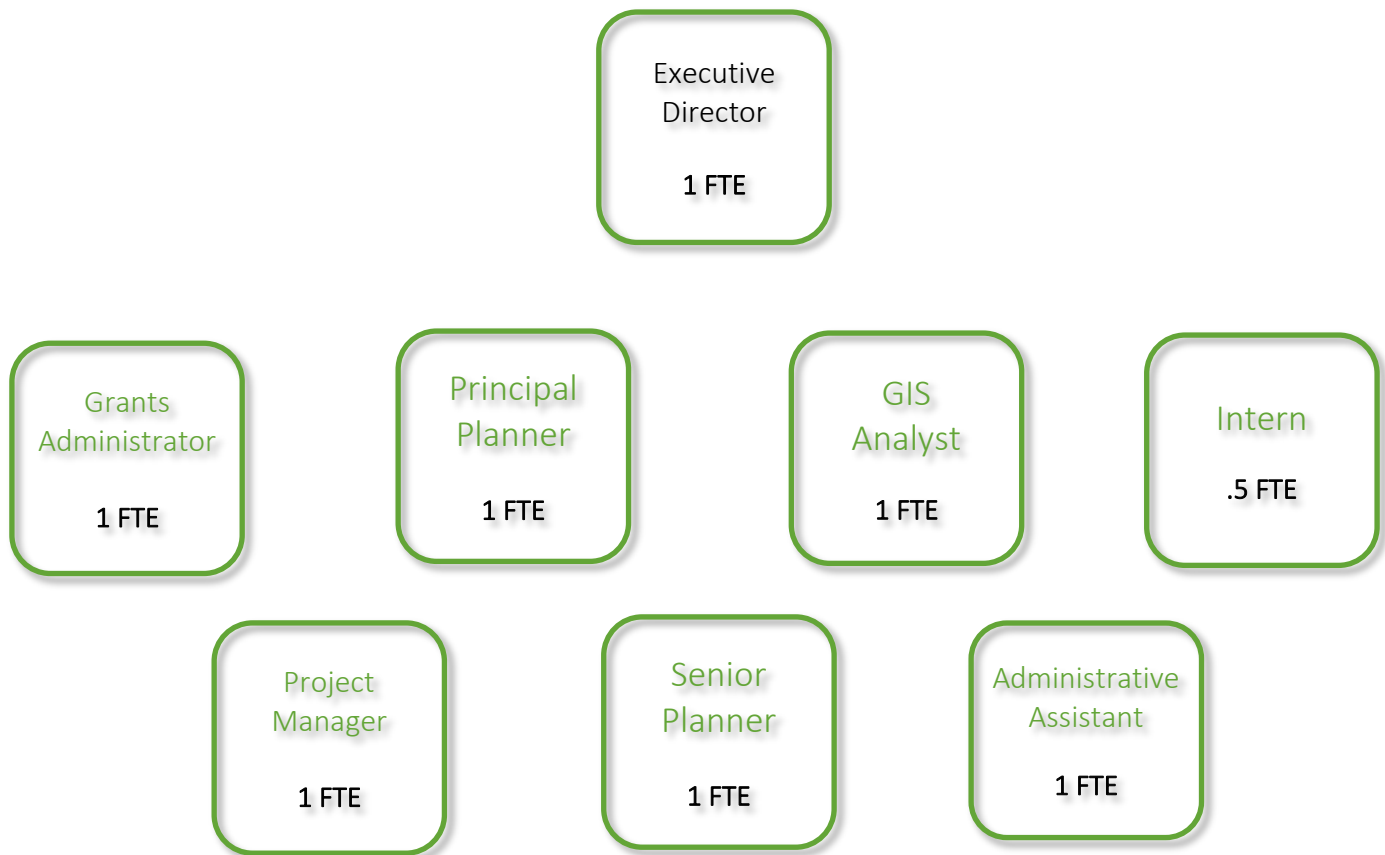


DISCLAIMER
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department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



Ozarks Transportation Organization Planning Staff

100% Dedicated to Transportation Planning



Important Issues Facing the Ozarks Transportation Organization

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

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

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

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

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

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

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

Major Activities and Tasks

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

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 1 – General Administration	\$196,718		
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	\$312,100		
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	\$264,610		
3.1 Long Range Transportation Plan		OTO	No
3.2 Performance Measures		OTO	No
3.3 Congestion Management Process Implementation		OTO	No
3.4 Federal Functional Classification Maintenance and Updates		OTO	No
3.5 Active Transportation Planning and Implementation		OTO	No
3.6 Freight Planning		OTO	No
3.7 Air Quality Planning		OTO	No
3.8 Demographic and Geographic Data Management		OTO	No
3.9 Support for Jurisdictions' Plans		OTO	No
Task 4 – Project Selection and Programming	\$96,139		
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 – OTO Transit Planning	\$46,534		
5.1 Operational Planning		OTO	No
5.2 Transit Coordination Plan and Implementation		OTO	No
5.3 Program Management Plan Implementation		OTO	No
5.4 Data Collection and Analysis		OTO	No
5.5 Community Support		OTO	No
5.6 ADA/Title VI Appeal Process		OTO	No
Task 6 – CU Transit Planning	\$210,001		
6.1 Operational Planning		City Utilities	No
6.2 ADA Accessibility Planning		City Utilities	No
6.3 Transit Fixed Route/Regional Service Analysis Imp.		City Utilities	No
6.4 Service Planning		City Utilities	No
6.5 Financial Planning		City Utilities	No
6.6 Competitive Contract Planning		City Utilities	No
6.7 Safety, Security, and Drug/Alcohol Control Planning		City Utilities	No
6.8 Transit Coordination Plan Implementation		City Utilities	No
6.9 Program Management Plan Implementation		City Utilities	No
6.10 Data Collection and Analysis		City Utilities	No
Task 7 – Ad Hoc Studies and Projects	\$301,903		
7.1 Route FF through Battlefield Study		OTO	Yes
7.2 Chadwick Flyer Highway Crossing Study		OTO	Yes
7.3 MM to ZZ Study		OTO	Yes
7.4 Transportation Consultant/Modeling Services		OTO	Yes
7.5 Grant Applications		OTO	Potentially
7.6 Other Studies in Accordance with LRTP		OTO	Potentially
Task 8 – Operations and Demand Management	\$46,857		
8.1 Traffic Incident Management Planning		OTO	No
8.2 Intelligent Transportation Systems Coordination		OTO	No
8.3 Travel Sensing and Travel Time Services		OTO/Springfield/MoDOT	Yes
8.4 Coordinate Employer Outreach Activities		OTO/Springfield	No
8.5 Collect & Analyze Data to Determine Potential Demand		OTO	No
Task 9 – MoDOT Studies and Data Collection	\$60,000		
9.1 MoDOT Transportation Studies and Data Collection		MoDOT SW	No
TOTAL	\$1,534,862		

Task 1 – OTO General Administration

Purpose

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

Work Elements

1.1 Financial and Contract Management

Timeframe – July 2021 to June 2022

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

1.2 Financial Audit

Timeframe – August 2021 to December 2021

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

1.3 Unified Planning Work Program

Timeframe – July 2021 to June 2022

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

1.4 Travel and Training

Timeframe – July 2021 to June 2022

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

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

1.5 General Administration and Personnel

Timeframe – July 2021 to June 2022

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

1.6 Electronic Support for OTO Operations

Timeframe – July 2021 to June 2022

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

1.7 MPO Compliance and Certification

Timeframe – July 2021 to June 2022

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

Anticipated Outcomes

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

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

Prior Year Accomplishments

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

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

Task 2 – Coordination and Public Engagement

Purpose

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

Work Elements

2.1 OTO Committee Support

Timeframe – July 2021 to June 2022

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

2.2 Stakeholder Education and Outreach

Timeframe – July 2021 to June 2022

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

2.3 Public Involvement

Timeframe – July 2021 to June 2022

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

2.4 Civil Rights Compliance

Timeframe – July 2021 to June 2022

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

2.5 Member Attendance at OTO Meetings

Timeframe – July 2021 to June 2022

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

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

Task 3 – Planning and Implementation

Purpose

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

Work Elements

3.1 Long Range Transportation Plan

Timeframe – July 2021 to June 2022

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

3.2 Performance Measures

Timeframe – July 2021 to June 2022

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

3.3 Congestion Management Process Implementation

Timeframe – July 2021 to June 2022

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

3.4 Federal Function Classification Maintenance and Updates

Timeframe – July 2021 to June 2022

- Annual call for updates
- Facilitate change requests as necessary

3.5 Active Transportation Planning and Implementation

Timeframe – July 2021 to June 2022

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

3.6 Freight Planning

Timeframe – July 2021 to June 2022

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

3.7 Air Quality Planning

Timeframe – July 2021 to June 2022

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

3.8 Demographic and Geographic Data Management

Timeframe – July 2021 to June 2022

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

3.9 Support for Jurisdictions' Plans

Timeframe – July 2021 to June 2022

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

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

Task 4 – Project Selection and Programming

Purpose

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

Work Elements

4.1 Project Programming

Timeframe – July 2021 to June 2022

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

4.2 Federal Funds Tracking

Timeframe – July 2021 to June 2022

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

4.3 STIP Prioritization and Scenarios

Timeframe – July 2021 to June 2022

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

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

Task 5 – OTO Transit Planning

Purpose

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

Work Elements

5.1 Operational Planning

Timeframe – July 2021 to June 2022

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

5.2 Transit Coordination Plan and Implementation

Timeframe – July 2021 to June 2022

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

5.3 Program Management Plan Implementation

Timeframe – July 2021 to June 2022

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

5.4 Data Collection and Analysis

Timeframe – July 2021 to June 2022

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

5.5 Community Support

Timeframe – July 2021 to June 2022

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

5.6 ADA/Title VI Appeal Process

Timeframe – July 2021 to June 2022

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

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

Task 6 – CU Transit Planning

Purpose

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

Work Elements

6.1 Operational Planning

Timeframe – July 2021 to June 2022

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

6.2 ADA Accessibility Planning

Timeframe – July 2021 to June 2022

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

6.3 Transit Fixed Route/Regional Service Analysis Implementation

Timeframe – July 2021 to June 2022

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

6.4 Service Planning

Timeframe – July 2021 to June 2022

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

6.5 Financial Planning

Timeframe – July 2021 to June 2022

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

6.6 Competitive Contract Planning

Timeframe – July 2021 to June 2022

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

6.7 Safety, Security, and Drug/Alcohol Control Planning

Timeframe – July 2021 to June 2022

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

6.8 Transit Coordination Plan Implementation

Timeframe – July 2021 to June 2022

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

6.9 Program Management Plan Implementation

Timeframe – July 2021 to June 2022

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

6.10 Data Collection and Analysis

Timeframe – July 2021 to June 2022

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

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

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

Task 7 – Ad Hoc Studies and Projects

Purpose

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

Work Elements

7.1 Route FF through Battlefield Study

Timeframe – July 2021 to June 2022

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

7.2 Chadwick Flyer Highway Crossing Study

Timeframe – July 2021 to June 2022

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

7.3 MM to ZZ Study

Timeframe – July 2021 to June 2022

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

7.4 Transportation Consultant/Modeling Services

Timeframe – July 2021 to June 2022

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

7.5 Grant Applications

Timeframe – July 2021 to June 2022

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

7.6 Other Studies in Accordance with LRTP

Timeframe – July 2021 to June 2022

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

7.7 Administration of CRSSA funded projects

Timeframe – July 2021 to June 2022

- Identify, plan and develop consultant procurement and contract to oversee selected project construction.
- Enter into contract with MoDOT for project
- Oversee multi-year consultant contract resulting in project completion

Anticipated Outcomes

- Route FF through Battlefield Study
- Chadwick Flyer Bridge Study
- MM/ZZ Study
- Grant applications and support letters as requested
- Other studies
- CRRSA funded projects planned and contracts in place to begin projects in FY22/23

Prior Year Accomplishments

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

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

Task 8 – Operations and Demand Management

Purpose

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

Work Elements

8.1 Traffic Incident Management Planning

Timeframe – July 2021 to June 2022

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

8.2 Intelligent Transportation Systems Coordination

Timeframe – July 2021 to June 2022

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

8.3 Travel Sensing and Travel Time Services

Timeframe – July 2021 to June 2022

- Ongoing maintenance of WiFi travel time units

8.4 Coordinate Employer Outreach Activities

Timeframe – July 2021 to June 2022

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

8.5 Collect and Analyze Data to Determine Potential Rideshare Demand

Timeframe – July 2021 to June 2022

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

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

Task 9 – MoDOT Studies and Data Collection

Purpose

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

Work Elements

9.1 MoDOT Transportation Studies and Data Collection

Timeframe – July 2021 to June 2022

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

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

Anticipated Outcomes

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

Prior Year Accomplishments

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

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

Financial Tables

These tables can be found on the following pages:

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

Expenditure Summary by Work Task

	Local Funding			Federal Funding				
Task	Local Match 16.20512%	City Utilities	In-Kind 2.84616%	CPG 71.39826%	STBG 13.46083%	5307	Total	Percent (%)
1	\$ 31,878	\$ -	\$ -	\$ 164,840	\$0	\$ -	\$ 196,718	13.34%
2	\$ 14,576	\$ -	\$ 36,000	\$ 261,524	\$0	\$ -	\$ 312,100	21.16%
3	\$ 42,880	\$ -	\$ -	\$ 221,730	\$0	\$ -	\$ 264,610	17.92%
4	\$ 15,579	\$ -	\$ -	\$ 80,560	\$0	\$ -	\$ 96,139	6.51%
5	\$ 7,541	\$ -	\$ -	\$ 38,993	\$0	\$ -	\$ 46,534	3.16%
6	\$ -	\$ 42,000	\$ -		\$ -	\$ 168,001	\$ 210,001	14.24%
7	\$ 48,924	\$ -	\$ -	\$ 96,179	\$156,800	\$ -	\$ 301,903	20.47%
8	\$ 7,593	\$ -	\$ -	\$ 39,264	\$0	\$ -	\$ 46,857	3.18%
TOTAL	\$ 168,972	\$ 42,000	\$ 36,000	\$ 903,089	\$ 156,800	\$ 168,001	\$ 1,474,862	100.00%
9	Value of MoDOT "Direct Cost"						\$ 60,000	\$ 1,474,862
Total of Transportation Planning Work							\$ 1,534,862	

Anticipated Contracts by Cost

Cost Category	Budgeted Amount FY 2022
Travel Sensing	\$ 3,000
Audit	\$ 4,640
Professional Services for Operations	\$ 65,000
Data Storage	\$ 4,800
IT Managed Services	\$ 11,000
Online TIP Tool	\$ 9,600
Transportation Consultant/Modeling Services	\$ 100,000
Webhosting	\$ 2,300
Payroll Services/Cafeteria Plan Administration	\$ 3,000
Cleaning Services	\$ 4,500
Maintenance	\$ 4,000
FF Study	\$ 30,000
Chadwick Flyer Study	\$ 30,000
MM/ZZ Study	\$ 96,000
Other Studies	\$ 40,000

Total Available Federal Revenue for FY 2022 UPWP Work Activities

OTO CPG Fund Balance as of 1/31/2021 (includes FY 2021 estimated allocation)*	\$1,318,617.49
Less Remaining Expenses to be Billed for FY 2021	(\$357,699.71)
PLUS FY 2022 CPG Expected Allocation**	<u>\$626,672.00</u>
TOTAL Estimated CPG Funds Available for FY 2022 UPWP	\$1,587,589.78
LESS CPG Funds Programmed for FY 2022	<u>(\$903,089.00)</u>
Remaining Unprogrammed Balance	\$684,500.78

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

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

Justification for Carryover Balance

The projected carryover balance of \$684,500 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.

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

Estimated Actual Costs of Tasks 1-8	\$	1,474,862
Minus City Utilities Transit (FTA 5307 Funding)		(\$210,001)
Actual Total Ozarks Transportation Organization Expenditures	\$	1,264,861
PLUS, Value of Task 9 MoDOT Direct Costs Credit	\$	60,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$	1,324,861
Federal Pro-Rata share		80%
Federal CPG and STBG Funding Eligible	\$	1,059,889

Budgeted Revenue for Actual Costs FY 2022

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$903,089
Surface Transportation Block Grant	\$156,800
Local Match to be Provided	\$168,972
Value of In-Kind Match	\$36,000
MoDOT Direct Costs	\$60,000
Total OTO Revenue	\$ 1,324,861

APPENDIX A

	FY 2022
	Jul '21 - Jun 22
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct Cost	96,000.00
Miscellaneous Revenue	
Total Other Types of Income	96,000.00
OTO Revenue	
Consolidated Planning Grant CPG	903,089.00
Local Jurisdiction Match Funds	168,972.00
Surface Trans Block Grant	156,800.00
Total OTO Revenue	1,228,861.00
Total Income	1,324,861.00
Gross Profit	1,324,861.00
Expense	
Building	
Building Lease	54,060.00
Common Area Main Exp	18,000.00
Infill Costs	2,000.00
Maintenance	4,000.00
Office Cleaning	4,500.00
Utilities	3,500.00
Total Building	86,060.00
Commodities	
Office Supplies/Furniture	7,000.00
Public Input Promotional Items	2,500.00
Publications	1,500.00
Total Commodities	11,000.00
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	60,000.00
Member Attendance at Meetings	36,000.00
Total In-Kind Match Expense	96,000.00
Information Technology	
Computer Upgrades/Equip Replace	8,000.00
Data Storage/Backup	4,800.00
GIS Licenses	5,500.00
IT Maintenance Contract	11,000.00
Software	6,000.00
Webhosting	2,300.00
Total Information Technology	37,600.00

	FY 2022
	Jul '21 - Jun 22
Insurance	
Directors & Officers	3,000.00
Errors & Omissions	3,000.00
Professional Liability	2,800.00
Workers Compensation	1,700.00
Total Insurance	10,500.00
Operating	
Copy Machine Lease	
Lease Interest Expense	200.00
Lease Principal Expense	1,650.00
Maintenance for Copier	650.00
Toner & Overages	3,200.00
Total Copy Machine Lease	5,700.00
Dues/Memberships	9,000.00
Education/Training/Travel	23,000.00
Food/Meeting Expense	4,300.00
IRS Tax Fees	0.00
Legal/Bid Notices	1,500.00
Multi-Media Public Relations	0.00
Postage/Postal Services	1,800.00
Printing/Mapping Services	5,000.00
Public Input Event Registration	1,500.00
Staff Mileage Reimbursement	3,500.00
Telephone/Internet	5,500.00
Total Operating	60,800.00
Personnel	
Mobile Data Plans	2,800.00
Payroll Services	3,000.00
Salaries and Fringe	729,001.00
Total Personnel	734,801.00
Services	
Audit	5,000.00
Long Range Plan Update	10,000.00
TIP Tool Maintenance	9,600.00
Trans Consult/Model Services	196,000.00
Travel Sensing & Time Serv Proj	2,500.00
Total Services	288,100.00
Total Expense	1,324,861.00

TAB 6

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.D.

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:

Informational only. No action required.

Public Participation Plan 2020 Annual Evaluation



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 1, 2021

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

Introduction

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

Goal

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

Previously Designated Action Items

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

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

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

Performance Measures

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

Facebook Participation

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

Facebook Participation by Location

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

**Includes 9 in Strafford & 4 in Willard*

Twitter Participation

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

Number of Meetings Open to the Public

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

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit

Bicycle and Pedestrian Advisory Committee

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

Meetings Held Annually

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

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

Press Releases Sent

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

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

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

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

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

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

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

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

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

Media Coverage of OTO

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

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

Events Attended by OTO Staff in 2020

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

Website Statistics

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

Analytics for the OTO website

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

Legal Ads

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

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

Public Comment Log

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

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

OTO Logged Comments

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

Action Items for 2021

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

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

Summary

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

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

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

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

TAB 7

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.E.

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

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

AGENDA DESCRIPTION:

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

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

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

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

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

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

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATION ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

26 February 2021

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

Dear Ms. O'Connor:

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

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

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

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

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

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



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$577,000 Open Container Funding

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

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

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P0588H

Federal ID # 0141028



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$577,000 Open Container Funding

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	Federal						LOCAL	LOCAL-AC	OTHER	State				TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA				MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020																			
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$0	\$0	\$513,600	\$0	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1703-182AM9	\$0	\$0	\$0	\$0	\$0	\$0	\$122,000	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$3,800	\$0	\$0	\$0	\$131,600
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,606,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$565,814	\$0	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RC0301-20A9	\$0	\$665,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166,400	\$0	\$0	\$0	\$831,400
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,800	\$0	\$0	\$0	\$1,543,200
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400	\$0	\$0	\$0	\$16,400
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local			State			SEMA	TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA			MoDOT-AC
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	
SP1805-18	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	
SP1912-19A5	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$32,000	\$0	\$0	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	
ST 1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	
SUBTOTAL	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,601,057	\$16,000	\$3,023,100	\$123,499	\$47,329,196
2021																			
CC0001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$18,400	\$0	\$0	\$23,000
GR1908-19	\$0	\$237,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1718-18A5	\$0	\$0	\$0	\$0</															

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local		OTHER	State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC		MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$60,000	
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000	
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$90,000	\$0	\$0	\$100,000	
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000	
MO2104-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$202,500	\$0	\$0	\$225,000	
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$0	\$0	\$50,000	
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$6,400	\$0	\$0	\$8,000	
MO2108-20A8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,000	\$744,000	\$0	\$0	\$930,000	
NX1701-20AM9	\$202,270	\$527,000	\$0	\$0	\$0	\$0	\$5,277,530	\$0	\$0	\$0	\$0	\$99,446	\$0	\$1,414,754	\$0	\$0	\$0	\$7,321,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$546,882	
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,638	\$0	\$0	\$0	\$0	\$0	\$1,913,188	
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000	
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$0	\$100,000	
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$0	\$0	\$560,000	
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625	
RP1701	\$0	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000	\$0	\$0	\$0	\$525,000	
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$81,600	\$0	\$0	\$85,600	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$18,500	\$0	\$0	\$0	\$150,000	
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$111,200	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$0	\$139,000	
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000	
SP1902-20AM5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1907-20A7	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,468,000	\$0	\$0	\$0	\$22,340,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,600	\$0	\$0	\$0	\$0	\$0	\$84,400	\$0	\$0	\$0	\$422,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000	
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$520,000	\$0	\$0	\$650,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000	
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$800,000	
SP2012-20A7	\$2,382,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$2,980,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000	
SP2015-20A5	\$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	\$190,000	\$0	\$0	\$0	\$0	\$0	\$950,000	
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000	
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000	
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000	
SP2104-20A7	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$300,000	
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000	
SUBTOTAL	\$27,749,085	\$2,669,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,210,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$19,190,269	\$0	\$12,718,854	\$135,500	\$4,967,700	\$0	\$127,151,160	
2022																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000	
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000	
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000	
GR1707-17A6	\$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	\$200	\$0	\$0	\$0	\$2,000	
GR1902-20AM6	\$3,246,479	\$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	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200												

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				SEMA	TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC			
2022 Continued																				
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000	
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000	
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$0	\$0	\$4,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$1,191,200	\$0	\$0	\$1,489,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033	
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$221,050	\$0	\$0	\$276,312	
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216	
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000	
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000	
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000	
SUBTOTAL	\$9,436,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,802,032	\$0	\$0	\$7,356,767	\$762,000	\$5,172,250	\$0	\$47,704,899	
2023																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$0	\$150,000	
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1902-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000	
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580	
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000	
OK2202-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000	
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876	
RC0901-20A9	\$0	\$15,213,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,400	\$0	\$0	\$0	\$19,017,000	
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$0	\$100,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$568,800	\$0	\$0	\$711,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859	
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,601	\$0	\$0	\$0	\$2,505,646	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$1,061,600	\$0	\$0	\$1,327,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SUBTOTAL	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$7,325,644	\$0	\$1,913,000	\$0	\$45,269,961	
GRAND TOTAL	\$47,235,444	\$25,206,500	\$1,411,200	\$5,551,200	\$1,288,000	\$350,151	\$71,433,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,702,625	\$1,682,400	\$0	\$34,002,122	\$913,500	\$15,076,650	\$123,499	\$267,455,216	

FINANCIAL CONSTRAINT

Roadways

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

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

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

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

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

8 March 2021

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

Dear Ms. O'Connor:

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

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

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

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

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # 8Q3181

Federal ID #

Project Description

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



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

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,128,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # 8Q3181

Federal ID #

Project Description

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



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

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,103,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																			
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-19	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$0	\$128,400	\$513,600	\$0	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$415,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1301-18A4A9	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$33,000	\$0	\$0	\$0	\$110,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,696,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$535,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$0	\$0	\$123,499	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RP1701-20A9	\$0	\$665,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166,400	\$0	\$0	\$0	\$832,100
RP1701-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400	\$0	\$0	\$0	\$16,400
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

Roadways

TABLE SUMMARY																			
	Federal											Local			State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL

2020 Continued																			
SP1410-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000	
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1805-18	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000	
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000	
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	\$597,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$52,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000	
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000	
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$2,103,000	
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000	
SUBTOTAL	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,601,057	\$16,000	\$3,023,100	\$123,499	\$47,329,196
2021																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1103	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000	
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000	
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000	
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$0	\$150,000	
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$510,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$2,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000	
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,694	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,218	
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$482,419	
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000	
GR1905-19	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000	
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000	
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000	
GR1910-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000	
GR1912-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000	
GR2003-20	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$250,000	
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000	
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000	
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	\$0	\$2,000	
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$550,000	
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$51,000	
GR2101-20	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000	
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000	
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$600,000	
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1720	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000	
MO2004-20	\$0	\$457,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,800	\$0	\$0	\$0	\$508,000	

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-20AM10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,160
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
MO2108-20A8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,000	\$0	\$744,000	\$0	\$930,000
NX1701-20AM9	\$202,270	\$527,000	\$0	\$0	\$0	\$0	\$5,277,530	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,414,754	\$0	\$0	\$0	\$7,521,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$352,636	\$0	\$0	\$0	\$0	\$0	\$0	\$1,913,186
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$560,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$48,000	\$0	\$60,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625
RP1701	\$0	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$528,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$11,600
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,400	\$0	\$801,600	\$0	\$1,002,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$81,600	\$0	\$85,600
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1418-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$111,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$0	\$139,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-20AM5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,468,000	\$0	\$0	\$0	\$22,340,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,600	\$0	\$0	\$0	\$0	\$0	\$0	\$84,400	\$0	\$0	\$0	\$422,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$520,000	\$650,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2012-20A7	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,026	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,026
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$960,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2104-20A7	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000
SUBTOTAL	\$27,749,085	\$2,669,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,210,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$19,190,269	\$0	\$0	\$12,718,654	\$135,500	\$4,967,700	\$0	\$127,151,160
2022																			
CC0501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$													

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				SEMA	TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC			
2022 Continued																				
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,961	\$0	\$0	\$180,949	\$0	\$0	\$0	\$2,154,000	
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000	
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$3,200	\$0	\$4,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$207,800	\$0	\$1,191,200	\$0	\$1,499,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033	
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$221,050	\$0	\$276,312	
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216	
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000	
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000	
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000	
SUBTOTAL	\$9,456,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,807,032	\$0	\$0	\$7,356,767	\$762,000	\$5,172,250	\$0	\$47,729,899	
2023																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000	
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000	
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580	
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000	
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876	
RG0901-20A9	\$0	\$15,213,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,400	\$0	\$0	\$0	\$18,997,000	
RG1702-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$80,000	\$0	\$0	\$100,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859	
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,501	\$0	\$0	\$0	\$2,565,646	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SUBTOTAL	\$2,970,193	\$15,278,449	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$5,743,549	\$0	\$0	\$0	\$7,325,644	\$0	\$1,913,000	\$0	\$45,269,961	
GRAND TOTAL	\$47,255,444	\$25,206,500	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,433,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,707,625	\$1,682,400	\$0	\$34,002,122	\$913,500	\$15,076,650	\$123,499	\$267,480,216	

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,916,365	\$4,649,175	\$9,640,157	\$123,499	\$5,380,129	\$52,709,325
2021 Funds Programmed	\$27,749,085	\$2,669,600	\$1,382,400	\$3,851,100	\$440,000		\$33,210,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$90,139,037	\$19,190,269	\$17,821,854	\$0	\$5,476,971	\$132,628,131
2022 Funds Programmed	\$9,456,526	\$4,272,500	\$0	\$0	\$800,000		\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$31,631,850	\$2,807,032	\$13,291,017	\$0	\$5,575,557	\$53,305,456
2023 Funds Programmed	\$2,970,193	\$15,278,400	\$0	\$0	\$0		\$11,990,575	\$48,000	\$0	\$0	\$0	\$30,287,168	\$5,743,549	\$9,239,244	\$0	\$5,675,917	\$50,945,878
Total	\$47,255,444	\$25,206,500	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,433,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$184,974,420	\$32,390,025	\$49,992,272	\$123,499	\$22,108,574	\$289,588,790

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

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

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

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

Advertising

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

Utility Ratepayers

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

Human Service Providers

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

PROJECTED REVENUES

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

STATE AND FEDERAL

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

*Includes Engineering and Rail funding

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

*Includes Omnibus Funding

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

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

TAB 8

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.F.

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

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

AGENDA DESCRIPTION:

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

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

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 21, 2021, the Technical Planning Committee recommended the Board of Directors approve Amendment 10 to the FY 2020-2023 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 10 to the FY 2020-2023 Transportation Improvement Program.”

OR

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

Route Grand Street

From

To

Location City of Springfield

Federal Agency None

Project Sponsor Ozarks Transportation Organization

Federal Funding Category None

MoDOT Funding Category N/A

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

STIP #

Federal ID # PENDING

Project Description

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



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

Notes

Non-Federal Funding Source: Missouri State University

Prior Cost	\$0
Future Cost	\$3,000,000
Total Cost	\$6,536,748



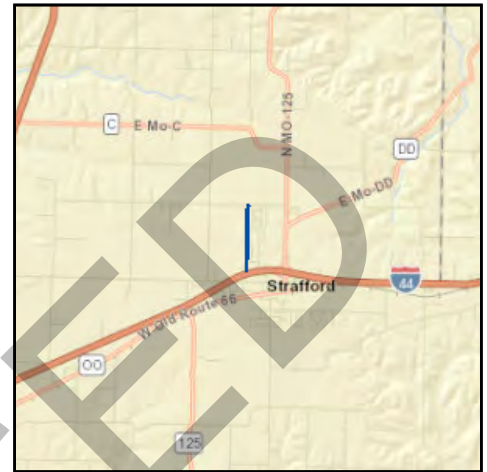
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

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



Project Description

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

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

Notes

Non-Federal Funding Source: City of Strafford

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$667,856

Roadways

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	FHWA (FED)	FHWA (NHPPI)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																			
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,400	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$2,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1801-20A0A6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$1,212,675	\$1,212,675
GR1902-20A0A6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$3,187,326	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$511,600	\$0	\$640,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$0	\$1,060,000	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0															

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (T30)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$1,600	\$0	\$597,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$2,103,000	
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$53,600	\$0	\$0	\$67,000
SP2202-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,645	\$0	\$0	\$0	\$0	\$0	\$0	\$42,645
SUBTOTAL	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$3,008,420	\$1,682,400	\$0	\$6,601,057	\$16,000	\$3,023,100	\$123,499	\$47,371,841
2021																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$298,200	\$0	\$0	\$0	\$1,443,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0																	

Roadways

Roadways

PROJECT	Federal										Local			State			TOTAL		
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA		MoDOT-AC	SEMA
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	
MO2008-20	\$0	\$183,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$20,400	\$0	\$0	\$20,400	
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$100,000	
MO2010-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000	
MO2104-20AM10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$1,000	
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$225,000	
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000	
MO2108-20A8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,000	\$0	\$744,000	\$930,000	
NK1701-20AM9	\$202,270	\$527,000	\$0	\$0	\$0	\$0	\$5,277,530	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,414,754	\$0	\$0	\$7,521,000	
NK1704	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$546,882	
NX2201-20A8	\$1,530,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,638	\$0	\$0	\$0	\$0	\$0	\$1,913,188	
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$2,047,000	
OK2002-20A8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000	
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$560,000	
OK2102-20A8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$275,625	\$275,625	
RG0901-20A9	\$0	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000	\$0	\$0	\$525,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RP1704-20A8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,400	\$0	\$801,600	\$1,002,000	
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$85,600	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	\$2,400	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
SP1419-18A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$8,000	\$9,600	
SP1709	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$1,075,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	\$2,400	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$150,000	
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$111,200	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$27,800	\$0	\$0	\$139,000	
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$4,088,000	
SP1820-20AM5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$796,000	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$1,271,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$2,000	\$0	\$2,000	
SP1907-20A7	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,468,000	\$0	\$0	\$22,340,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$379,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	\$2,400	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	\$2,400	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	\$2,400	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$2,000	\$2,400	
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$337,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,400	\$0	\$0	\$422,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000	
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$0	\$520,000	\$0	\$0	\$650,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000	
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$800,000	
SP2012-20A7	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$596,000	\$0	\$0	\$0	\$0	\$0	\$2,988,000	
SP2013-20	\$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	\$322,000	\$0	\$0	\$0	\$0	\$0	\$1,610,000	
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$24,088,028	
SP2016-20AM6	\$760,000	\$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	\$8,000	\$0	\$0	\$8,000	
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$6,400	\$0	\$0	\$8,000	
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$8,000	
SP2104-20A7	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$300,000	
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,502,000	\$0	\$0	\$5,002,000	
ST2202-20A10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,598	\$0	\$0	\$0	\$0	\$0	\$23,598	
SUBTOTAL	\$27,749,085	\$2,669,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,210,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$19,213,777	\$0	\$0	\$12,718,654	\$135,500	\$4,967,700	\$0	\$127,174,668
2022																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
CC2102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$3,881,000	
CC1803-18	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000	
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$265,000	
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$150,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$0	\$0	\$2,000	
GR1801-18	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
GR1802-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,499,999	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$0	\$2,090,000		
GR2003-20	\$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	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$1,634,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000	
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$0	\$0	\$0	\$0	\$662,000	\$0	\$1,224,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$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	\$10,000	\$0	\$0	\$50,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal						Local			State			SEMA	TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$1,191,200	\$0	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$221,050	\$0	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$481,362	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,341	\$0	\$0	\$0	\$0	\$0	\$0	\$691,703
SUBTOTAL	\$9,937,888	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$6,464,121	\$0	\$0	\$7,356,767	\$762,000	\$5,172,250	\$0	\$51,868,350
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$0	\$150,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
RG0901-20A9	\$0	\$15,213,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,400	\$0	\$0	\$0	\$19,017,000
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,601	\$0	\$0	\$0	\$2,505,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$1,061,600	\$0	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$7,325,644	\$0	\$1,913,600	\$0	\$45,269,961
GRAND TOTAL	\$47,736,806	\$25,206,500	\$1,411,200	\$5,551,200	\$1,288,000	\$350,151	\$71,433,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$34,430,867	\$1,882,400	\$0	\$34,002,122	\$913,500	\$15,076,850	\$123,499	\$271,684,820

FINANCIAL CONSTRAINT

Roadways

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

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

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

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

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

Advertising

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

Utility Ratepayers

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

Human Service Providers

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

PROJECTED REVENUES

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

STATE AND FEDERAL

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

*Includes Engineering and Rail funding

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

*Includes Omnibus Funding

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

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

TAB 9

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.G.

Proposal for Additional Federal Funding

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

AGENDA DESCRIPTION: Additional funding has been made available for transportation projects through the Coronavirus Response and Relief Supplemental Appropriations Act (CRSSA) and the FY21 Omnibus Appropriations Act. OTO is charged with making a determination on how best to spend these funds. The funds must be obligated by September 30, 2024. Eligible activities are those typical TAP and STBG activities plus costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments and coverage for other revenue losses.

Issue to consider:

Obligation timeline: All funds must be obligated by 2024. A new typical project is advised to allow one year for right-of-way acquisition and one year for NEPA clearance. Staff advises focusing on project without ROW needs to speed up the process and allow for time to repurpose funding if problems arise.

Right-of-way: Project sponsors must be willing to acquire right-of-way with condemnation if necessary. This would require a local government sponsor.

Manage multiple sources: Each of these funding categories have specific account numbers and must be tracked individually. If funding is divided into multiple projects this will create a great deal of administrative burden.

PROPOSAL:

Staff is proposing to fund two trails in three total sections. The Chadwick Flyer and the Wilson's Creek Boulevard Trail design and construction project will meet the following goals:

1. Meet required timelines.
2. Reduce administrative burdens by only doing three projects
3. Save time by not acquiring right-of-way
4. Advance the trail network by building 3.25 miles of trails
5. Fund regional priorities
6. Fund sections of trail that are unlikely to be built by developers
7. Advance Trail Plan goals of building 2 miles of trail per year

TRAIL FUNDING PLAN

Chadwick Flyer Trail	\$1,200,000	Springfield/Greene County on City Utilities Property
	\$ 800,000	Christian County/Ozark on Tracker Marine Property
Wilsons Creek Blvd Trail	\$1,727,480	Wilson's Creek Boulevard Trail within MoDOT ROW
TOTAL	\$3,727,480	

LOCAL MATCH NEEDED: 5.6% \$208,650

Available Funding All Sources (excluding STBG)

	FEDERAL	LOCAL MATCH	TOTAL
CRSSA	\$2,684,230	\$0	\$2,684,230
FY21 OMNIBUS	\$384,600	\$96,150	\$480,750
FY 21 Transportation Alternatives	\$450,000	\$112,500	\$562,500
TOTAL	\$3,518,830	\$208,650	\$3,727,480

NOTE: Next money available with FY22-26 Transportation Bill and or earmark/discretionary grant funding.

FUTURE STEPS:

- 1) Decide who will be local project sponsor. Options include the City of Ozark, Ozark Greenways, City Utilities, City of Springfield, City of Republic, Greene County and OTO.
- 2) Consult with Wilson's Creek National Battlefield.
- 3) Work with City Utilities to gain Surface Transportation Board approval of rail abandonment.
- 4) Obtain local match funding commitments.
- 5) Program projects in TIP requiring application and commitment letter from entities providing match.
- 6) Outline process to meet federal requirements.

ADDITIONAL OPTIONS:

Suballocate through distribution formula (see attached)

Or

Allocate to another eligible project

EXECUTIVE COMMITTEE ACTION:

The Executive Committee met twice to consider the proposal and voted to recommend approval to the full Board of Directors with 5 votes in favor and to 2 votes opposed.

BOARD OF DIRECTORS ACTION REQUESTED:

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

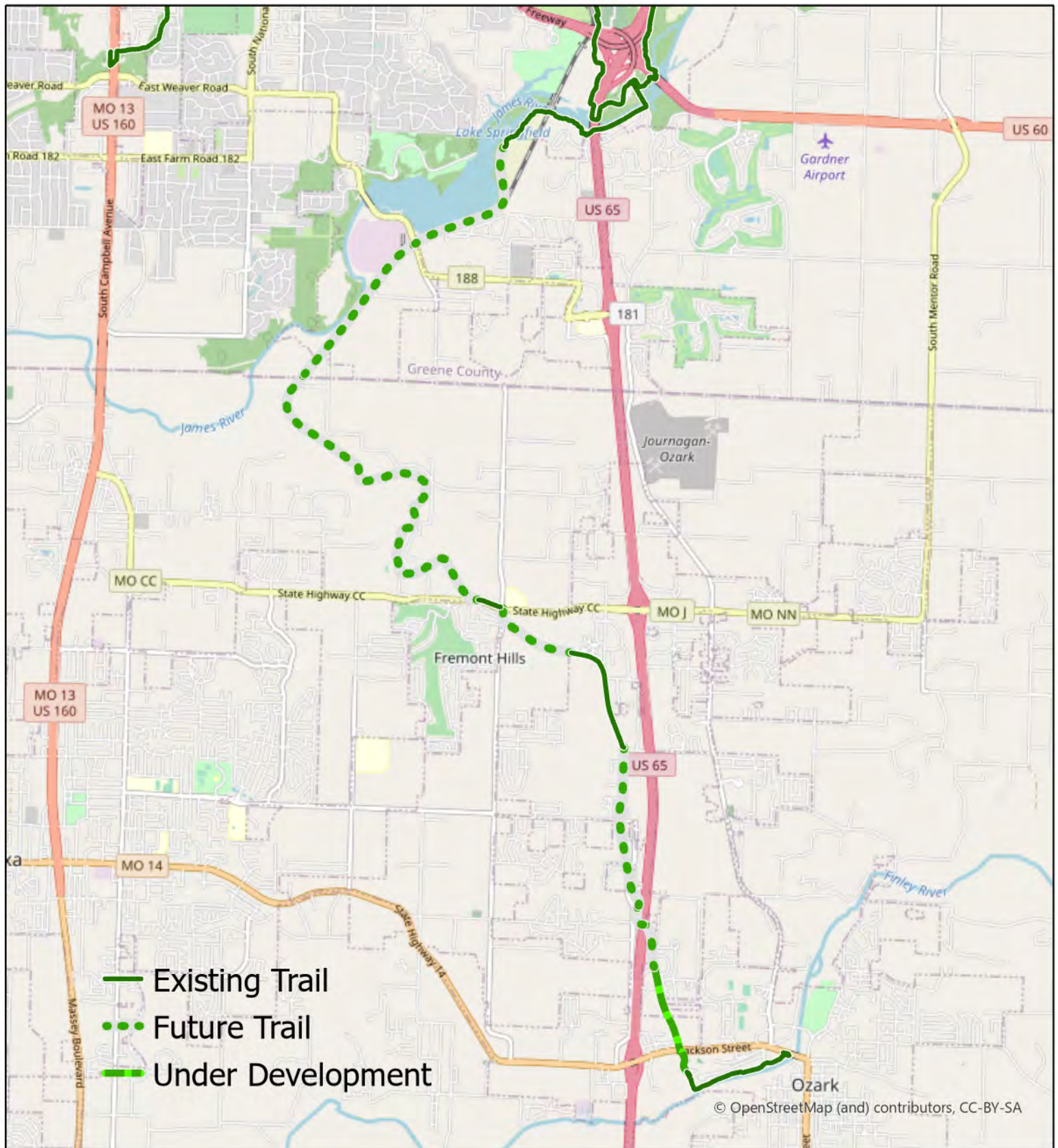
Move to approve the proposal as outlined and direct staff to include the projects in the FY2022-2025 Transportation Improvement Program

Or

Move to direct staff to consider the following:

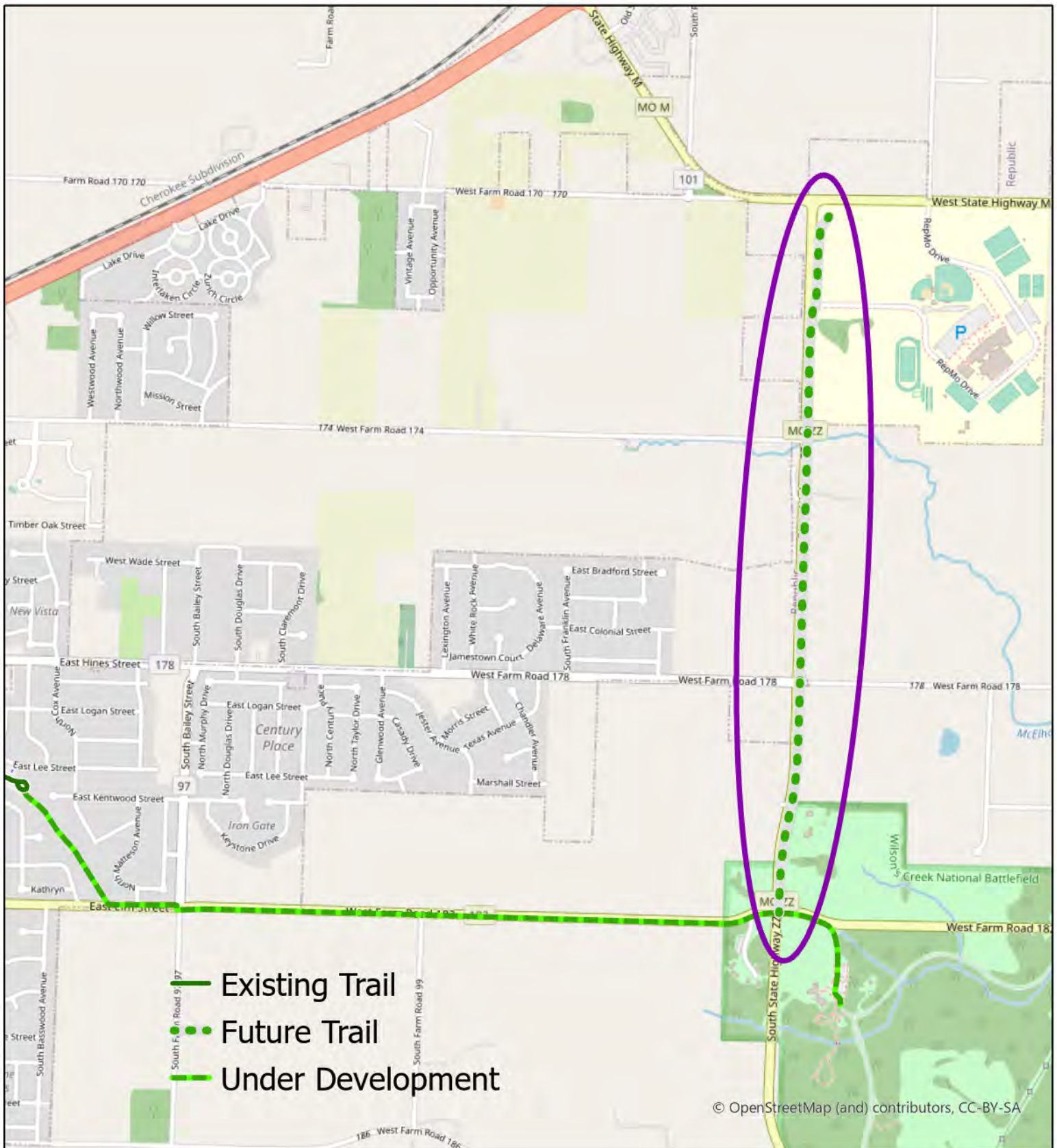
Chadwick Flyer Rail Trail

Connecting Lake Springfield to the Ozark Community Center



Wilson's Creek Boulevard Trail

Connecting Republic High School to
Wilson's Creek National Battlefield and the City of Republic



Option to Suballocate through Distribution Formula

	CRSSAA	FAST Act Cont.	Total	Current Balance(ish)	New Balance
Allocation	2,684,230.00	384,600.00	3,068,830.00	With Programmed Projects through 2023	
STP/BG-Urban Distribution					
OTO Operations	0.00	0.00	0.00		
Rideshare	0.00	0.00	0.00		
Christian County	140,492.60	20,129.96	160,622.56	819,361.91	979,984.47
Greene County	597,939.08	85,673.50	683,612.58	(6,911,487.84)	(6,227,875.26)
City of Battlefield	48,477.19	6,945.88	55,423.07	885,394.18	940,817.25
City of Nixa	164,999.62	23,641.36	188,640.98	(1,473,402.69)	(1,284,761.71)
City of Ozark	154,557.96	22,145.27	176,703.23	1,085,356.54	1,262,059.77
City of Republic	127,957.24	18,333.88	146,291.12	648,181.53	794,472.65
City of Springfield	1,383,478.99	198,226.69	1,581,705.68	3,539,638.35	5,121,344.03
City of Strafford	20,453.83	2,930.65	23,384.48	346,626.18	370,010.66
City of Willard	45,873.49	6,572.81	52,446.30	297,998.93	350,445.23
	2,684,230.00	384,600.00	3,068,830.00		

CRSSA and Omnibus funds are available for the following types of expenses:

Recreational or Transportation Trails (Chadwick Flyer and Wilson's Creek can be ready or could do a general call for projects)

Transit Capital- Not aware of any needs (CU Electric Buses not ready to purchase until 2026)

Intelligent Transportation Infrastructure (signs, fiber connections to signals- not aware of any unfunded local needs)

Truck Parking Facilities (not aware of any projects)

Operating a Traffic Management Center (currently funded with STBG funds)

Rail-Highway Grade Crossings (MM relocation- planned for 2026 with MoDOT funds)

Bicycle and Pedestrian Projects- (sidewalks or bicycle lanes)

Construction on a Minor Collector of Higher

Could allocate to a MoDOT Project- Funding would free up funds for additional projects.

<https://media.ozarkstransportation.org/documents/Programming-Plan-Construction.pdf>

Any local project on a collector or higher on the federal aid system that can be obligated by Sept 2024. https://www.modot.org/sites/default/files/documents/Springfield_5.pdf

Kansas Extension is one possibility

Resurfacing or Rebuilding Roads (lots of needs resulting from freezing this year) (Note: when using federal funds, sidewalks must be brought up to ADA standards- resulting in longer design times)

Bridges- Greene and Christian County have several bridge needs: (These are in the OTO area)

Greene County Bridges

Bridge# 1010135 Carrying Fr.101 over Clear Creek

Estimated Replacement Cost = \$350,000

Bridge# 1500133 Carrying Fr. 150 over Wilson Creek

Estimated Replacement Cost = \$445,000 (NOTE: We think this structure can be repaired instead of replacing it at this full cost)

Bridge# 1750227 Carrying Fr.175 over Ward Branch

Estimated Replacement Cost = \$645,000

Bridge# 1710070 Carrying Fr. 186 over Little Sac River

Estimated Replacement Cost = \$890,000 (NOTE: We think this structure can be repaired instead of replacing it at this full cost)

Bridge# 1860216 Carrying Fr.186 over Farmers Branch
Estimated Replacement Cost = \$450,000

Bridge# 2230071 Carrying Fr.223 over Little Sac River Branch
Estimated Replacement Cost = \$650,000

Christian County Bridge:

Green Bridge: Smyrna Rd @ Finley River, Bridge No. 2490003, Federal ID 20153. MoDOT Estimate \$1,291,000 for full replacement. County Estimate +/- \$2.1M.

TAB 10

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.H.

Transportation Performance Management Agreement

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

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

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

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 21, 2021, the Technical Planning Committee recommended the Board of Directors approve the Transportation Performance Management Planning Agreement and allow the Executive Director to administratively approve minor changes.

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 Transportation Performance Management Agreement and allow the Executive Director to administratively approve minor changes.”

OR

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

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

I. Introduction

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

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

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

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

Data provided will meet the federal reauthorization transportation act requirements.

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

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

III. Selection of Performance Targets

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

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

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

IV. Reporting of Performance Targets

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

V. Reporting of Progress towards Achieving Targets

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

VI. Collection of Data for State Asset Management Plan

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

Signature

Sara Fields
Executive Director
Ozarks Transportation Organization

Signature

Matt Crawford
Director of Transit
City Utilities of Springfield

Date

Date

Signature

Eric Curtit
Transportation Planning Director
Missouri Department of
Transportation

Date

TAB 11

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.I.

Title VI/ADA Program Update

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

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

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

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 21, 2021, the Technical Planning Committee recommended the Board of Directors adopt (1) the resolution approving the Title VI/ADA Program, (2) the execution of the Standard DOT Assurances and Non-Discrimination Policy, and (3) the making of minor changes to the program to maintain compliance and updated information.

BOARD OF DIRECTORS ACTION REQUESTED:

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

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

OR

"Move to adopt the Title VI/ADA Program with the following changes..."

Andy Thomason

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

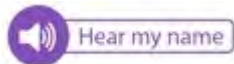
Hi Andy,

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

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

Best,

Ms. Zainab Jasim



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

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

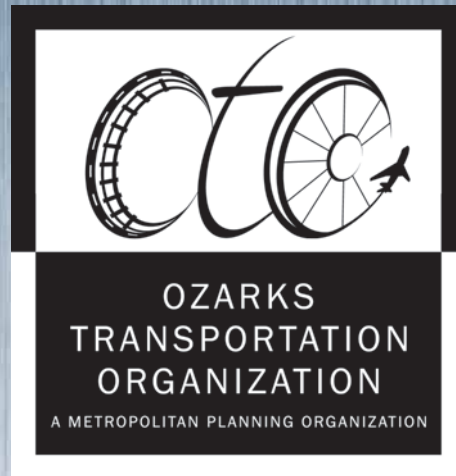
Ms. Jasim,

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

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

Respectfully,

Andy Thomason, AICP
Senior Planner



TITLE VI/ADA PROGRAM

2021

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

OZARKSTRANSPORTATION.ORG

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Appendix I: OTO Title VI/ADA/LEPP Resources

Introduction

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

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

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

Environmental Justice

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

Limited English Proficiency (LEP)

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

Persons with a Disability

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

The Ozarks Transportation Organization

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

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

Title VI Coordinator

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

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

The Coordinators Responsibilities include:

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

The OTO responsibilities include:

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

Ozarks Transportation Organization Metropolitan Planning Area

Approved by the
Governor of Missouri
2/8/2002

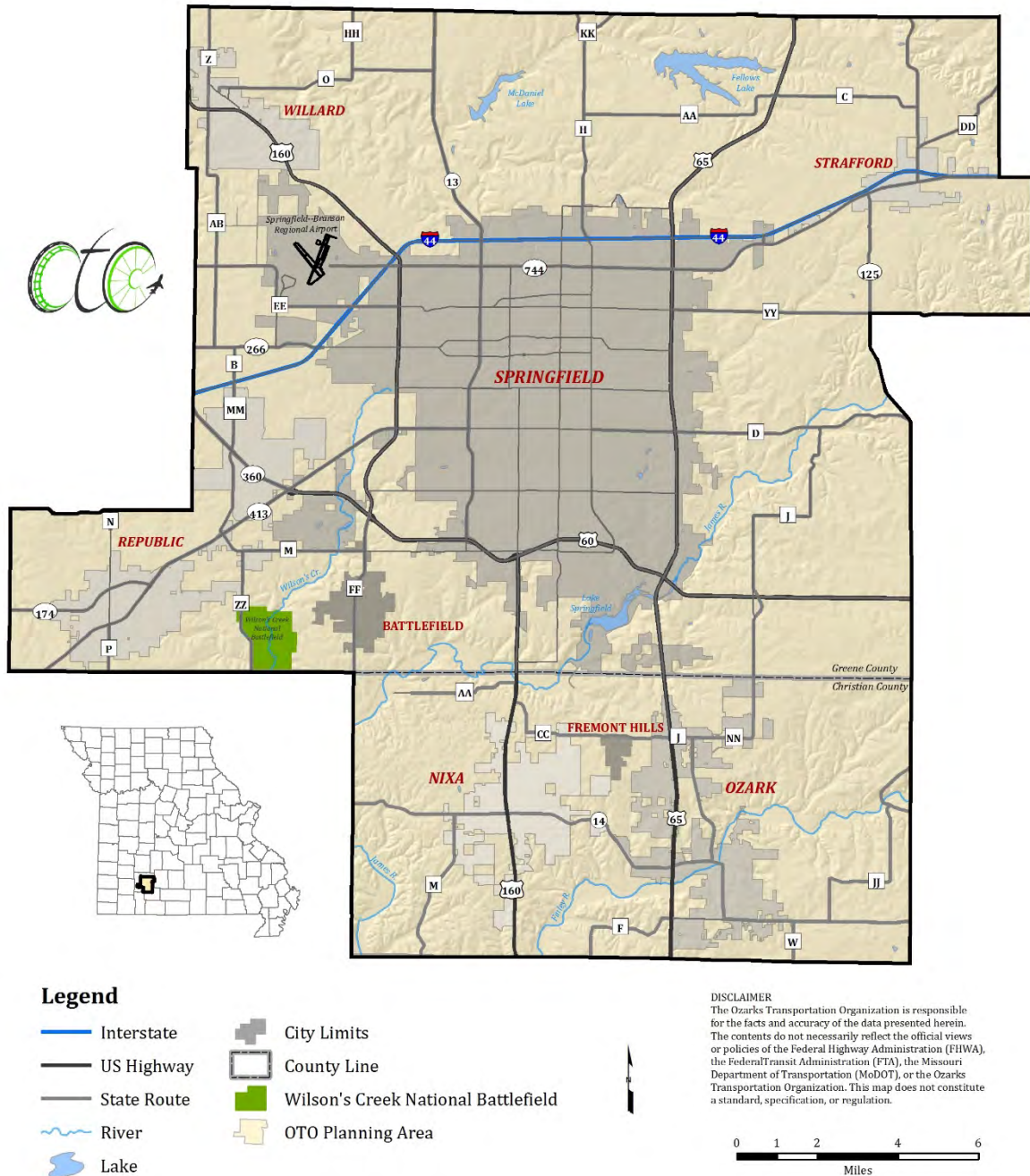


Figure 1 MPO Study Area

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

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

Policy of Nondiscrimination

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

OTO Director

Date

Primary Program Area Descriptions

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

Standard DOT Assurances

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

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

General Requirements (Chapter III) All recipients must submit:

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

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

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

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

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

Title VI Complaint Procedures

General steps of the OTO's complaint process:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Steps to collaborate with above agencies

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

Title VI Complaint Form and Policy

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

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

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

Table 1: Complaints Received Log

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

Public Participation Plan

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

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

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

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

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

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

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

Language Assistance Plan

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

How to Identify an LEP Person Who Needs Language Assistance

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

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

Language Assistance Measures

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

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

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

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

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

OTO Staff Training

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

Training topics include:

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

Providing Notice of Available Language Service to LEP Persons

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

Outreach Techniques

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

Monitoring and Updating the LEP Plan

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

Each update should examine all plan components such as:

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

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

Dissemination of the OTO Limited English Proficiency Plan

The OTO will post the LEP plan on its website at www.ozarkstransportation.org.

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

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

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

Boards and Committees

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

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

Board of Directors

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

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

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

Technical Planning Committee

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

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

Membership: Appointed staff by the municipal agency.

Local Coordinating Board for Transit

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

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

Bicycle and Pedestrian Advisory Committee

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

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

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

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

Sub-Recipient Monitoring

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

Title VI Equity Facility Analysis

The OTO has not constructed any facilities.

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

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

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

Demographic profile of the metropolitan area

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

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

Map of Minority Population

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

Map of Hispanic or Latino Population

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

Map of Low Income Population

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

Map of Disabled Population

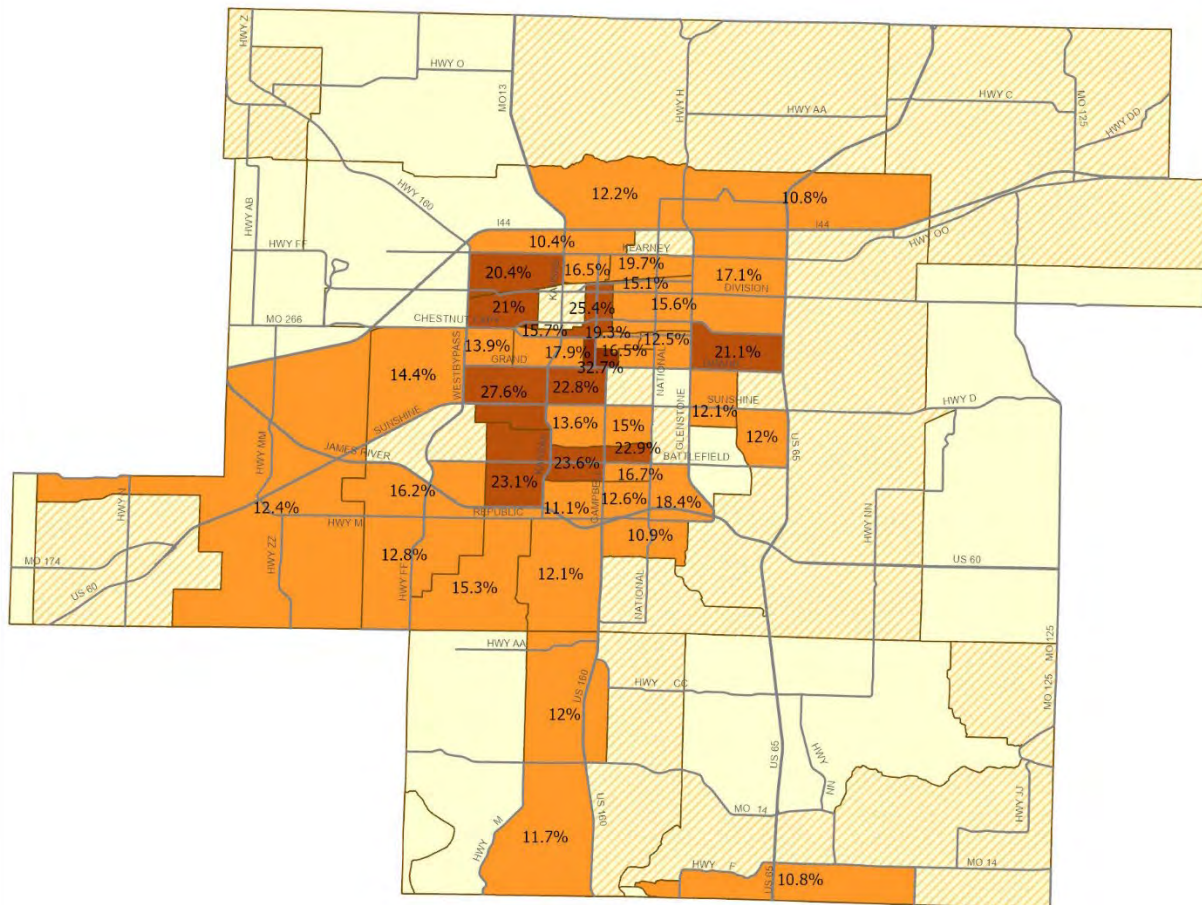
Figure 5, on page 23, identifies the population of those that are disabled by census tracts in the OTO service area. Currently, an estimated 14.7% of the population within the OTO service area are classified as having a disability. The Northwest section of Springfield shows the highest proportions of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

Table 3: OTO Race and Ethnicity by Jurisdiction

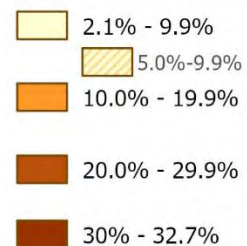
Geographic Area Name	Total population	One race							Two or more races	Hispanic or Latino (of any race)
		Total, One Race	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race		
Christian County	12,345	12,117	11,758	122	39	110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

Minority Populations in the OTO

Percent Minority Individuals
Census Tracts, ACS 15-19



Percent Minority Individuals



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

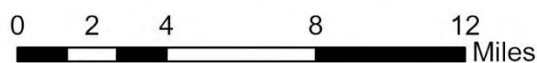


Figure 2 Percent Minority

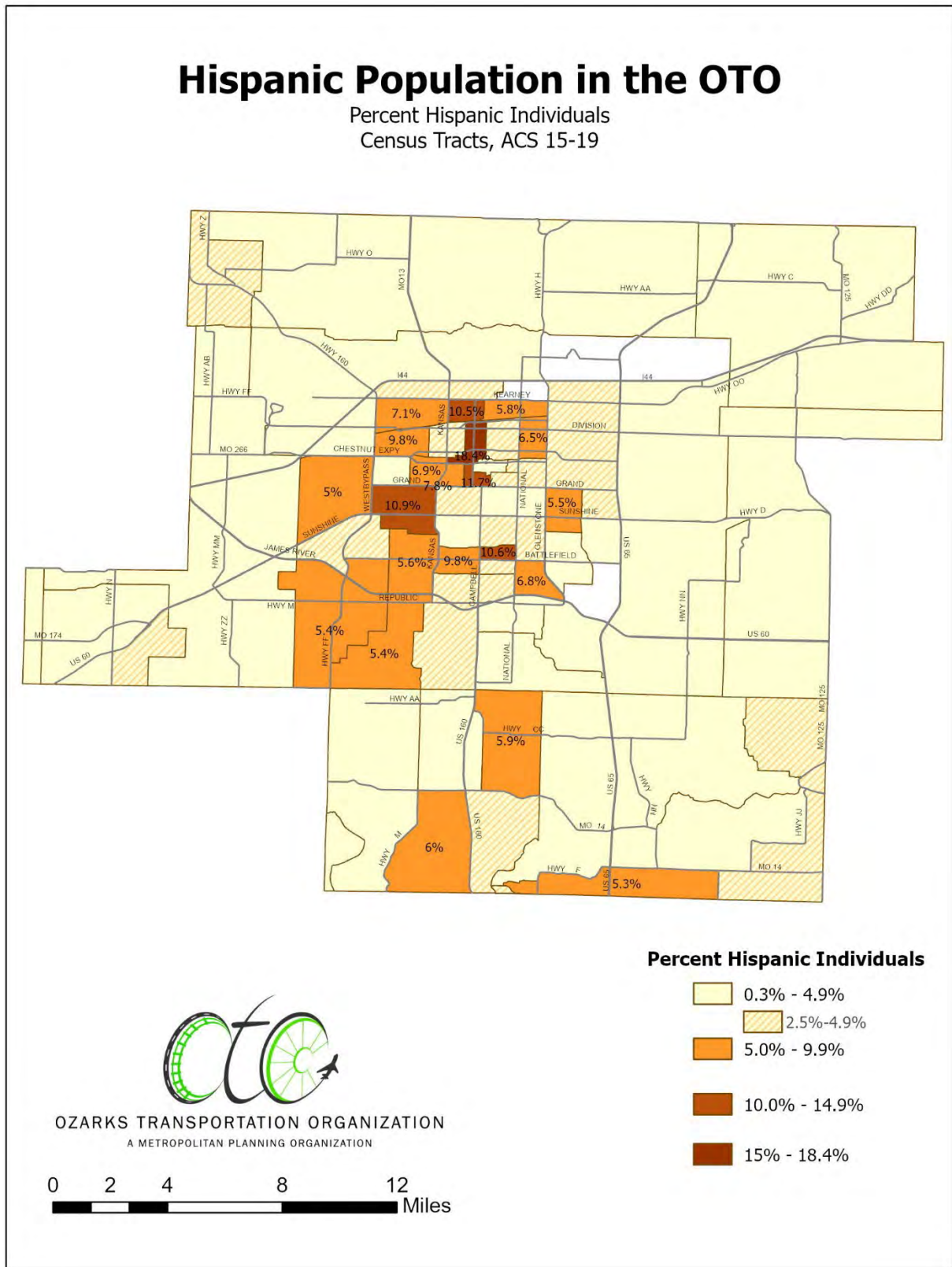


Figure 3 Percent Hispanic

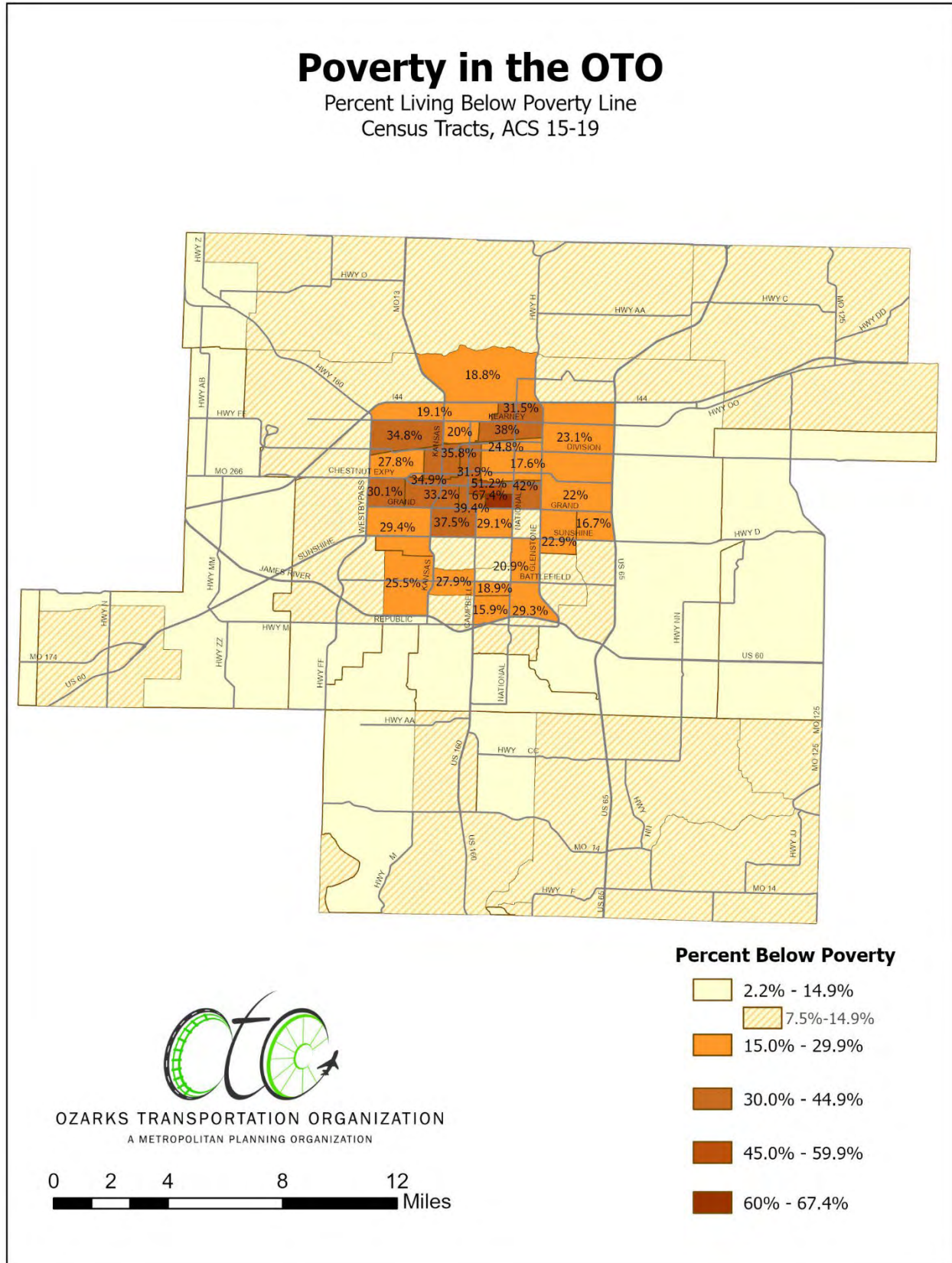


Figure 4 Percent Living Below Poverty

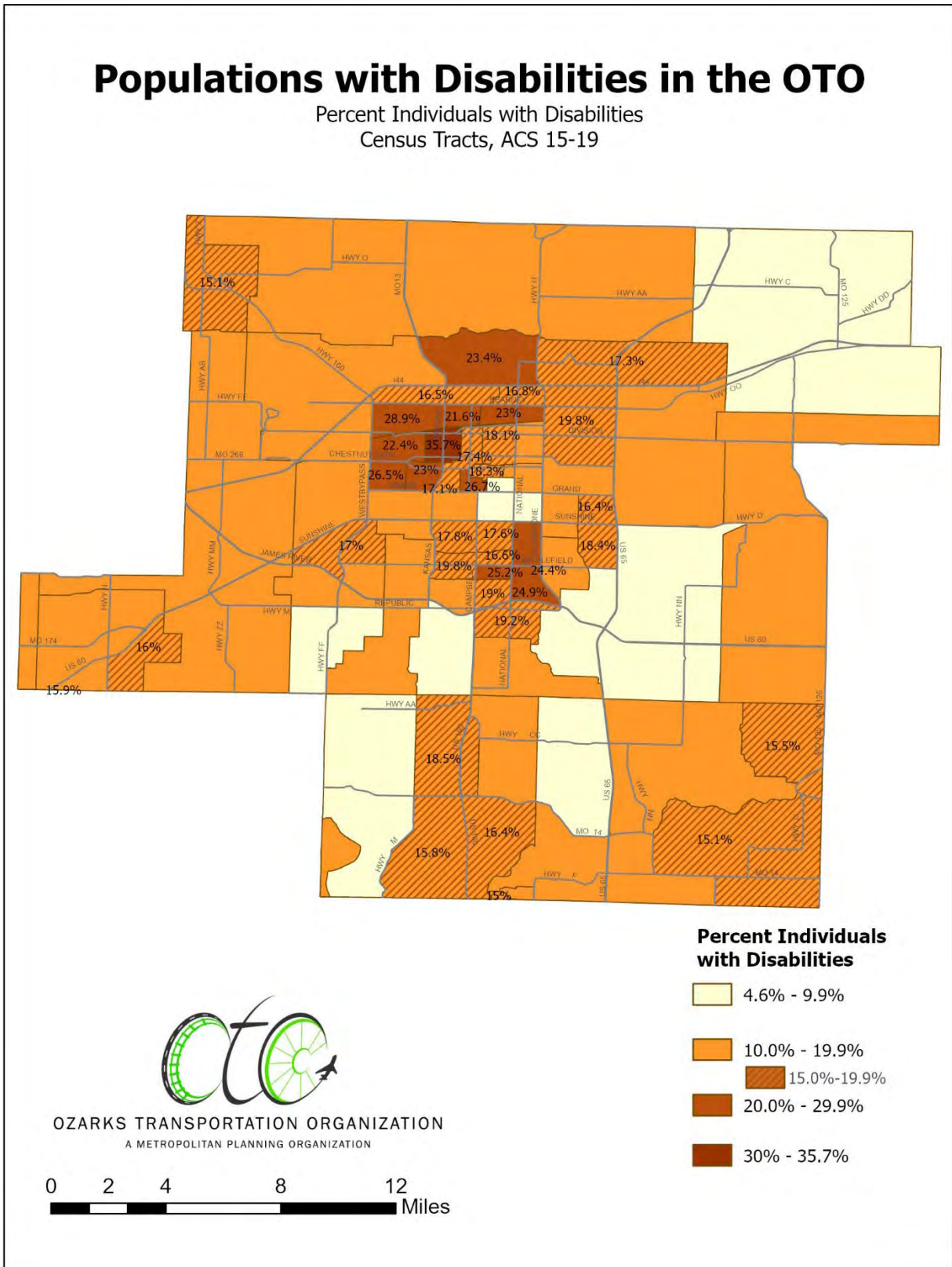


Figure 5 Percent Disabled

Fixed Route Transit Requirements

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

Mobility Needs of Minority Populations

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

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

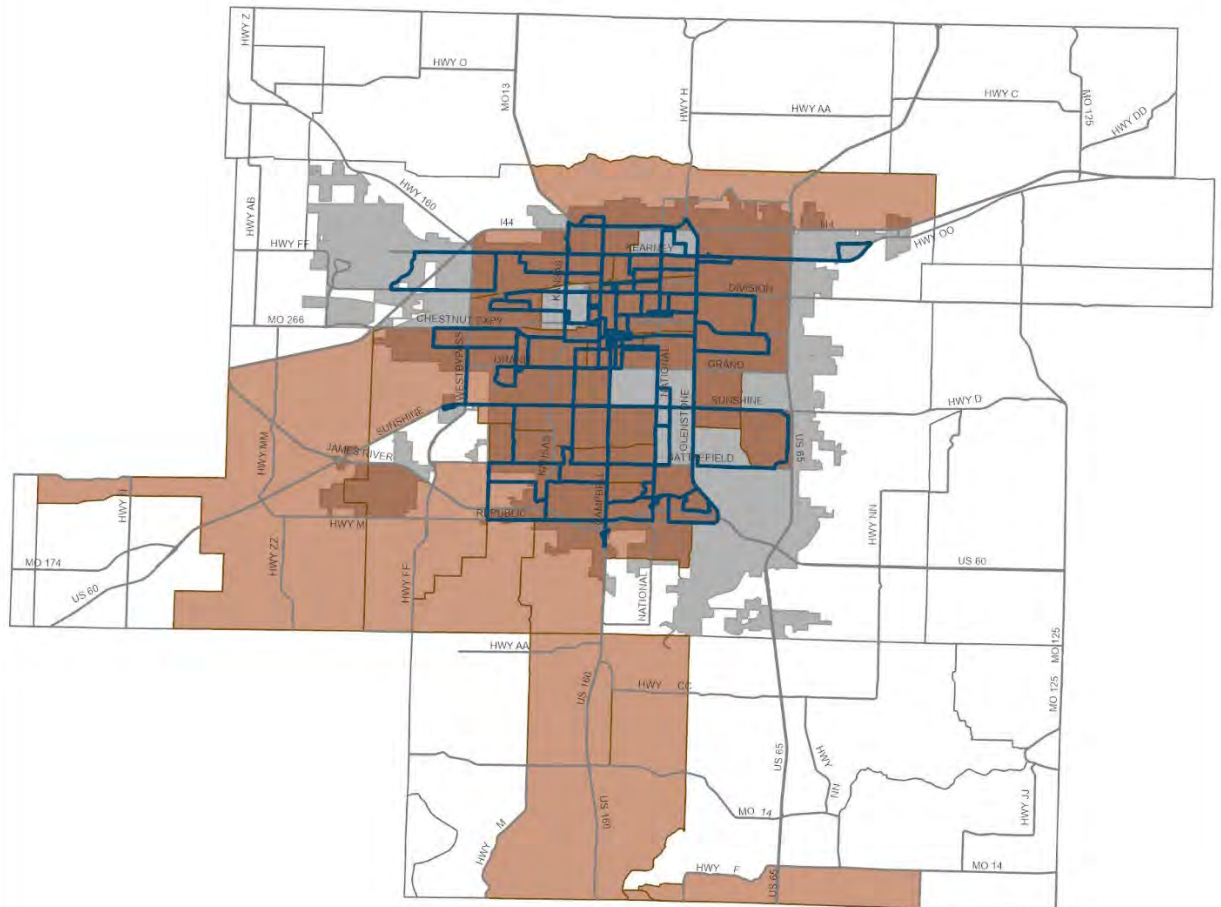
The engagement and data analysis techniques employed by the OTO have significant impacts on the organization's key planning products, including the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, and Transit Coordination Plan. The planning products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

Distribution of State and Federal Funds for Public Transportation Projects

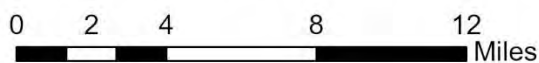
City Utilities of Springfield operates the only fixed route bus service in the OTO service area. Figure 6 on page 24 shows a map of the City Utilities fixed routes compared to the minority populations by census tracts in the MPO boundaries. It is estimated that 9.8 percent of the population within the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

Fixed Route Transit in the OTO




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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



Percent Hispanic Individuals

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

OTO Population Averages

Minority Population: 9.8%
Hispanic Population: 3.7%

Figure 6 Minority Population with CU Bus Routes

Analysis of Disparate Impacts

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

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

Table 3: Yearly Summary of funding for Transit Projects

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

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

Nondiscriminatory Passthrough of FTA financial assistance (if requested)

Currently, the OTO has no passthrough of FTA funds.

Nondiscrimination in subrecipient assistance (if requested)

See the above section.

ADA-Program Access

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

Public Meetings

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

On-Site

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

Off-Site

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

Electronic Documents

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

Website

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

Implementation

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

Appendix A: Standard DOT Assurances

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

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

Statutory/Regulatory Authorities

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

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

General Assurances

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

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

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

Specific Assurances

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

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

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

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

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

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

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

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

Sara Fields, Executive Director

Date

APPENDIX A

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

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

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

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

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

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

(HABENDUM CLAUSE)

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

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

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

APPENDIX C

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

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

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

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

APPENDIX D

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

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

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

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

APPENDIX E

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

Pertinent Non-Discrimination Authorities:

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

Appendix B: Applicable-Nondiscrimination Authorities

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

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

Appendix C- Title VI/ADA Complaint Procedures and Form



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

TITLE VI/ADA POLICY AND COMPLAINT PROCEDURE

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

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

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

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

OTO RESPONSIBILITIES FOR TITLE VI/ADA

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

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

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

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

Addressing requirements successfully requires several categories of actions:

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

TITLE VI/ADA COMPLAINT PROCEDURE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COLLABORATION WITH OTHER AGENCIES

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

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

Steps to collaborate with above agencies:

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

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Notifying the Public of Rights Under Title VI/ADA

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

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

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

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

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

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

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

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

TITLE VI/ADA COMPLAINT FORM

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

- * 1. State your name and address.

Name: _____
Address: _____
City/State: _____ Zip _____
Telephone No: _____
Home: (____) _____ Work: (____) _____

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

Name: _____
Address: _____
City/State: _____ Zip _____
Telephone No: _____
Home: (____) _____ Work: (____) _____

Please explain your relationship to this person(s).

3. Agency, department of program that discriminated

Name: _____
Address: _____
City/State: _____ Zip _____
Telephone No: (____) _____

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

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

____ Race/Color: _____
____ National Origin: _____
____ English Proficiency: _____
____ Sex: _____
____ Religion: _____
____ Age: _____
____ Disability: _____
____ ADA: _____

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

____ Race/Color: _____
____ National Origin: _____

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

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

Name: _____

Telephone No: (____) _____

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

Name: _____

Address: _____

City/State: _____ Zip _____

Telephone No:

Home: (____) _____ Work: (____) _____

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

Earliest date of discrimination: _____

Most recent date of discrimination: _____

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

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

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

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

Name Address Area Code/Telephone Numbers

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

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

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

Yes ____ No ____

If so, do you remember the Complaint Number?

Against what agency and department or program was it filed?

Agency: _____

Address: _____

City/State: _____ Zip _____

Telephone No: (____) _____

Date of Filing: _____

Briefly, what was the complaint about?

What was the result?

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

____ U.S. Equal Employment Opportunity Commission

____ Federal or State Court

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

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

Agency: _____

Date filed: _____

Case or Docket Number: _____

Date of Trial/Hearing: _____

Location of Agency/Court: _____

Name of Investigator: _____

Status of Case: _____

Comments:

17. How did you learn that you could file this complaint?

- * 18. We cannot accept a complaint if it has not been signed. Please sign and date this complaint form below.

(Signature)

(Date)

Please feel free to add additional sheets to explain the present situation to us.

Please mail the completed, signed Discrimination Complaint Form (please make one copy for your records) to:

Ozarks Transportation Organization
Title VI/ADA Coordinator
2208 West Chesterfield Blvd., Suite 101
Springfield, MO 65807
417-865-3047 (phone)
417-862-6013 (fax)

Appendix D- Public Participation Plan

PUBLIC PARTICIPATION PLAN 2020



The Ozarks Transportation Organization

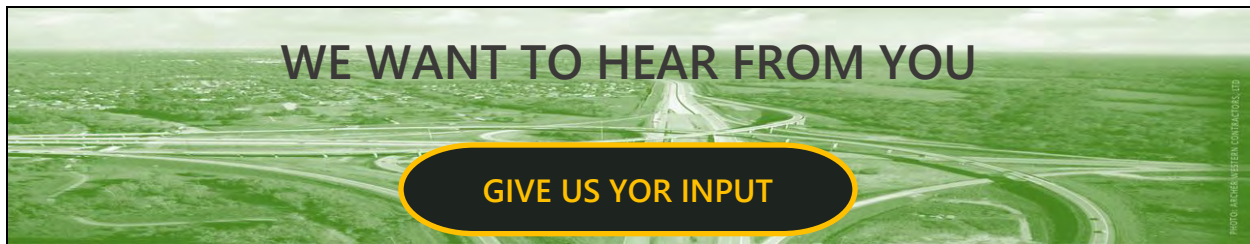
A Metropolitan Planning Organization

Approved by the Board of Directors

August 20, 2020

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

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Our goal is to have significant and ongoing public involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. All comments received are documented and reviewed by staff, and responses are drafted for consideration by the appropriate committee. Here is how you can join the conversation:

<p>MAP A CONCERN</p> <p>Use our interactive map feature to pin locations and leave a comment</p> <p>LEARN MORE</p>	<p>ATTEND A MEETING</p> <p>Join us in-person or online for a Board of Directors or subcommittee meeting. Dates and times are posted on our calendar</p> <p>LEARN MORE</p>	<p>LEAVE A COMMENT</p> <p>Review and comment on recent plan updates and amendments</p> <p>LEARN MORE</p>
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WHAT DO WE DO WITH YOUR INPUT?

A period for public comment is provided for the updates and major amendments to all the primary transportation-planning projects for which Ozarks Transportation Organization is responsible. All comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. We believe participation is key to developing a sound and efficient transportation network. Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.



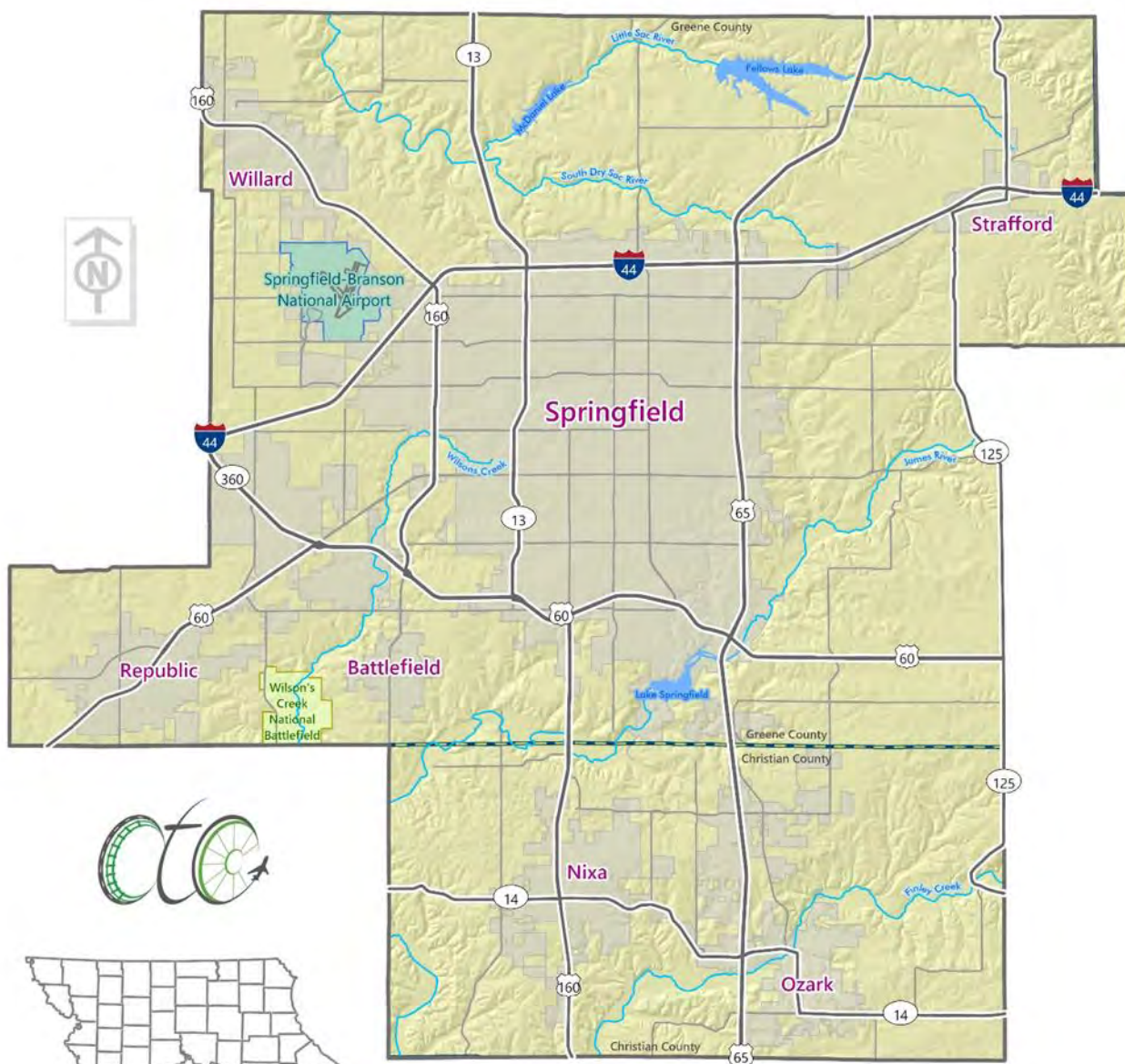
Executive Summary

The OTO 2020 Public Participation Plan (PPP) is an update of the 2017 PPP. The OTO updates its PPP every three years to ensure that we are employing the latest techniques and utilizing the most up-to-date resources to keep the public involved in and informed of our planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on June 17, 2017. Major changes include:

- The plan has been reformatted to highlight information about the OTO and its role as an MPO and emphasize public involvement objectives. Text boxes labelled with an *i* or an *o*, for information or objective, have been included to focus the reader's attention on important information and add structure to the plan
- Goals developed by the International Association of Public Participation have been incorporated into the plan replacing the goals and objectives structure in the 2017 PPP
- Web maps and applications have been added as a resource for public engagement in the "Rules and Tools of Engagement" section of the plan
- Newly developed State of Missouri Sunshine Law guidance has been incorporated into public Involvement guidelines for E-meetings and virtual conferencing when in-person meetings are not possible due to public health emergencies, etc.
- Workflow graphics outlining and documenting the processes for informing, consulting, and collaborating with the public and interested parties have been added to the "Public Participation Process" section of the plan
- Results from the 2020 Interested Parties Public Participation Survey have been added as Appendix A

Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002



- | | |
|---------------------|-------------|
| — Major Roadways | County Line |
| — Arterial Roadways | Cities |
| Rivers | Lakes |

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Introduction

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The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive**, **cooperative**, and **continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard.

The OTO MPO is responsible for four major transportation plans and programs: [Long-Range Transportation Plan](#) (LRTP); [Transportation Improvement Program](#) (TIP); [Unified Planning Work Program](#) (UPWP); and [Public Participation Plan](#) (PPP). In addition, the OTO MPO is responsible for preparing [other transportation plans and studies](#) as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a reasonable opportunity for individuals, public agencies, and other interested parties to be involved in the transportation planning process.

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The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs “*Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs*” (23 CFR §450.316)

To achieve full public access, the OTO must adhere to [other regulations](#) that require MPOs be proactive in involving under-represented groups in the planning process and the sharing and provision of information. Title VI of the Civil Rights Act prohibits discrimination based on race, color, national origin. Title VI applies to all organizations that receive federal funding. The Americans with Disabilities Act of 1991 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination based on a disability by public and private sector parties. Additionally, the OTO must comply with Title II of the Americans with Disabilities Act. In 2000, Executive Order 13166 gave Title VI discrimination protection to people with Limited English Proficiency (LEP). In 1994, Executive Order 12898, required federal agencies make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations.

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The mission of the OTO MPO is: To provide a forum for cooperative decision-making in support of an excellent regional transportation

We at the OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that affect them. The PPP provides direction and documents the process for inclusive community engagement for the OTO transportation planning activities. In addition, the PPP is how the OTO will maintain compliance with federal regulations and measure the effectiveness of procedures and strategies aimed at supporting early and continuous involvement of the public.



Public Participation Goals

At the OTO MPO, the level of public participation required for activities in the planning process changes according to what is to be accomplished. The International Association for Public Participation developed a spectrum for increasing levels of public impact. The table below describes the spectrum which helps define the public's role and engagement in the transportation planning process.

Increasing Level of Public Impact 					
	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place the final decision-making in the hands of the Public

Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.

The increasing level of public impact applies to the different work products and day-to-day engagement activities at the OTO. These categories and goals are aligned with various planning activities, tools, and workflows to ensure that early and continuous public participation is achieved in support of the OTO mission. More detail is provided in the "Planning Process" section of the plan.



Rules & Tools of Engagement

The Resources listed here are the methods the OTO to uses to engage and communicate with people. Objective statements are included to explain how the tools relate to public participation.

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The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.

[The OTO Website](#)

The OTO website was redesigned in 2019. The new design provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features an “About Us” page which contains information regarding “What is an MPO?” The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO’s planners and administrative staff. The comment account also receives automated notifications when comments are submitted on other web-based public input tools. In addition, the comment account is the primary account for sending press releases, news, announcements, and agendas to the press, interested parties, and committees.

[“Give us your input”](#)

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

[News & Updates](#)

This is another component of the “Give us your input” page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

[Interactive TIP Tool](#)

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metropolitan Springfield region. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. The Report Library provides links to previous and current TIP documents approved by the U.S. Department of Transportation. Using this tool, the TIP can be searched by project name, location or agency, and TIP number. The tool also features a map viewer for projects.

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The OTO will develop planning material that is easily understood and visually engaging and strive to ensure all citizens have the information necessary to deliver informed input.

[The OTO Logo](#)

The OTO logo is prominently featured on all work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

[Social Media](#)

[Facebook](#) and [Twitter](#) are used to announce meetings and events. Posts provide the opportunity to share links to pertinent information and survey sites. Social media platforms can also invite public comments and participation on the sites themselves.

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The OTO will prepare visualizations of transportation issues including charts, graphs, aerial photos, maps, analyses, physical models, and computer simulations with the public in mind.

ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A base map consisting of layers for the transportation network, including sidewalks, trails, transit routes, roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map.

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The OTO will follow a policy of ensuring that limited English-speaking persons, persons with disabilities, and minority or low-income populations are given an opportunity to participate in the planning process.

OTO Contacts Database

The OTO maintains a master database of businesses, governmental agencies, community-based organizations, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantage Business Establishments (DBE), as well as minority and low-income groups. The database is used for meeting and survey announcements as well as other project specific notifications.

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The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.

Press Releases

Formal press releases are sent to local media contacts to announce upcoming meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees.

Newspaper Ads

Press releases may result in media coverage of the OTO activities but in most cases, they do not guarantee publication of information. Thus, the OTO purchases legal advertisements for announcements of comment periods for some planning documents. These legal ads serve to document compliance with the required comment period length for specific plans and plan/TIP amendments. When seeking public input for LRTP updates and the annual TIP process the OTO has purchased regular ad space in the print editions of the *Springfield Newsleader* and the *Christian County Headliner*.

Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then disseminated via email, social media, press releases, and the OTO website. Hard copies are also produced and distributed at public meetings, community events, and the OTO office. In addition, post card mailings are used to publicize surveys and comment periods and include QR codes for mobile devices.

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The OTO will strive to ensure that when conducting public meetings where matters related to transportation programs are being considered are connected to transit and meet Americans with Disabilities Act requirements.

Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where

transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

Posters and Flyers

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

O

The OTO will strive to demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration. Upon receiving public comments, the OTO will respond in a timely manner and provide copies of comments to appropriate boards, committees, and related agencies.

Public participation shapes our planning process and ensures that plans and programs accurately reflect the goals and visions of people in the region. There are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties. While these methods are somewhat generic, the OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.



Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

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The OTO will maintain an up-to-date database of contacts to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products.

This section of the plan defines how the OTO provides for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Elected officials
- Local government staff
- Transportation agencies (airport, transit, etc.)
- Local media (TV, radio, print, etc.)
- Civic groups
- Special interest groups
- Libraries (for public display)
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues

- Parties that have an interest in the planning and development of the transportation network including affected public agencies in the OTO planning area
- Private freight shippers
- Representatives of public transportation employees
- Providers of freight transportation services
- Private providers of transportation, including intercity bus operators and employer-based commuting programs
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of people with disabilities
- Members of minority populations
- Representatives of Limited English Proficiency (LEP) populations
- Public school district representatives within the OTO planning area
- Representatives of colleges and universities
- Representatives of large employers

[Long-Range Transportation Plan](#)

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the OTO. All transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over the next 25 to 30 years.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will use nearly the full range of the participation techniques employed by the OTO. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the *Springfield News-Leader* and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

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Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.

Revisions to the LRTP Requiring Amendments:

- Addition or deletion of any project (except as noted in the Administrative Modifications section below);
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
- Moving a project between the unconstrained and constrained lists;
- Changes to the Major Thoroughfare Plan;
- Increases to a project's total cost estimate greater than 15 percent (or any amount greater than \$2,000,000);
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. An administrative modification is a revision

that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

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Administrative modification is a minor revision to the LRTP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates.

Revisions to the LRTP Allowed as Administrative Modifications:

- Increases in a project's cost estimate less than 15 percent (up to \$2,000,000);
- Minor changes to the scope of a project;
- Minor increases to the termini of a non-capacity project (no more than ¼-mile);
- Moving a project to another time band, provided fiscal constraint is maintained;
- Adding a project to the unconstrained list.
- Technical corrections

Transportation Improvement Program

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated on a yearly basis. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit

organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

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The OTO consults with all city and county governments within its study area during the annual TIP development process. The projects submitted by local governments are all part of their respective Capital Improvement Programs (CIP) where required.

Depending on their area of concern, the following boards hold public hearings on the proposed projects: Airport Board; Park Board; and Planning and Zoning Commission/Board. Other required agencies that are consulted during the TIP development process include:

[City Utilities of Springfield](#) - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process

- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment

The OTO advertises City Utilities' POP each year in the *Springfield News-Leader*. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or
- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more

[Missouri State University](#) - MSU utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, administration, and transit operations.

[OATS Transit](#) - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice
- Input from an advisory group, and
- Southwest Missouri Office on Aging

[The Missouri Department of Transportation](#) – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

The OTO provides annual notice by November 1st of the calendar year to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g. projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary analysis report on the disposition of the comments which will be made a part of the approved TIP.

The draft TIP is made available for comment for 30 days prior to Board of Director approval. A legal notice is placed in the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library, CU Transit office, and the MoDOT SW District office. Any public comment received during this review period will be considered by the OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

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TIP Amendments will require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice will be given by press release, Board & TPC meeting agendas, and on the OTO website.

Revisions Requiring TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than \$2,000,000);

6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period.

Revisions Allowed as Administrative Modifications:

1. Changes in a project's programmed amount less than 25% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
6. Minor changes to funding sources between federal funding categories or between state and local sources;
7. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate);
8. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;

9. Changing a project's lead agency when agreed upon by the two agencies affected;
10. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;
11. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 15% or \$2,000,000);
12. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change;
13. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
14. Technical corrections.

Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The draft of the new UPWP for the coming year is usually completed by September for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft

document is made available on the OTO website and at the OTO office for public comment. A press release announcing the comment period is sent to media contacts, posted on the OTO website, and posted in full view of the public at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

Public Participation Plan

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's performance objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involves an inclusive public participation process. The process shall meet the goals of the currently adopted Public Participation Plan and strive to employ new and/or underused methods for engaging the public, particularly to evaluate and validate the effectiveness of strategies outlined in the current plan.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and maintain a hard copy at the OTO office. A press release announcing a 45-day public comment and review period will be sent to media contacts and a legal notice will be placed in the *Springfield News-Leader* and other community papers. All comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

Other Plans and Studies

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) enacted under MAP-21 and the recently adopted FAST Act. The TCP is intended to identify needs and gaps in human service transportation

services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website and a paper copy is made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent to media contacts providing public notice of the comment period. In addition, a legal notice is placed in the *Springfield News-Leader* and/or other community papers. Figure 2 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include but are not limited to the OTO Title VI/ADA program, the Annual Listing of Obligated Projects, the Limited English Proficiency Plan, the Congestion Management Process, and the Performance Measures Report. These other plans and reports require a press release notifying the public of at least a 15-day comment period.

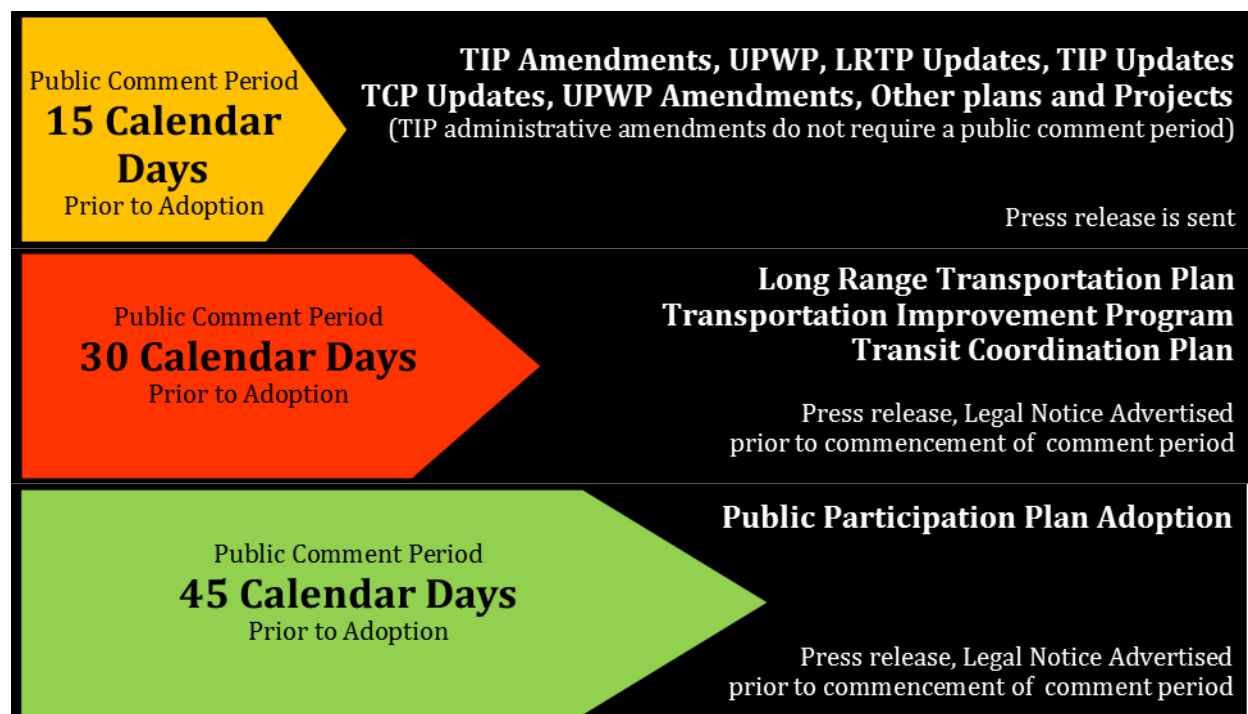


Figure 1 Public Comment Periods for Specific Plans and Purposes

Public Meetings

The [OTO Board of Directors](#) and [Technical Planning Committee](#) meetings are considered public meetings. Other meetings where the OTO leadership conducts business, such as the executive committee meeting are also considered public meetings. Press releases are sent to media contacts and agendas are posted in public spaces, including the OTO office, at least one week prior to the meeting date. The body of the press release is posted to in the News & Updates section of the OTO website where the public can comment on the content. The URL is for the posting is then sent via Facebook and Twitter.

When circumstances arise that prohibit in-person public meetings, such as a public health crisis or other emergencies. The OTO adheres to Missouri Sunshine Law guidance that provides means for public bodies to conduct public meetings in alternative ways, such as online meetings or video conferencing. In these instances, the OTO may conduct an “E-meeting” via email where committee members can motion, second, and vote on agenda action items and takes advantage of our website and social media pages to post recordings or live streams of public meetings.


If the OTO chooses to have an online or E-meeting meeting staff will need to ensure that the meeting notice references the change from the usual method. If the meeting will be held online, “§ 610.020.1, RSMo, requires that the body ‘**post a notice of the meeting on its website in addition to its principal office.**’ Section 610.020.1, RSMo, further requires that the body ‘**shall notify the public how to access that meeting.**’” Staff will still need to provide a meeting agenda in the same manner as the standard in-person meeting notice.

The Sunshine Law does not preclude voice-votes during online or video conferencing, however, roll call voting will be conducted for all action items. Generally, under § 610.015, RSMo, an elected member of a public governmental body can only participate in a roll call vote if they are physically present or participating via video conferencing. This also means that a quorum of the public governmental body must be present in-person or via video conferencing for a roll call vote to be held.

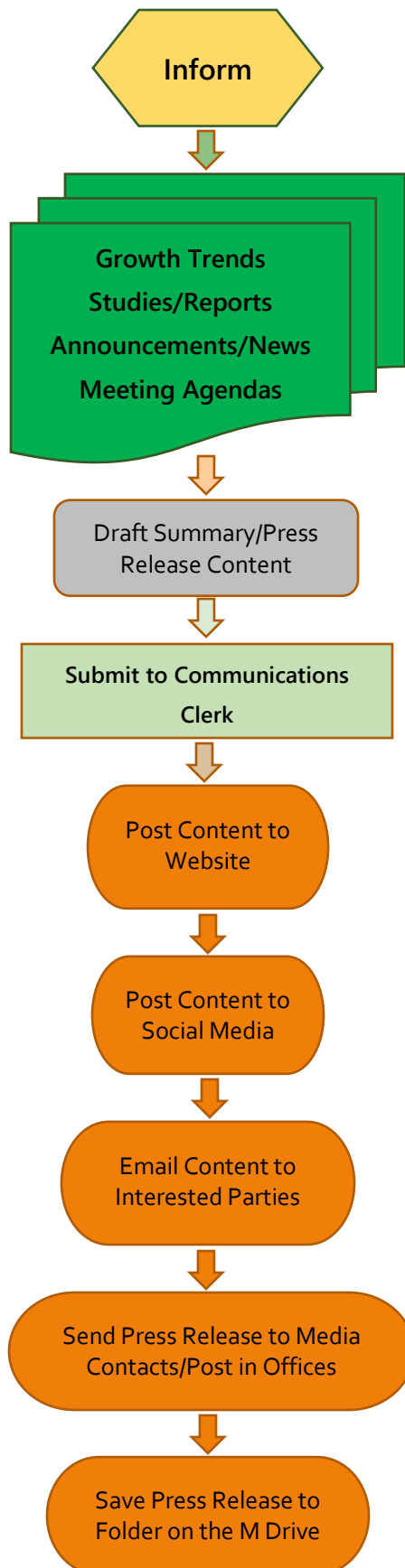


Public Participation Process

The goal of this outline is to provide structure and continuity for public engagement for various activities of transportation planning conducted by the OTO. The level of public participation required for activities in the planning process changes according to what is to be accomplished. The table below describes a spectrum of participation for an increasing level of public impact. This document provides an outline or the public participation process to be followed for each level of participation on the spectrum.

Increasing Level of Public Impact 			
	Inform	Consult	Collaborate
Type of Plan, Study or Activity	Meeting agendas, Announcements/News, Growth Trends, Studies/Reports, CMP	UPWP, DBE Goals, ALOP, LEPP, Title VI, Amendments	TIP, LRTP, PPP, TCP, Other Studies & Plans
Tools	Press Releases, Social Media, Email, Website	Surveys, Public Meetings, Mailer/postcards, Legal Ads, Blog posts	Workshops, Deliberate Polling, Posters/Flyers, Media Ads, Community Events

Source: Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.



The **inform** level can be a standalone process for **public awareness** and **capacity building**.

The inform process, however, is also a component of higher levels on the participation spectrum.

This process will be used to inform the public of surveys, public meetings, and comment periods for plans and studies that require a higher level of public impact.

The lead OTO staff person responsible for the project or task will **prepare a summary or draft press release** with key information for public consumption. The press release/summary will submit information to the communications clerk.

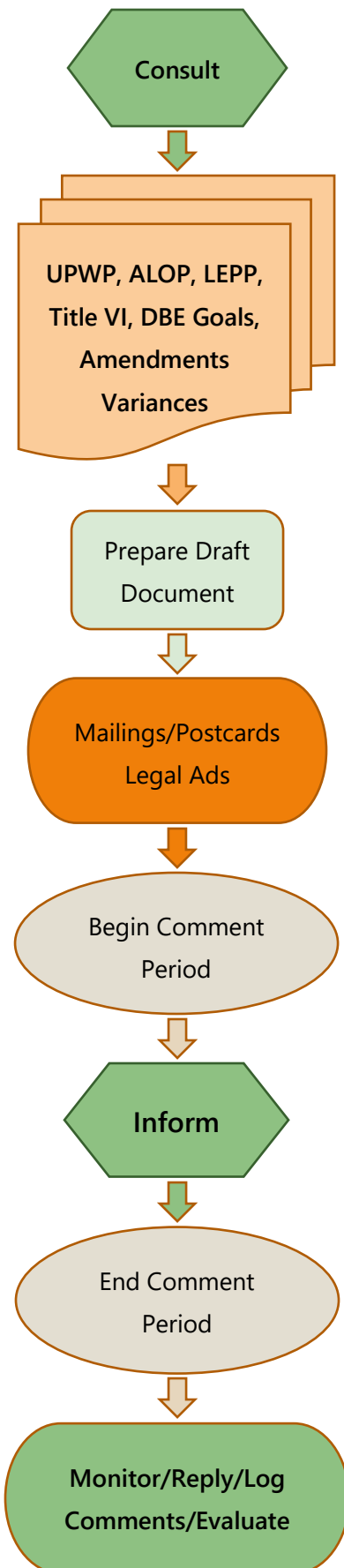
The **communications clerk** is the position at the OTO that will be responsible for the execution of the process.

All announcements and/or reports will be **posted to the OTO website**, in the OTO office, or other public venues (Library, MoDOT office, etc.).

Summary content will be posted on **Facebook and Twitter** accounts with **links to the content at the OTO website**.

An **email** announcing completion of reports or meeting agendas will be sent to **Interested Parties** if applicable

The **press release** will be emailed to **media contacts** and posted in the OTO offices when applicable



The **consult** level on the participation spectrum includes plans and policies where **public comments are being solicited**.

The consult process **includes** the **inform** process to make the public aware of the how, when, and what regarding the requested feedback.

The UPWP, UPWP Amendments, TIP Amendments have **required comment periods** of specified lengths as per the **Code of Federal Regulations** as presented in the OTO **Public Participation Plan**.

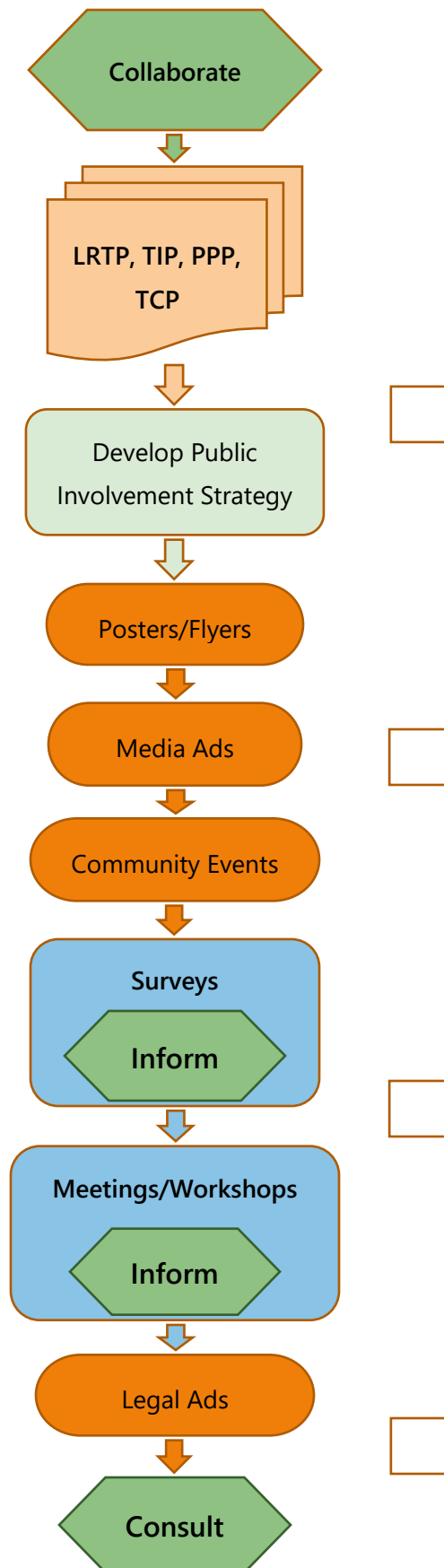
The OTO staff member responsible for the project or task will prepare a **draft document** to be made available **for public comment**.

These tools were not included in the **inform** process. These are **options** to elicit comment from **targeted stakeholder groups** or **document a comment period** which is necessary for some projects in the consult level of participation.

Draft content containing information about **when** the comment period begins and ends, **where** the documents can be accessed, and **how** to comment.

The **inform** process should be initiated as a sub-routine for the consult level of participation. Information should be submitted to the **communications clerk** for **dissemination**

At the end of the comment period, all **comments** will be **logged** into a central location and summarized. An explanation of how they impacted the plan or project will be prepared by the OTO staff member responsible for the project or plan and **included as an appendix** to the document.



Collaboration is the highest level of participation on the spectrum. This level **includes** both lower participation levels, **inform and consult**. At the collaboration level the **public** is actively **engaged** through **surveys** and **meetings** to provide **feedback** and **guide** the direction of the plan.

Most of the **plans** and **studies** at the collaboration level **include** the development of a **strategy** for public involvement. If **surveys** are included, they are created with specific content depending on the plan. Information for **meetings and workshops** must be prepared in advance to frame the issues for discussion. The strategy also must include a **“get the word out”** marketing campaign to make the public aware of planning activities.

The **Long-Range Transportation Plan** requires the highest levels of public engagement at the OTO. Public involvement tools that may be included in the strategy for plans and studies at the collaboration level include **direct marketing** with **promotional ads** as well as **posters and flyers** to **create awareness** of planning activities and **build capacity** for participation.

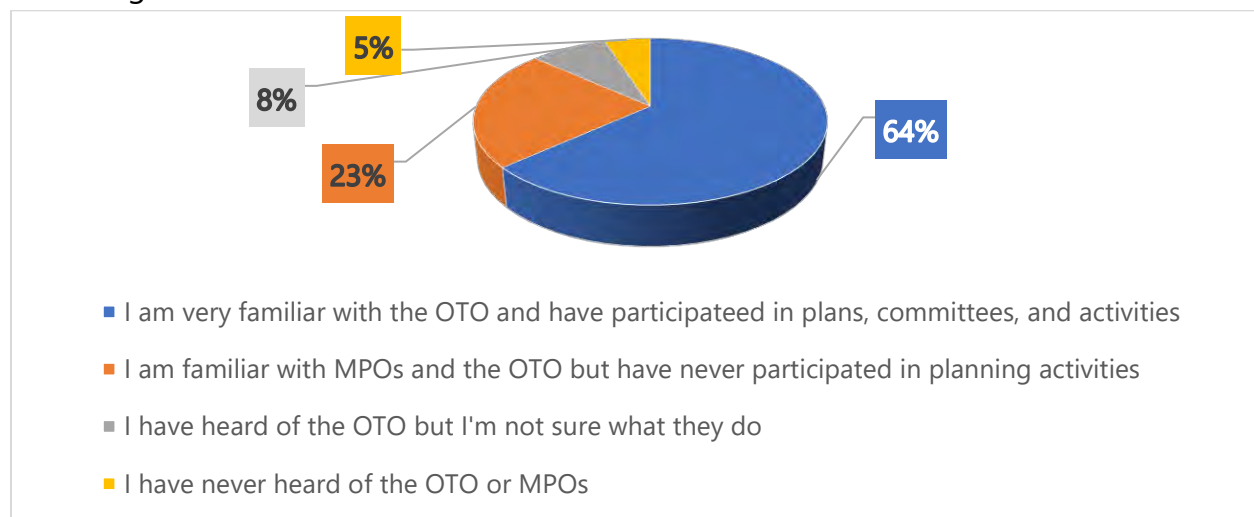
The **inform** process should be initiated for each **meeting, workshop** and/or **survey**. The inform process for these **high-level public involvement mechanisms** can be **enhanced** from its lower level base to include **direct marketing** tools to **“get the word out”** about these opportunities that are **vital** to the collaboration process and **successful plans**.

The **consult** process is initiated **after planning activities** have been completed and a plan document has been drafted to **allow for public comments before plans are adopted** or approved by the BOD. **Legal ads** should be integrated into the process for plans with required comment period lengths set forth in the Code of Federal Regulations as per the PPP.

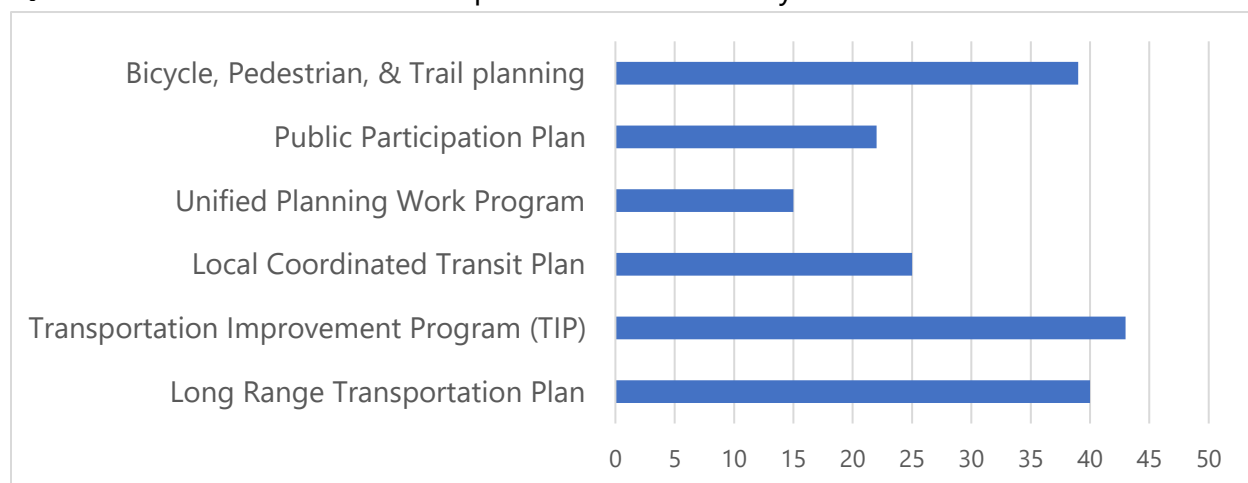
Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2020 Public Participation Plan update via an electronic survey. A link to the survey was sent to 125 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook and Twitter. The 8-question survey was active from April 15 – May 8, 2020 and resulted in 52 completed surveys.

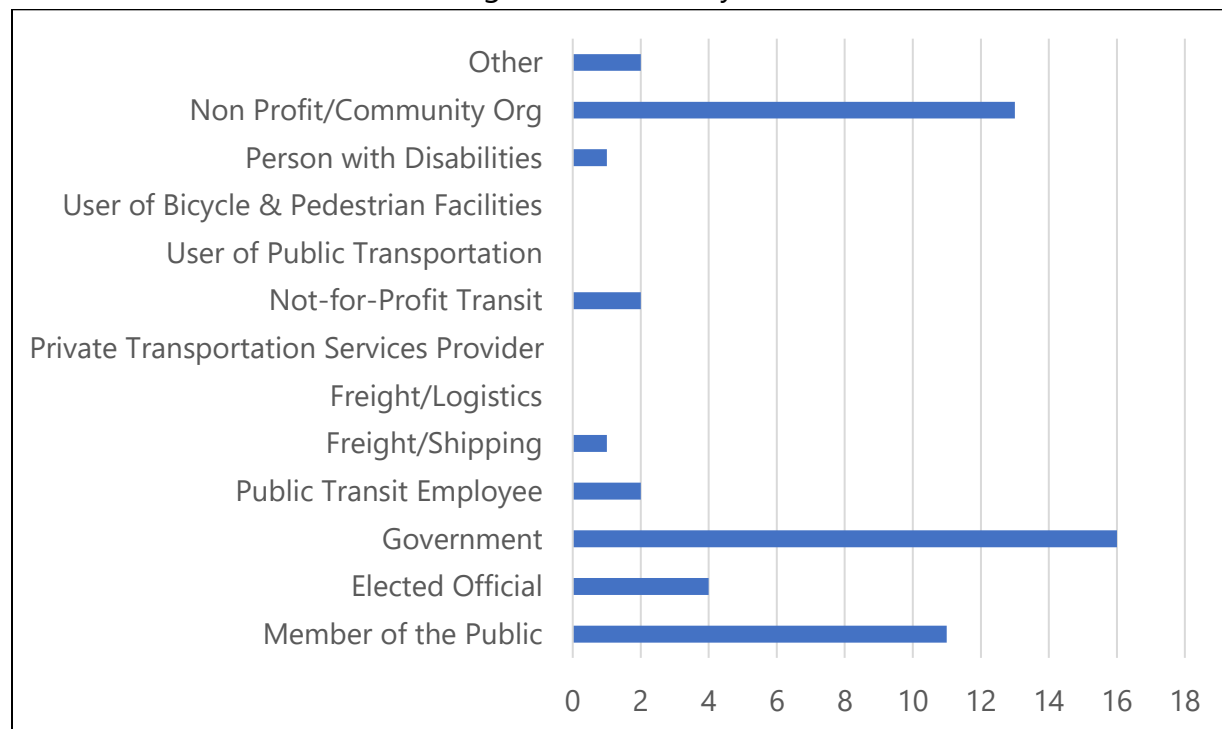
Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



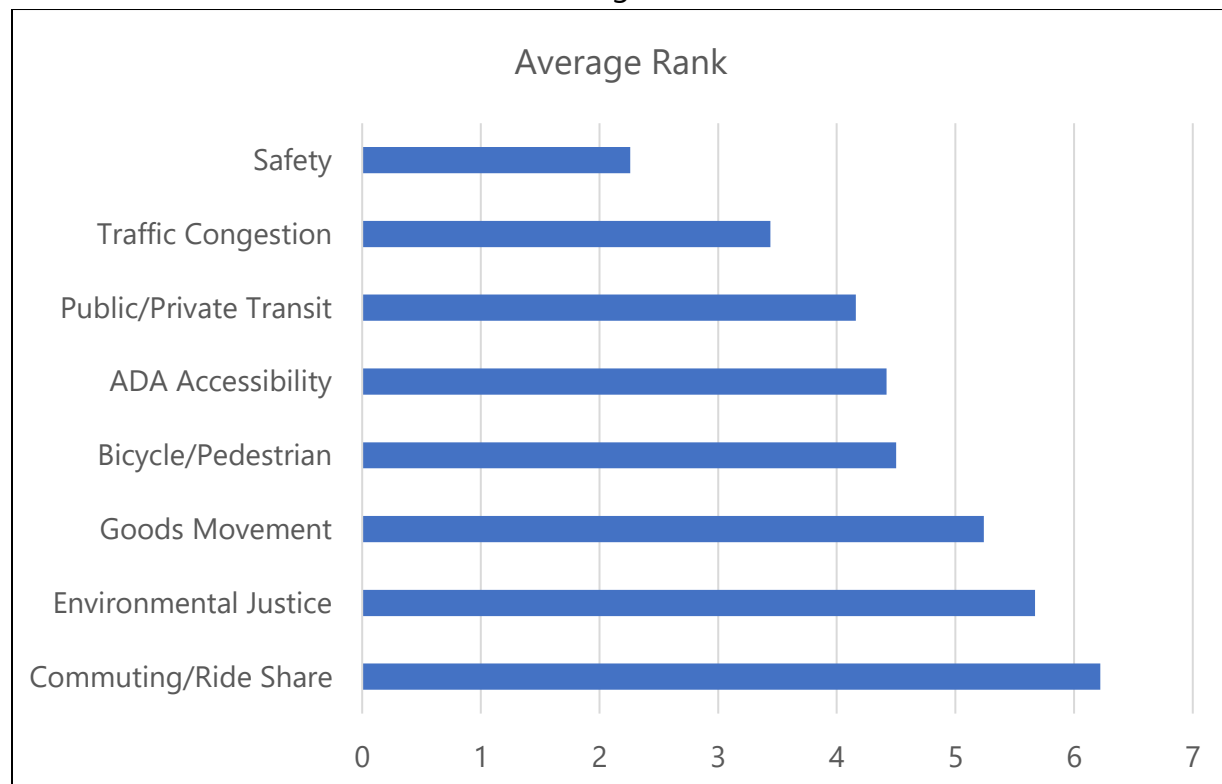
Question 2: Which of these OTO plans or activities are you familiar?



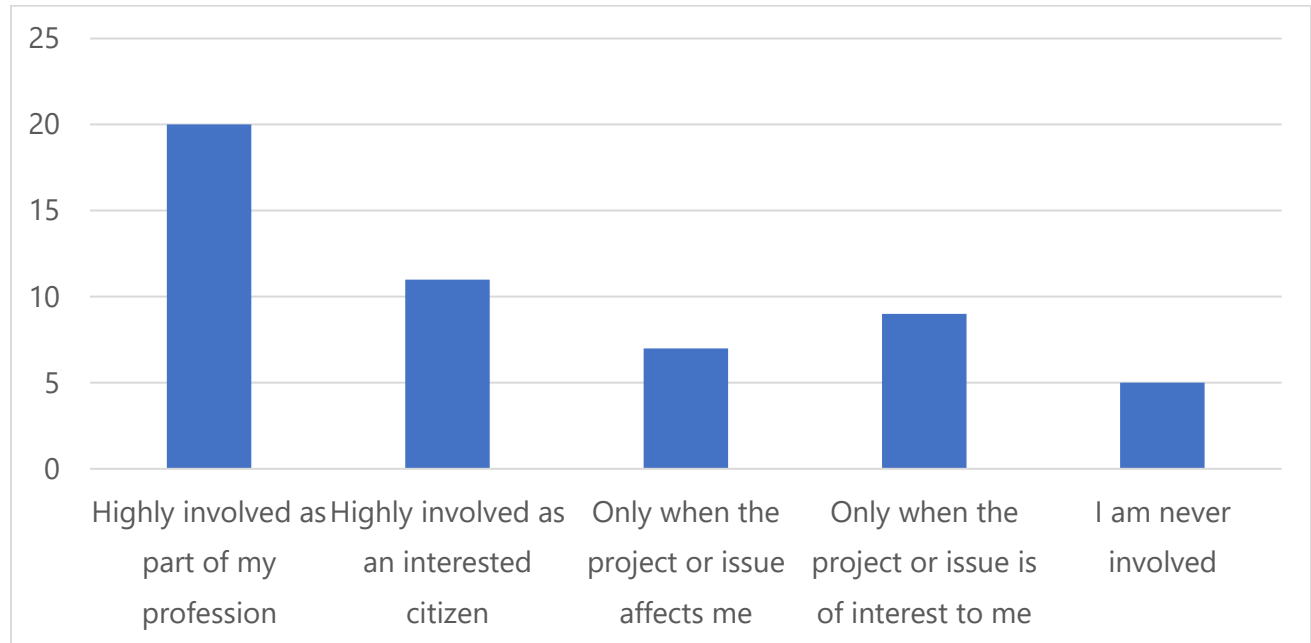
Question 3: Which of the following best describes you?



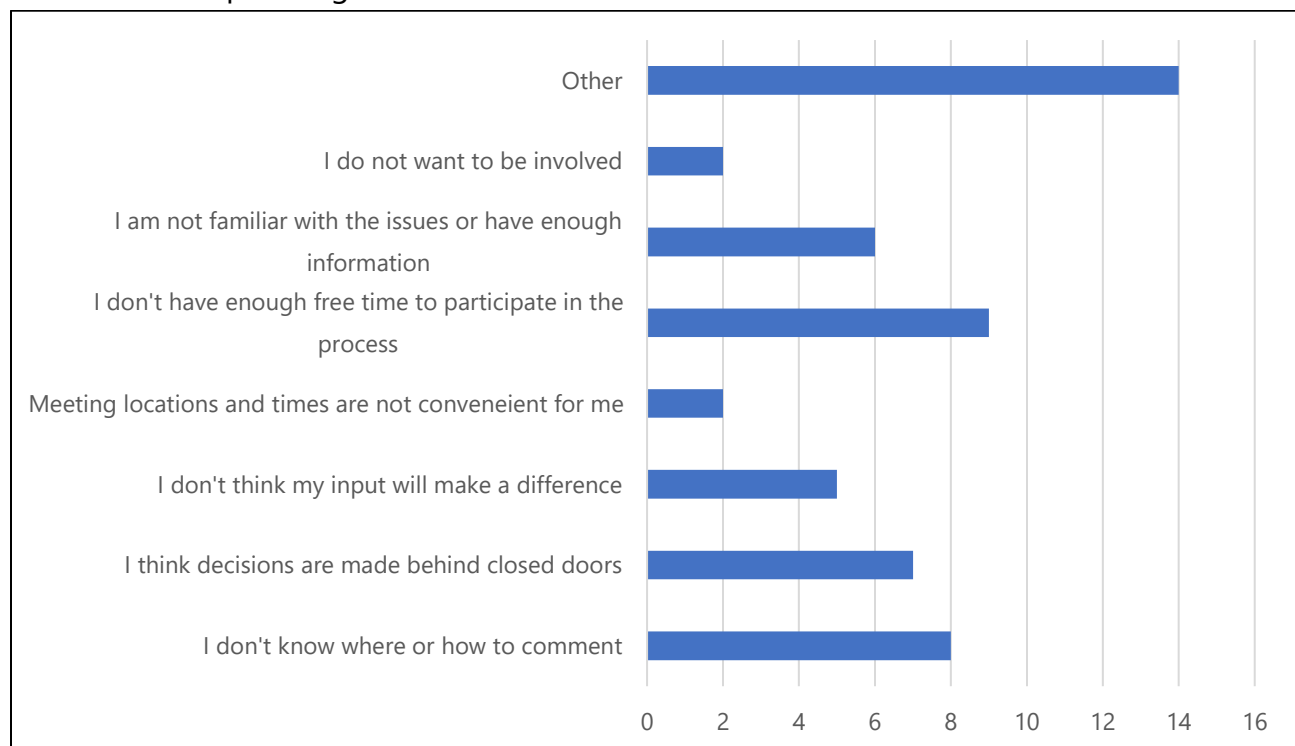
Question 4: Please rank (1 – 7) the following in order of interest



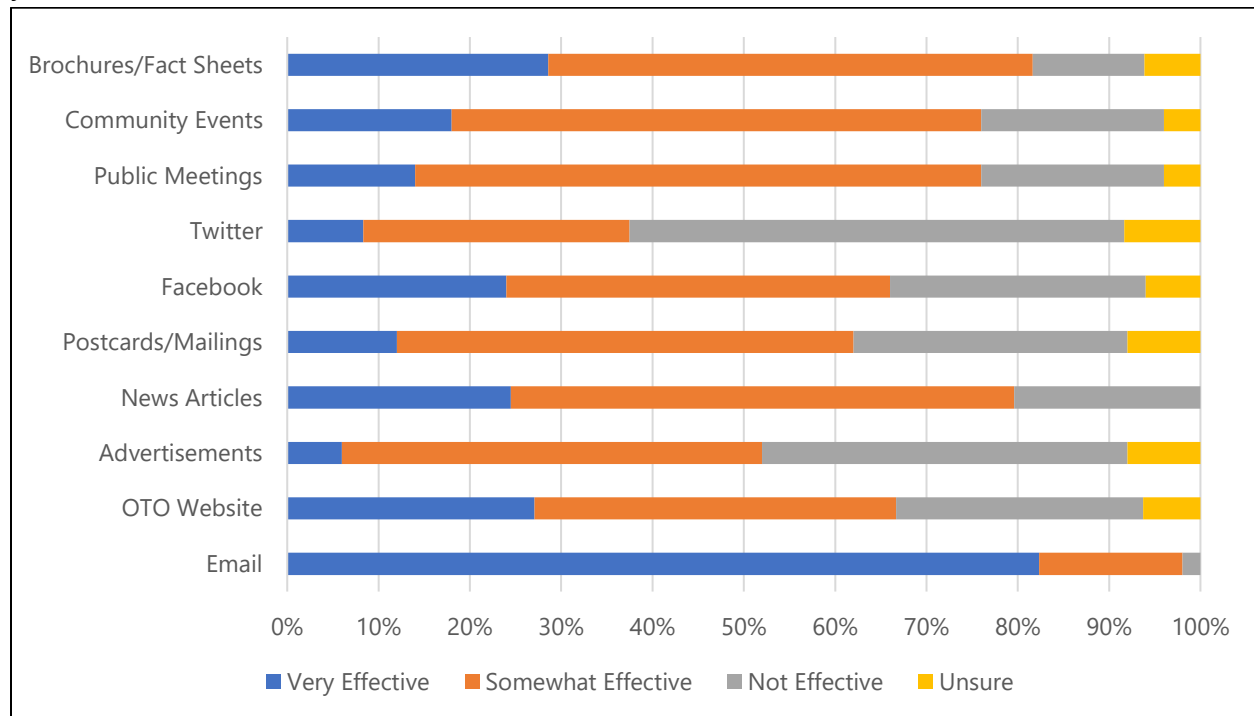
Question 5: How best would you describe your current involvement with the transportation planning process?



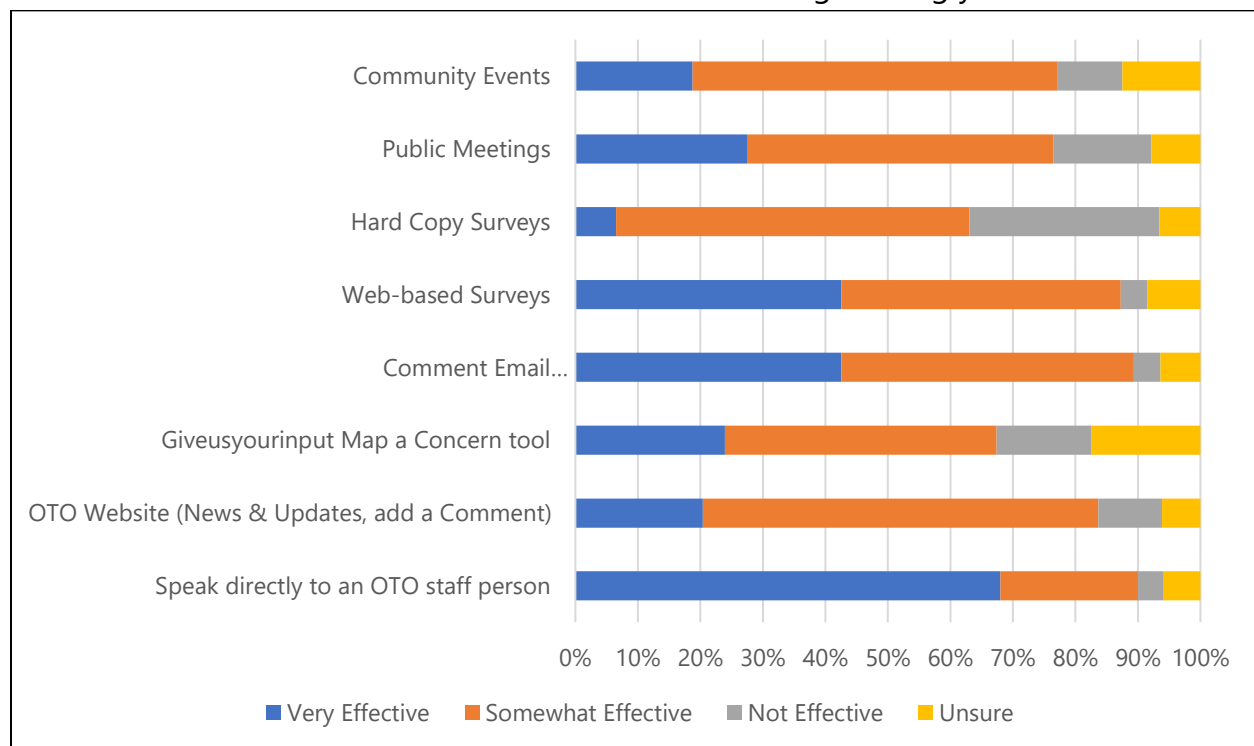
Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



Question 7: How effective are each of the following methods for getting information to you?



Question 8: How effective are each of these methods for gathering your comments?



Appendix E- Limited English Proficiency Plan

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



June 27, 2017

Mr. Mark Frees
The Wooten Company
1675 East Seminole, Suite B&C
Springfield MO, 6580

Re: ADA Compliance at Chesterfield Lofts

Mr. Frees,

The Ozarks Transportation Organization (OTO) is in the process of evaluating its compliance with the Americans with Disabilities Act of 1990, as amended. We are looking at the accessibility of our programs, our websites, our electronic documents, and our physical office space. In the process of our evaluations, we identified a few accessibility issues with the Chesterfield Lofts Building. We want to bring these issues to your attention, as the Chesterfield Lofts building is subject to Title III of the ADA Act.

Issues identified included numbers of accessible parking spaces, entrance doors closing too fast, restroom doors requiring too much effort to open, and placement of grab bars in the restroom, amongst others. While the configuration of the grab bars match the general configuration outlined in the ADA guidelines, the specific placement does not comply. On the other hand, the doors leading in the building's commercial restroom require approximately 200% more force to open than required in the guidelines. Attached to this letter is a listing of issues identified.

It should be noted the OTO's analysis is not an all-inclusive analysis of the Chesterfield Lofts building, nor is it intended to be authoritative. You are encouraged to evaluate these issues yourself to confirm our measurements and to identify appropriate fixes.

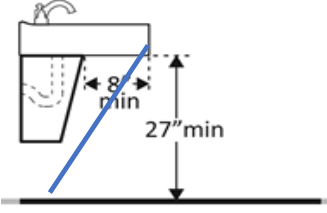
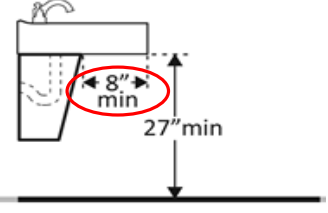
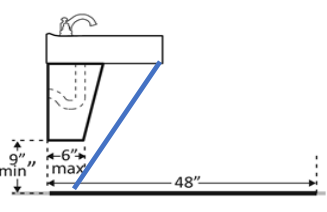
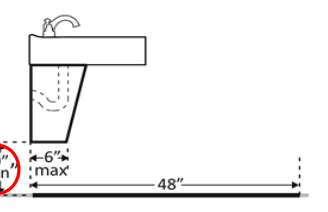
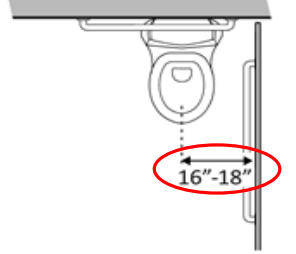
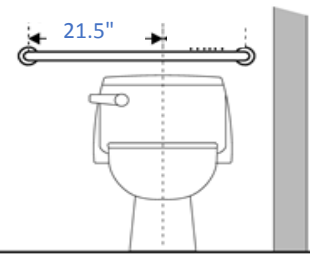
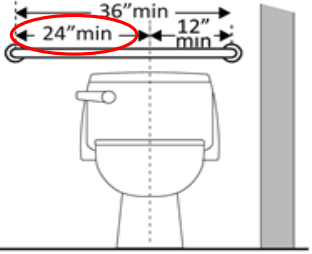
Please let me know if you have any questions regarding our analysis. I can be reached at athomason@ozarkstransportation.org or 865-3047 x107.

Thanks,

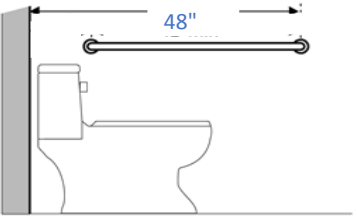
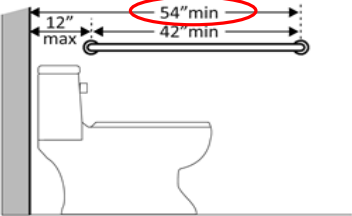

Andy Thomason
ADA Coordinator

Enclosure

Accessibility Issues at Chesterfield Lofts Building 1

Description of Issue	Existing Condition	Requirement
The parking lot behind the Chesterfield Lofts building does not have enough accessible parking spaces	90 Parking Spaces/ 2 Accessible	76-100 Spaces= 4 accessible Spaces
The threshold is too high on front exterior door	11/16" high	1/2" high
The doors on the front exterior entrance, the rear exterior entrance, and the entrance between the lobby and rear vestibule close too quickly	Rear Exterior = 2.7 sec. to close completely Rear Vestibule= 3.2 sec. to close completely Front Exterior= 3.2 sec. to close completely	5 seconds to close within 12 degrees of the latch.
The exterior door to the OTO offices and the door from the lobby close too quickly	Exterior = 3.3 sec. to close completely Lobby = 4.2 sec to close completely	5 seconds to close within 12 degrees of the latch.
Restroom door requires too much force to open	16 lbs to open	5 lbs to open
The lavatory cabinet does not have adequate knee clearance under countertop	 <p>Cabinet shielding plumbing extends to the front of the lavatory countertop</p>	 <p>8" of knee clearance</p>
The lavatory cabinet does not have adequate toe room under the countertop	 <p>The cabinet extends to the floor, 5 inches from wall.</p>	 <p>9" of toe space</p>
The men's toilet is mounted too far from the side wall	The center of the toilet is 20" from the side wall	 <p>16-18" of sidewalk</p>
The grab bar behind the toilet is not mounted in a compliant position	 <p>The bar is only extends 21.5" from the center of the toilet to the open side.</p>	 <p>The bar should extend 24" to the open side of the toilet</p>

Accessibility Issues at Chesterfield Lofts Building 1

Description of Issue	Existing Condition	Requirement
<p>The grab bar on the side wall does not extend far enough beyond the rear wall</p>	 <p>The diagram shows a side view of a toilet with a grab bar mounted on the side wall. A dimension line indicates the bar extends 48 inches from the rear wall.</p> <p>The bar extends 48" from the rear wall</p>	 <p>The diagram shows a side view of a toilet with a grab bar mounted on the side wall. Dimension lines indicate the bar must extend 54 inches minimum from the rear wall, with a 12-inch maximum clearance from the wall. The 54"min dimension is circled in red.</p> <p>The bar should extend 54" from rear wall</p>

Appendix G- Accessible Formatting for Word



ACCESSIBLE FORMATTING FOR MS WORD

Contents

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Headings

All documents need to be organized using headings and subheadings. These elements should be created using MS Word's Heading Styles. This will ensure screen readers recognize the document's heading

structure and allow users to navigate the document using these headings. Headings created by independent of MS Word's Style tool will not be recognized.

How-To

MS Word's Styles can be found in the Home Ribbon at the top of the screen, shown in Figure 1. It is important to not skip headings in your document structure (i.e. do not jump from *Heading 1* to *Heading 3*). You can either select a style before you begin typing, or highlight existing text and select a style for that text. Use the *Normal* style for body text. *Heading 1* should be used for the first level heading. Subsequent headings (i.e. *Heading 2*, *Heading 3*) should be used as subheadings. Three levels should be appropriate for most documents.

Modify Headers

Headings can be modified several ways. Characteristics of individual headings may be changed from the Styles section on the Home Ribbon. Characteristics of all the entire heading structure of document theme can be edited on the Design Ribbon.

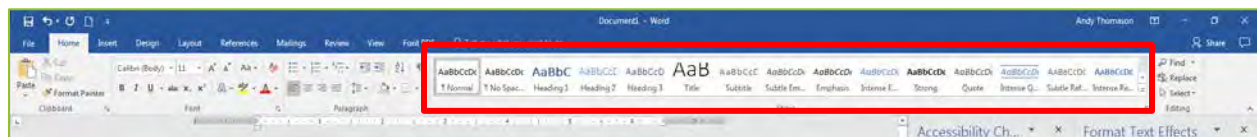


FIGURE 1 LOCATION OF MS WORD'S HEADING STYLES

Modify Individual Heading Styles

One option is to right-click on the heading style you want to change and click "Modify," see Figure 2. Using this method, you can change size, font, boldness, and other characteristics of the heading.

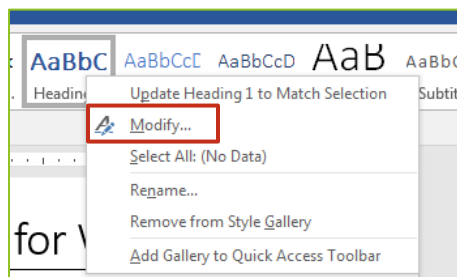


FIGURE 2 MODIFYING INDIVIDUAL HEADINGS

Modify Heading Structure Characteristics

The Design Ribbon contains many predesigned heading structures, see Figure 3. These structures include justification, underlining, and other layout characteristics.

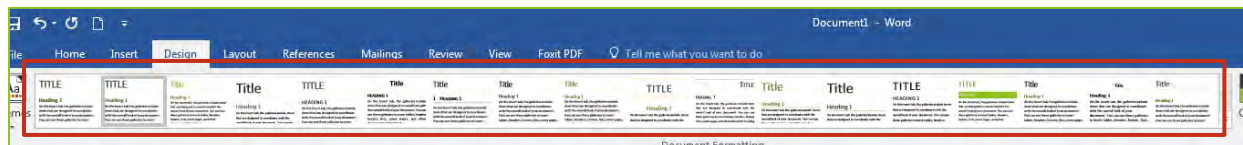


FIGURE 3 PREDESIGNED HEADING STRUCTURES

Once a structure has been chosen, heading themes can be found by clicking on the “Themes” button. Themes primarily include font and color and are common across Office Products.

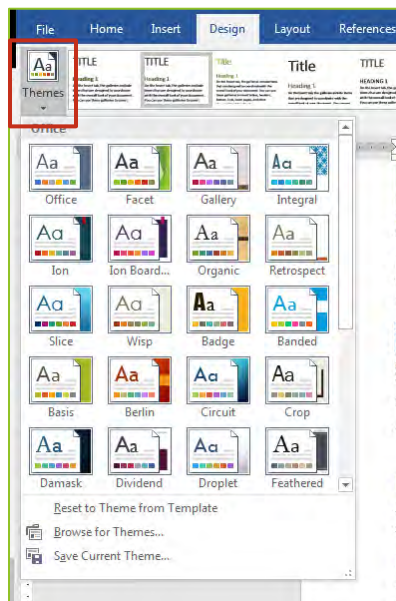


FIGURE 4 HEADING THEMES

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Object Placement

It is important to place any object, whether image, chart, or table, ‘in-line’ with the document’s content. Using features such as text wrapping, in-front of text, or behind text makes the object inaccessible. Screen reading software may skip over these objects or place them in the wrong reading order.

To ensure an object is placed in-line, ensure the *In Line with Text* is selected in the Layout Options. These options can be accessed in multiple ways.

Generally, the layout options can be accessed from the Layout Ribbon. The *Wrap Text* button is in the Arrange portion of the Ribbon, as shown in Figure 5

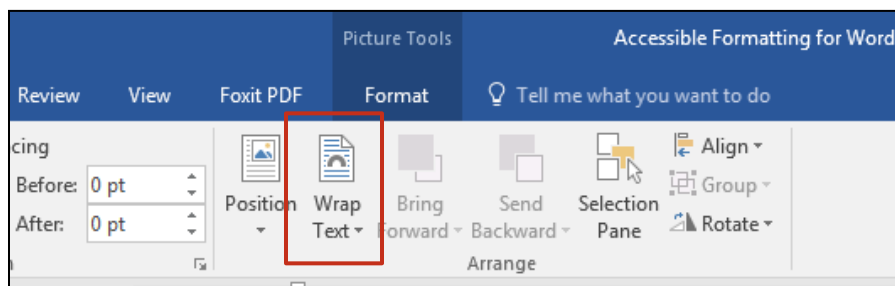


FIGURE 5 LAYOUT OPTIONS ON LAYOUT RIBBON

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For images, click once on the image and then click on Layout button, as shown in Figure 6.

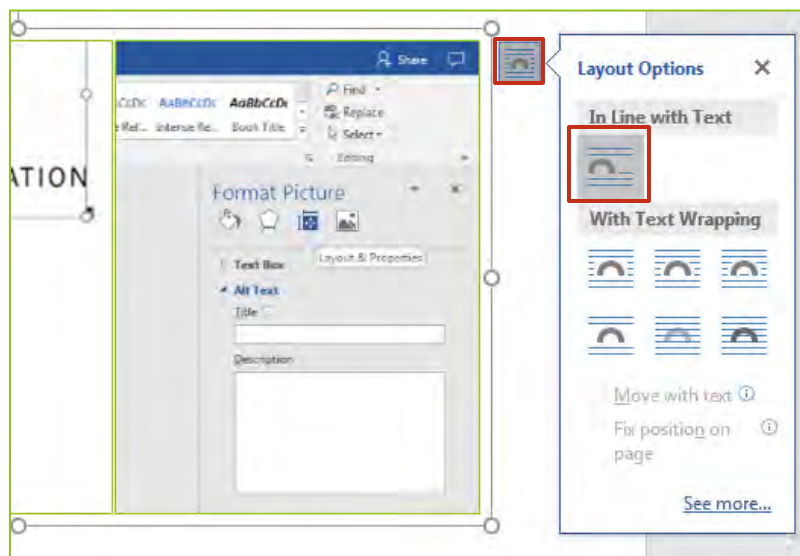


FIGURE 6 LAYOUT OPTIONS FOR IMAGES

If it is not feasible to place an object in-line, use the alternative text to describe how the object relates to the content on that page.

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Images

All images need to have alternative text added. The text describes the content picture and is read by screen reading software. It is important these descriptions be clear and concise.

How-To

Right click on photo and click “Format Picture”. In the “Format Picture” dialogue box, click on Layout & Properties tab. Add a short title and a concise description. Please limit description to 100 words.

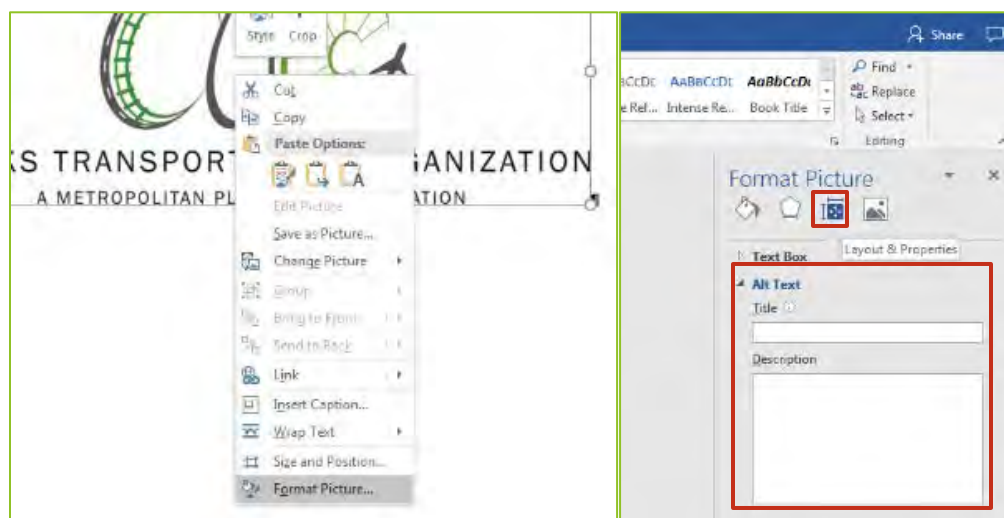


FIGURE 7 HOW TO ADD ALTERNATIVE TEXT

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Notes

If more than one similar image is grouped using MS Word's grouping tool, please use this process to add alternative text to the group.

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Tables

Tables should be kept as simple as possible. If it is necessary to merge and split cells to convey information, a program such as Adobe Acrobat Pro should be used to appropriately tag the table. Regardless of the table's complexity, alternative text should be added to the table. The alternative text should highlight key bits of information contained in the table. Finally, the heading row of the table should be identified using the MS Word's Table Properties function.

How-To

The alternative text option for tables is available through the Table Properties dialogue box. It is important to include key bits of information from the table in the description. Navigate to the Alt Text tab to insert the description, as shown in Figure 8.

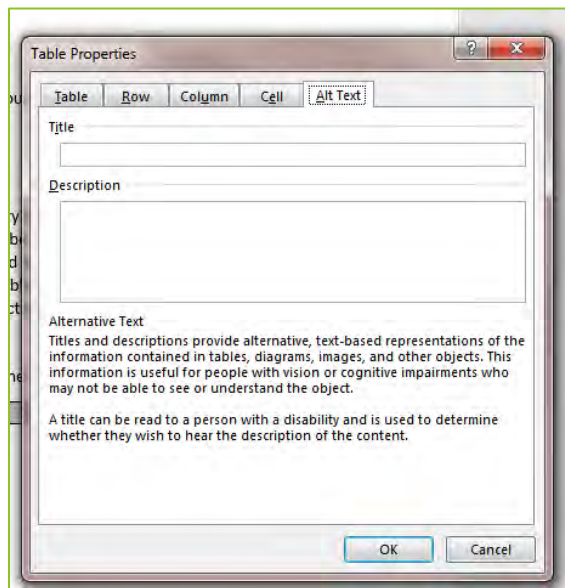


FIGURE 8 ALTERNATIVE TEXT FOR TABLES

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It is important to use MS Word's Table Property to indicate which row in a table is functioning as a header row. First, highlight row that is functioning as header. Then, in the Row tab of the Table Properties dialogue, select 'repeat as header row at the top of each page.'

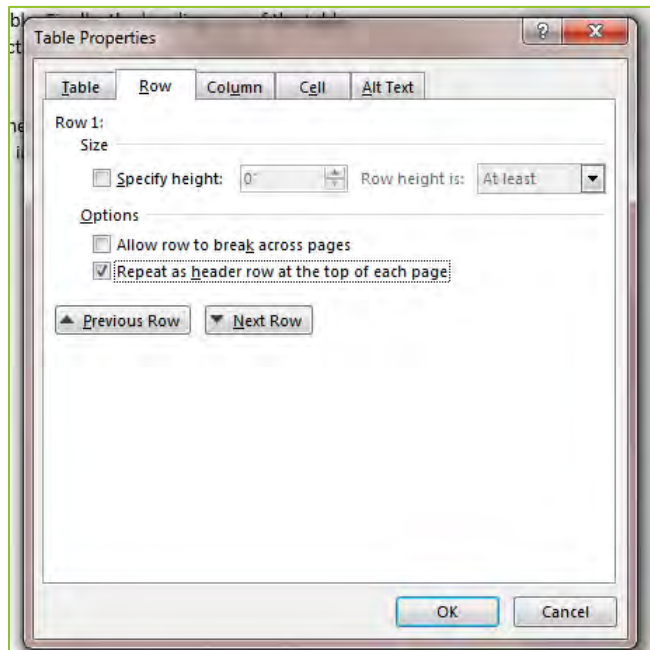


FIGURE 9 HEADER ROW FOR TABLES

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Hyperlinks

Hyperlinks should contain text that describes where the link will take the reader. "Click Here" provides no information about the destination of the link. The text 'TAP Funding Application' would be much more descriptive.

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Publishing Accessible Documents

Accessibility Checker

MS Word has a tool to check accessibility issues with your document. The Tool is available on the Review ribbon as shown in Figure 10. It identifies both critical issues and offers warnings on non-critical issues.

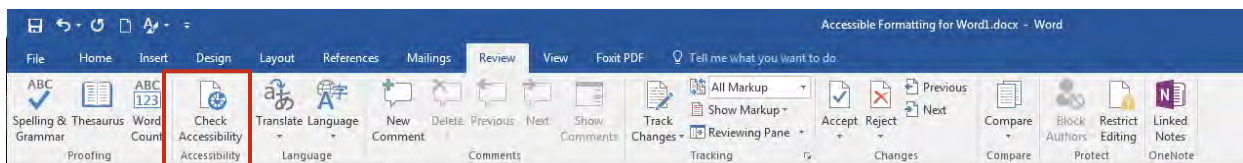


FIGURE 10 ACCESSIBILITY CHECKER

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Document Properties

Before publishing a Word document, complete the summary document properties, including title, subject, and author. These options are available from the File screen, as shown in Figure 11.

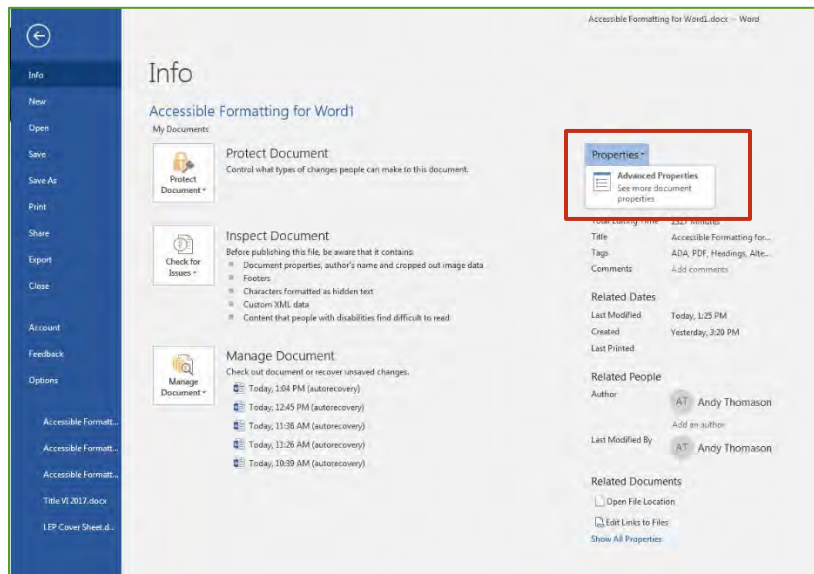


FIGURE 11 ACCESSING DOCUMENT PROPERTIES

The summary properties provide valuable information to all users, not just those using assistive technology.

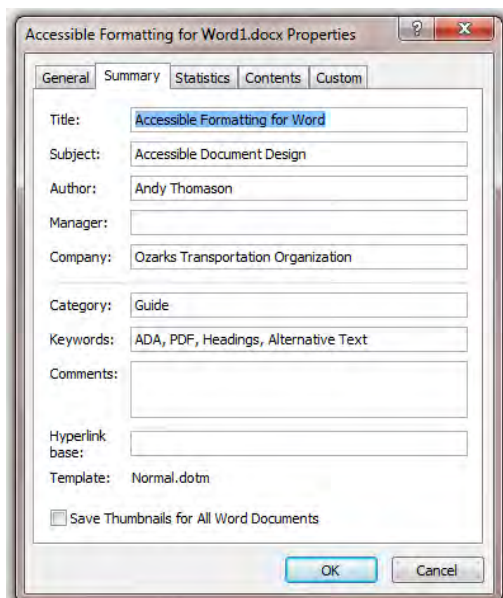


FIGURE 12 DOCUMENT PROPERTIES

PDF Settings (Bookmarks)

It is important to include Bookmarks in the Accessible PDF. MS Word can convert the document's heading structure into bookmarks, if the appropriate option is selected. When Saving as a Word

document as a PDF, click on the “Options” button, as shown in Figure 13. Select the option to create bookmarks using Headings.

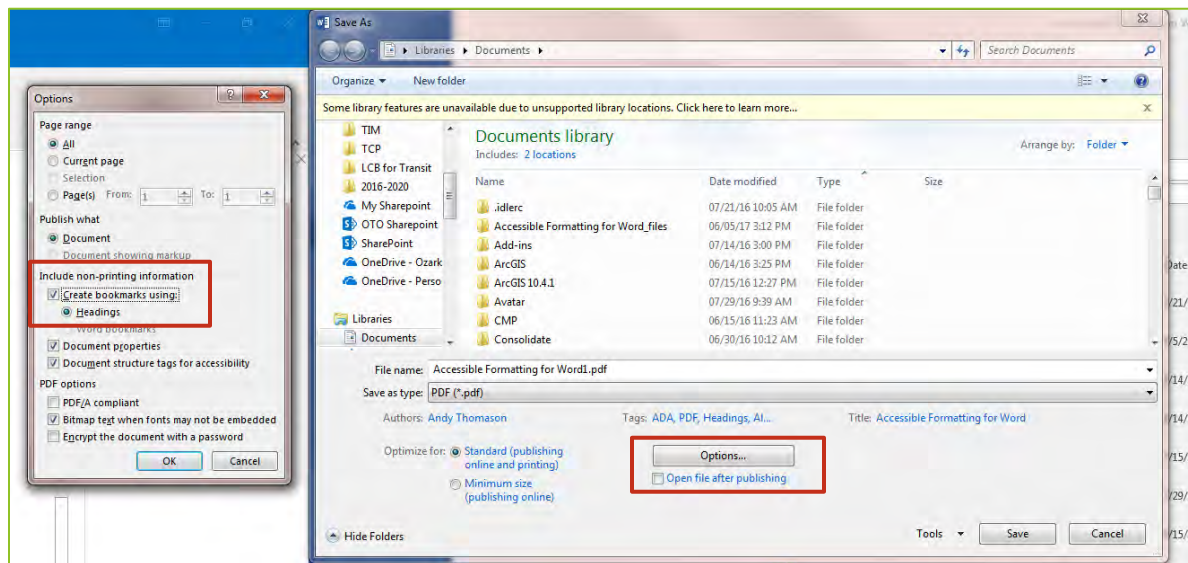


FIGURE 13 PUBLISHING BOOKMARKS

Publish as HTML

Publishing as an HTML file is another accessible option, as shown in Figure 14. HTML is an appropriate alternative format to post online alongside an accessible PDF version.

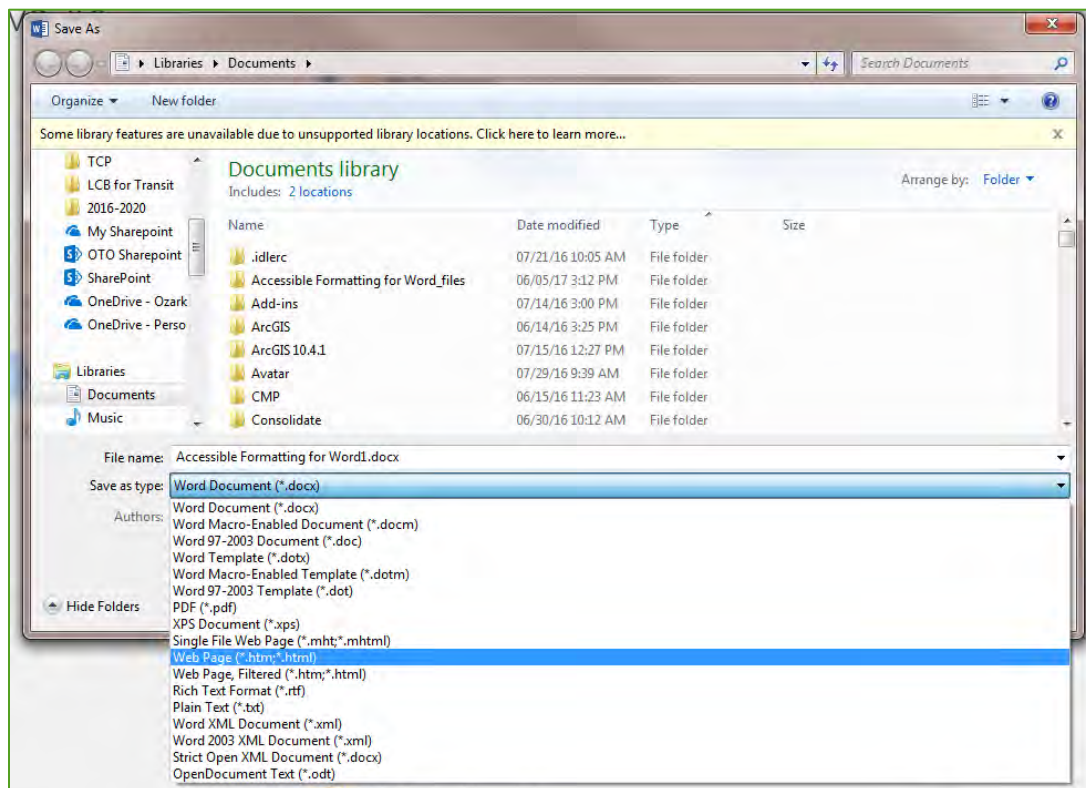


FIGURE 14 SAVING AS HTML

Appendix H: Title VI/ADA/LEP Implementation Guide

Title VI/ADA/LEP Implementation Guide

General Public Notices

Action	Documentation
Title VI/ADA Notice on Public Notices: The standard Title VI notice in English and Spanish shall be included on all press releases, agendas, and other forms of public notice.	<ul style="list-style-type: none"> • Press Release Folder, • Individual Committee Folders
Display of Notice of Title VI Policy: The OTO will always have the Notice of Title VI Policy on Display on the community bulletin board. The notice shall also be display at off-site meeting locations during OTO public meetings/workshops.	<ul style="list-style-type: none"> • Notice on Community Board, • Photo of notice at off-site events

Conducting Public Meetings

Action	Documentation
Initial Verbal Contact: At public meetings, OTO staff will engage each participant in a short conversation. The staff member will be on the lookout for individuals demonstrating limited English proficiency.	<ul style="list-style-type: none"> • New Hire Training Sheet • Annual Training Sheet
Public Transit Access: Offsite meeting locations should be accessible by transit. If multiple meetings are being held to discuss the same topics, at least one location should be accessible by transit.	<ul style="list-style-type: none"> • Annual Offsite Meeting Log
Accessible Meeting Locations: Offsite meeting locations should be ADA accessible. If meetings need to be held in a community with no accessible meeting rooms, meeting packets should be assembled so they can be taken out to citizens unable to access meeting room.	<ul style="list-style-type: none"> • Annual Offsite Meeting Log

Internal Title VI Training

Action	Documentation
New Hire Training: Each new hire will be given a copy of the Title VI/ADA/LEP Resources reference sheet by the Title VI/ADA Coordinator.	<ul style="list-style-type: none">• New Hire Training Completion Sheet (Signed by New Hire)
Annual Training: Each staff member shall complete one civil rights training each year. The Title VI Coordinator shall identify a wide range of webinars that might be of interest to staff members.	<ul style="list-style-type: none">• Annual Training Sheet (Training Topic/Date/Signature or Email)
Title VI Coordinator Training: The Title VI Coordinator will attend a minimum of four hours of civil rights	<ul style="list-style-type: none">• Coordinator Training Log

Appendix I: OTO Title VI/ADA/LEPP Resources

OTO Title VI/ADA/LEPP Resources

Title VI

Title VI/A ADA Program- https://media.ozarkstransportation.org/documents/Title-VI_ADA-Program.pdf

Description: The Title VI/ADA program describes the OTO's commitment to and policies related to complying with Title VI requirements. It contains analyses, demographic profiles, and assurances.

Compliant Procedures- https://media.ozarkstransportation.org/documents/TitleVIADA_Policy_Compliant_Procedure_2017.pdf

Description: The Title VI Compliant Procedures outlines the process for filing a Title VI complaint. It contains background information, step-by-step instructions, and contact information for MoDOT and USDOT Civil Rights Offices.

Compliant Form- https://media.ozarkstransportation.org/documents/TitleVIADA_Complaint_Form_2017.pdf

Description: The Title VI Complaint form should be completed by anyone wishing to file a Title VI complaint with the OTO. Instructions for completing the Title VI form can be found in the Title VI Compliant Procedures

Limited English Proficient

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

Description: This plan identifies the Limited English Proficient Populations the OTO might encounter and how to best engage these populations

Language Link Poster- Front Desk or Title VI Coordinator's Office

Description: These posters have language information from our over-the-phone interpreter.

I Speak Cards- <https://www.lep.gov/resources/ISpeakCards2004.pdf>

Description: "I Speak Cards" are designed to identify the language spoken by an LEP person. Once a person's language is identified, a interpreter can be contacted.

Contact Info Cards- <M:\EMPLOYEE RESOURCES\Civil Rights>ContactInfoCards.pdf>

Description: These cards are designed to collect contact info and reason for visit from LEP individuals. This will allow us to contact them again once we have identified an appropriate interpreter.

ADA

Title VI/ADA Program- https://media.ozarkstransportation.org/documents/Title-VI_ADA-Program.pdf

Description: The Title VI/ADA Program describes OTO's effort to comply with ADA and identified actions for improving accessibility.

Formatting Accessible Documents in MSWord- <M:\EMPLOYEE RESOURCES\Civil Rights\Accessible Formatting for Word.pdf>

Description: This document can be used by OTO staff to help format accessible documents in MSWord.

Wave Web Accessibility Evaluation Tool- <http://wave.webaim.org/>

Description: This website identifies accessibility issues in any website. The OTO will use this site to internally monitor and improve its websites.

TAB 12

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.J.

Limited English Proficiency Plan

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO is subject to Presidential Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP) since the OTO is a federally-assisted organization. This Executive Order requires the staff to identify groups in the OTO planning area that have limited-English Proficiency and identify ways to help these groups access the OTO's reports and public meetings.

The Limited English Proficiency Plan uses a four-factor analysis to determine how OTO should approach public engagement for the most significant limited-English proficient populations in the OTO area, including Spanish, Chinese, Vietnamese, Hmong, and Romanian, as well as others who are LEP, regardless of the language they speak. This analysis reviewed:

- the number of LEP individuals who might be impacted by OTO's services,
- the frequency with which OTO might work with said individuals,
- the services OTO provides to LEP individuals, and
- the resources OTO has available to provide LEP assistance.

The LEPP then communicates how OTO can identify LEP individuals, the assistance measures that are available, and how staff will be trained in the use of the Plan. Also described is how notice of language services will be provided to LEP persons, how the plan will be monitored and updated, and how the plan itself will be disseminated. The LEP plan also informs the development of the OTO's Public Participation Plan and the Title VI/ADA program.

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

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 21, 2021, the Technical Planning Committee recommended the Board of Directors approve the Limited English Proficiency Plan.

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 Limited English Proficiency Plan."

OR

"Move to approve the Limited English Proficiency Plan with the following changes..."

OZARKS TRANSPORTATION ORGANIZATION

LIMITED ENGLISH PROFICIENCY PLAN

2021



ADOPTED BY BOARD OF DIRECTORS

MAY __, 2021

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Introduction

Excerpted from “Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers” as prepared by The Federal Transit Administration Office of Civil Rights, dated April 13, 2007.

“Individuals who have a limited ability to read, write, speak, or understand English are limited English proficient, or “LEP.” According to the 2000 U.S. Census, more than 10 million people reported that they do not speak English at all, or do not speak English well. The number of persons reporting that they do not speak English at all or do not speak English well grew by 65 percent from 1990 to 2000. Among limited English speakers, Spanish is the language most frequently spoken, followed by Chinese (Cantonese or Mandarin), Vietnamese, and Korean (page 4).

“Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. The Supreme Court, in *Lau v. Nichols*, 414 U.S. 563 (1974), interpreted Title VI regulations prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination (page 5).

“Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” reprinted at 65 FR 50121 (August 16, 2000), directs each Federal agency to examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services. Federal agencies were instructed to publish guidance for their respective recipients in order to assist them with their obligations to LEP persons under Title VI. The Executive Order states that recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons (Pages 5-6).

“The U.S. DOT published revised guidance for its recipients on April 13, 2007. This document states that Title VI and its implementing regulations require that DOT recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP) and that recipients should use DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP (page 6).

The FTA references the DOT LEP guidance in its Circular 4702.1B *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*, which was published on October 1, 2012. Chapter III, Section 9 of this Circular references the LEP requirement and responsible steps ensuring meaningful access to benefits, services, and information for LEP persons and suggests that FTA recipients and subrecipients develop a language implementation plan consistent with the provisions of Section 9 of the DOT LEP guidance.

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

The OTO includes local elected and appointed officials from Christian and Greene Counties, and 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 from local governments and area transportation agencies serve on the OTO's various committees and provide technical review, comments, and recommendations on draft OTO plans, programs, studies, and issues.

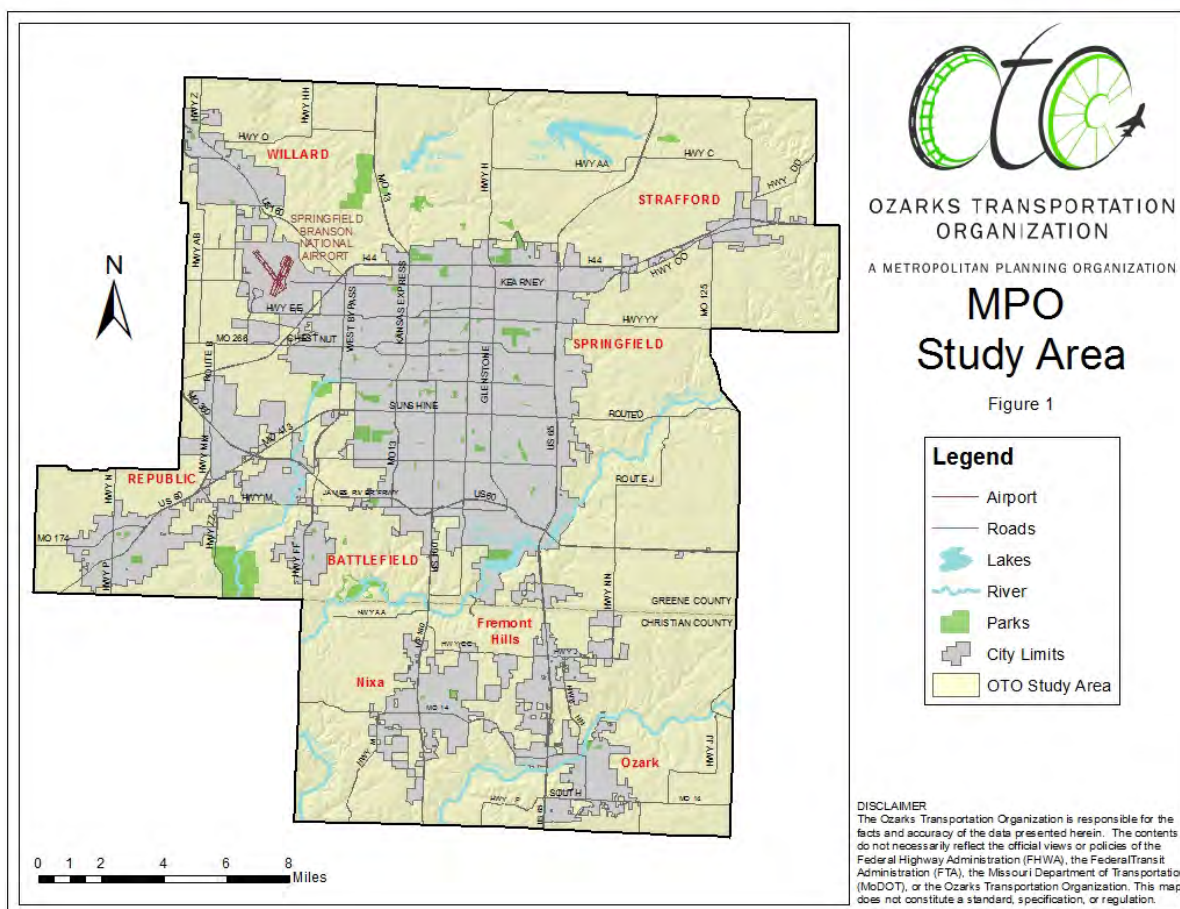


FIGURE 1 MPO STUDY AREA

Four Factor Analysis

Factor 1: The Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population

The first step in determining factors of an LEP Plan is to identify the proportion of LEP persons who may encounter the OTO, their literacy skills in English and their native language, and the location of their communities and neighborhoods within the OTO region.

To do this, the OTO evaluated the level of English literacy and to what degree individuals in our planning area speak a language other than English and what those languages are. We did this by using U.S. Census data and data from the Missouri Department of Elementary and Secondary Education. Data has been mapped by census tract, census PUMA, and school district.

Overall, there are over 3,100 individuals that speak English less than “very well”, as shown in Table 1. Greene County has the largest LEP population in terms of overall numbers and percent of population. A much larger group of people speak a language other than English at home in Greene and Christian Counties. Over 15,200 people live in a home where English is not the dominate language spoken.

TABLE 1 ANALYSIS OF LEP PERSONS



	Greene County within OTO Study Area	Christian County within OTO Study Area	Total OTO Study Area
Number of Persons 5+ Years of Age	244,628	51,004	295,632
Number of Non-English Indo-European 5+ Years Who Speak English Less Than "Very Well"	594	106	700
Percentage of Non-English Indo-European 5+ Years Who Speak English Less Than "Very Well"	0.24%	0.21%	0.24%
Number of Spanish Speaking Persons 5+ Years Who Speak English Less Than "Very Well"	1,768	288	2,056
Percentage of Spanish Speaking Persons 5+ Years Who Speak English Less Than "Very Well"	0.72%	0.56%	0.70%
Number of All Persons 5+ Years Who Speak English Less Than "Very Well"	4,550	620	5,170
Percentage of All Persons 5+ Years Who Speak English Less Than "Very Well"	1.86%	1.22%	1.75%
Number of Persons 5+ Years of Age that Speak a Language Other Than English at Home	13,888	1,956	15,230
Percentage of Persons 5+ Years of Age that Speak a Language Other Than English at Home	5.68%	3.83%	5.15%

Source: 2015-2019 ACS Table , C16001

The OTO also mapped specific Census Tracts where the proportion of LEP persons exceeds the proportion of LEP persons in the service area as a whole. This can be seen in Figure 2 and Figure 3. These maps highlight those Census Tracts which have a LEP population higher than the MPO average proportion of LEP individuals and Spanish speaking LEP individuals, respectively. Many LEP individuals are in the cities of Springfield and Battlefield, and Nixa. The tracts with the highest concentrations of LEP individuals are in central and southcentral Springfield, and southern Nixa. Spanish speaking individuals are also concentrated in the cities of Springfield and Battlefield, and southern Nixa.

A METROPOLITAN PLANNING ORGANIZATION

Figure 2

	1.75% - 3.76%
	3.77% - 5.74%

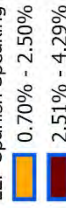
DISCLAIMER
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department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



A METROPOLITAN PLANNING ORGANIZATION

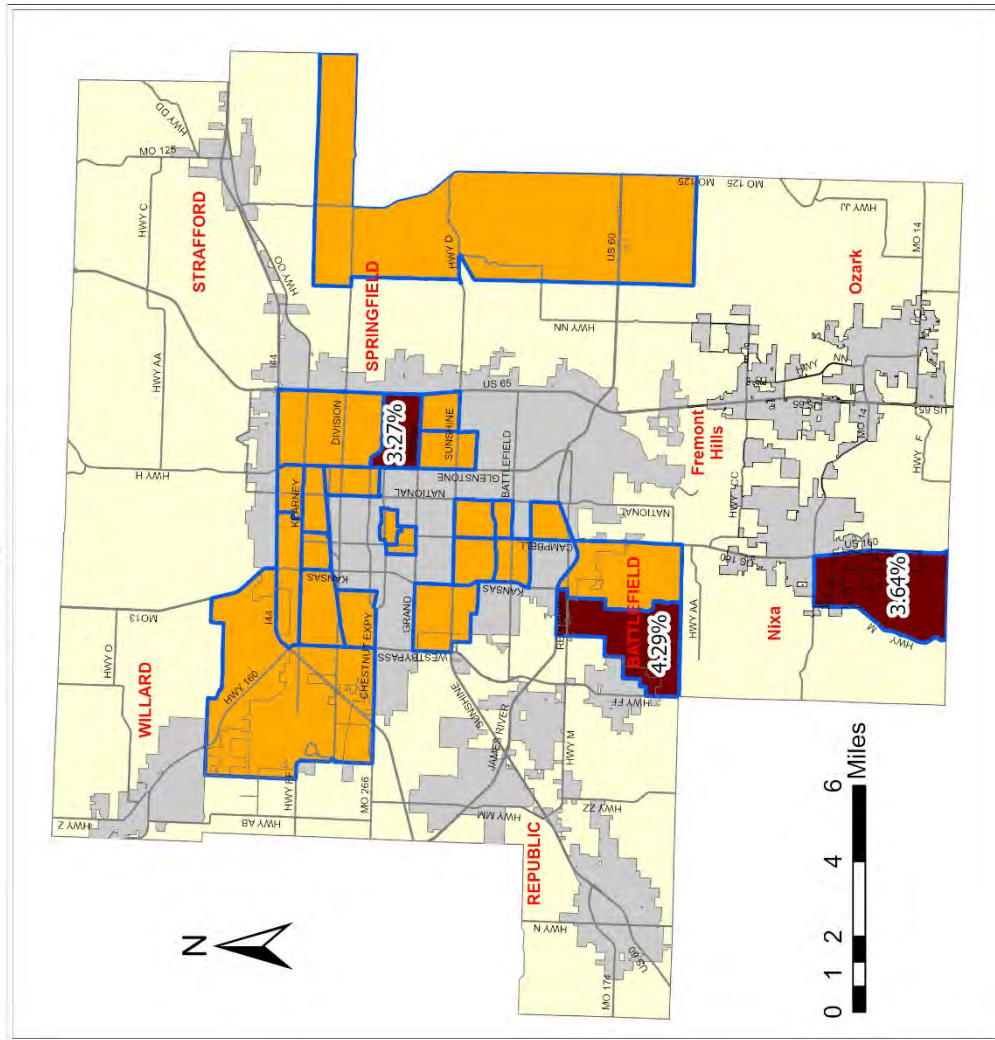
Figure 3

Census Tracts with Above Average Percentage of LEP Spanish Speaking Populations (>0.70%)



DISCLAIMER

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Finally, data on language spoken at home was reviewed. This data is only available for regions with very large populations or for a geographic unit that does not correspond to common jurisdictional boundaries called Public Use Microdata Area (PUMA). PUMAs have similar populations and are designed to protect individual anonymity. The OTO area overlaps with three PUMAs, as shown in Figure 4. The City of Springfield and portions of Greene County immediately surrounding the city are divided into two PUMAs. The remainder of Greene County and all Christian and Webster Counties are included in a third. Within the two PUMAs containing the City of Springfield, Spanish, Chinese, and Vietnamese are the most common languages other than English spoken at home. Table 2 contains the top ten language groups other than English spoken at home for the two PUMAs containing Springfield combined and individually. Korean, Samoan, Other and Unspecified Languages, and Edoid Languages are four languages that appear on the lists for individual PUMAs but not the list for the combined PUMAs.

TABLE 2 TOP 10 LANGUAGE GROUPS OTHER THAN ENGLISH SPOKEN AT HOME, NORTH AND SOUTH SPRINGFIELD PUMAS

Springfield – Combined PUMAs	Individual PUMAs	
	Greene- North Springfield	Greene- South Springfield
Spanish	Spanish	Spanish
Chinese	Chinese	Vietnamese
Vietnamese	German	Hmong
Hmong	Vietnamese	Chinese
German	French	Arabic
Romanian	Romanian	German
Arabic	Korean	Romanian
French	Hmong	Russian
Russian	Samoan	Edoid languages
Tagalog	Other and unspecified languages	Tagalog

The third PUMA, including parts of Greene County outside Springfield, Christian County, and Webster County contains information on the large German speaking Amish and Mennonite populations located in Webster County. The German, Swiss German, and Pennsylvania German languages shown in table X primarily correspond with these groups in Webster County. These individuals have limited interaction with the OTO Study Area. The other languages included in this PUMA's top ten generally correspond to the languages spoken in the two Springfield PUMAs. It is worth noting that Hungarian is one language that does not also appear in the top ten for the two Springfield PUMAs.

TABLE 3 TOP 10 LANGUAGE GROUPS OTHER THAN ENGLISH SPOKEN AT HOME, CHRISTIAN, WEBSTER, AND REMAINDER OF GREENE

Christian, Greene (Outside Springfield), & Webster Counties PUMA
Spanish
Swiss German
German
Russian
Pennsylvania German
Vietnamese
Chinese
Hungarian
Japanese
Arabic

Ozarks Transportation Organization Study Area



**OZARKS TRANSPORTATION
ORGANIZATION**
A METROPOLITAN PLANNING ORGANIZATION

Relationship Between Public Use Microdata Areas (PUMA) and OTO Study Area

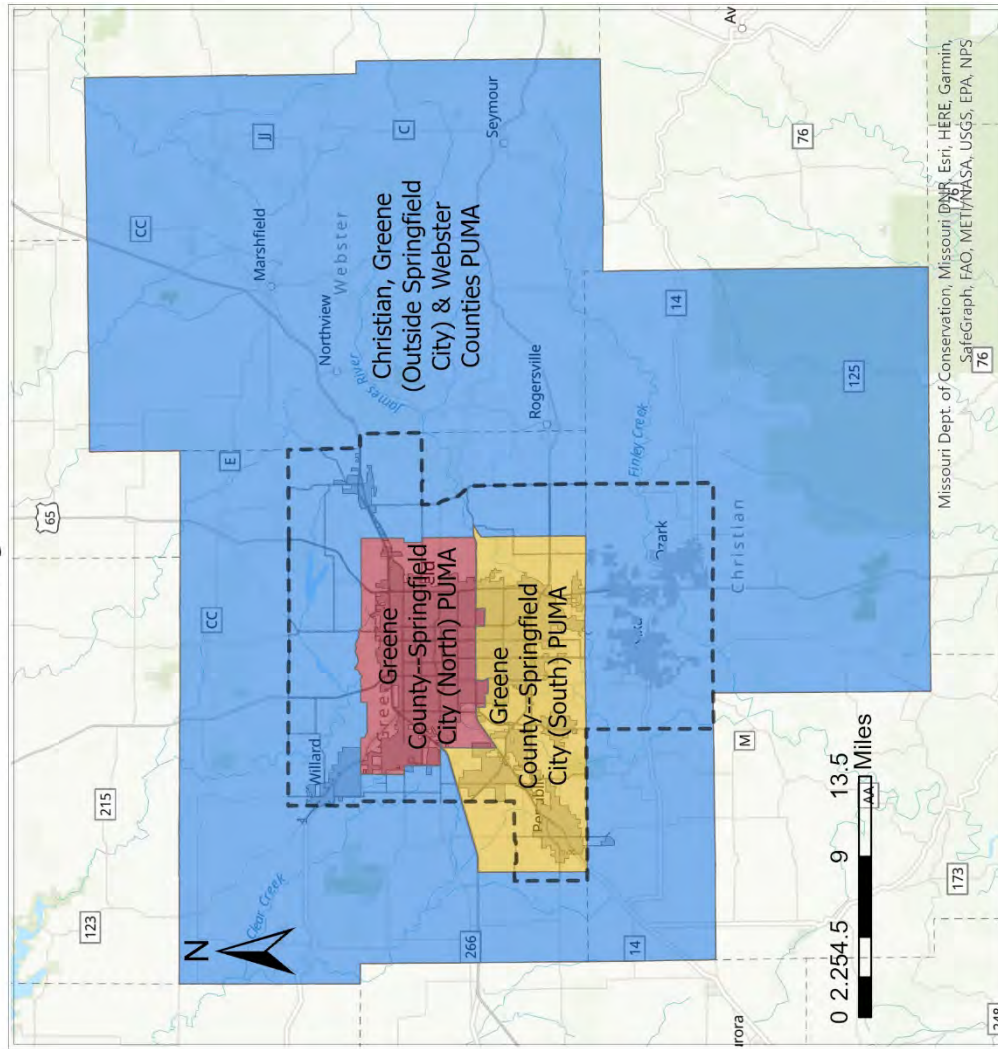


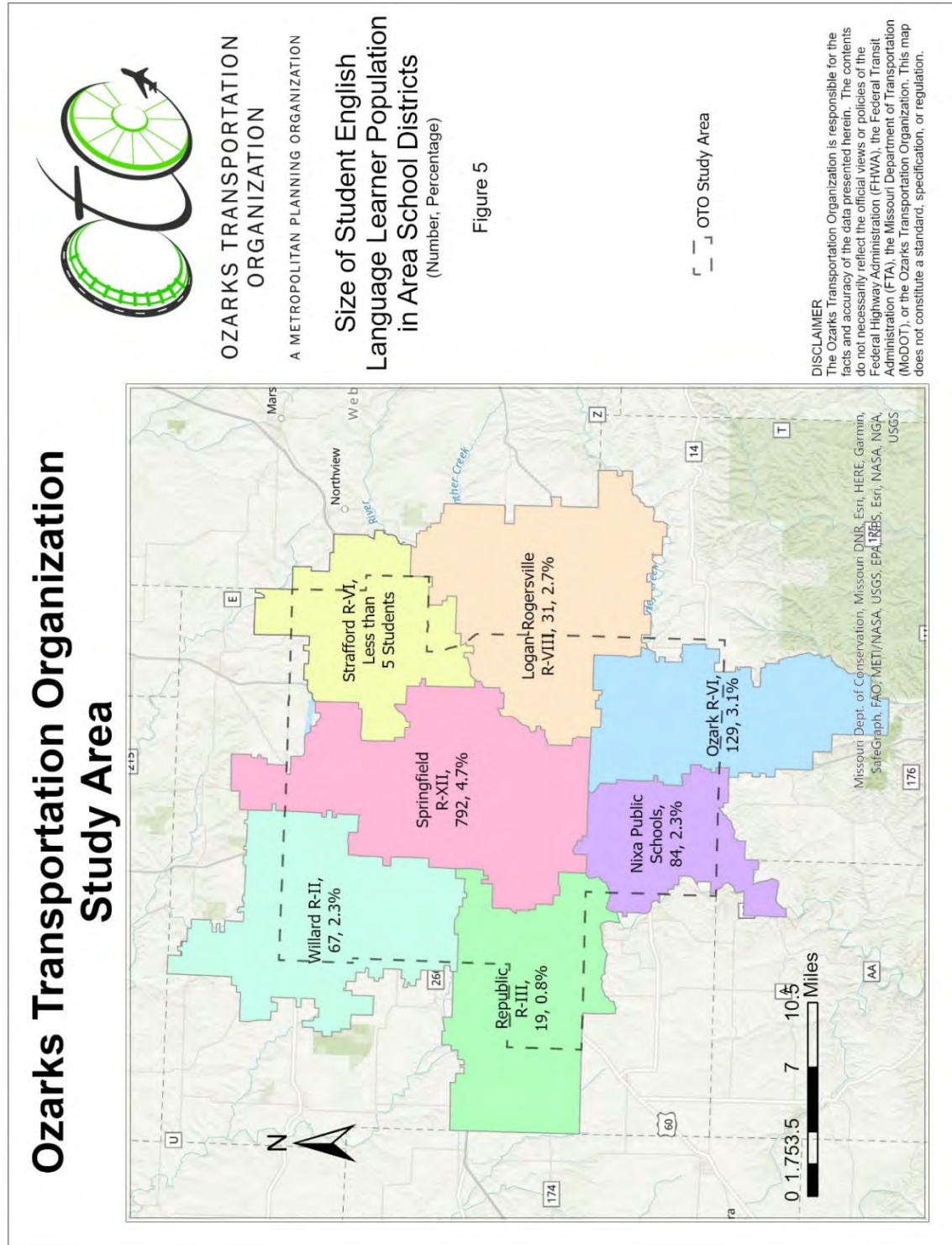
Figure 4

OTO Study Area

DISCLAIMER

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Data from area schools was also consulted to gauge the size of the student English Language Learner (ELL) population in each district, as shown in Figure 5. The Springfield R-XII district has the highest percent of ELL students at 4.7%, and Republic R-III had the lowest reported percent at 0.8%. While Logan-Rogersville R-VIII has a higher percentage of ELL students than Nixa, Nixa's actual ELL population is approximately 170% larger than Rogersville's (31 vs. 84). Strafford's ELL population was reported as fewer than 5 students and percentage data was withheld.



Factor 2: The Frequency with which LEP Individuals Come into Contact with an MPO Program, Activity, or Service

OTO does not have any knowledge, documented or otherwise, of LEP persons coming into contact with an OTO program, activity, or service outside of the 60 bilingual Spanish speaking persons who completed the City Utilities On-Board Survey in 2011. In recent history, there has been no contact at meetings, through Board or Committee members, through phone contact, or by personal visit. Website access by LEP persons is unknown.

The OTO did conduct an on-board passenger survey of the City Utilities Transit System in 2011. The survey was one page with a total of sixteen questions that was printed with one side in English and another translated in Spanish. It was distributed to transit customers boarding all day time routes (*See Appendices-D*). As indicated in Table 4, a total of 1,844 surveys were returned. Of the 1,844 returned, one survey was completed on both sides without assistance from survey staff. A total of 60 survey respondents indicated they were Hispanic, 30 female, 25 male, and 5 did not indicate gender.

TABLE 4 CITY UTILITIES TRANSIT ON-BOARD SURVEY

	Female	Male	No Gender Answer	Total	Percentage
Asian	15	10	0	25	1.4%
Black	84	114	7	205	11.1%
Hispanic	30	25	5	60	3.3%
Native American	23	44	10	77	4.2%
White	639	684	18	1341	72.7%
White/Hispanic	1	0	0	1	0.1%
White/Black	1	0	0	1	0.1%
Other	26	31	4	61	3.3%
No answer	14	20	39	73	4.0%
Total	833	928	83	1844	100%

Source: 2011 City Utilities Transit On-Board Survey

Factor 3: The Nature and Importance of the Program, Activity, or Service Provided by the MPO to LEP Community

OTO has three main planning documents which identify and direct OTO's transportation activities in the region. The Long Range Transportation Plan, which provides direction for transportation investments twenty years in the future. The Transportation Improvement Program is a schedule of short-range transportation investments and activities intended to be implemented through a combination of State, Federal, and local funding. The Unified Planning Work Program outlines planning tasks and the budget for the upcoming year.

The OTO uses USDOT funds to plan for future transportation projects, and therefore does not include any service or program that requires vital, immediate, or emergency assistance such as medical treatment or services for basic needs (food, housing, education, etc.) or transportation services. The OTO also does not conduct compulsory activities (applications, interviews, or other activities prior to participation in our programs and/or events). Public involvement with the OTO or its committees is done entirely on a voluntary basis.

The OTO does provide regular opportunities for the public to comment through its bi-monthly Technical Planning Committee and Board of Directors meetings. Input is also sought on the use of Federal funds in major transportation planning areas, including an annual Unified Planning Work Program (UPWP), a 4-year Transportation Improvement Program (TIP), a 5-year Transit Coordination Plan, and a 20-year Long Range Transportation Plan (LRTP). The TIP is updated every year and the Transportation Plan and Transit Coordination Plan every five years. The potential impacts of transportation improvements resulting from these actions may have an impact on all residents and efforts are made to provide an understanding of the process and opportunities to comment.

As a result of this regional transportation planning process, selected projects receive approval for Federal funding and progress toward advanced project planning, design, and construction. Advanced planning, design, and construction usually come under the responsibility of the Missouri Department of Transportation (MoDOT) or a member jurisdiction. These organizations carry-out the coordination with state and federal partners and project area populations. MoDOT and other member jurisdictions have their own policies in place to ensure opportunities for LEP individuals to participate in the process that shapes how and when a specific project is implemented or constructed.

Factor 4: The Resources Available to the MPO and Overall Costs

The OTO traditionally budgets approximately between \$4,000 and \$4,500 for promotional materials and all general printing costs. As shown in the table below, translation costs associated with major OTO planning documents are between 140% and 160% of budgeted funds. Translation costs would also represent over nine percent of the OTO's operational and commodities budget areas.

Document	Word (approx.)	Avg. Cost per word	Total Cost
LRTP	27,000	\$0.11	\$2,970
TIP	18,000	\$0.11	\$1,980
UPWP	5,900	\$0.11	\$649
TCP	7,800	\$0.11	\$858
PPP	7,300	\$0.11	\$803
Total			\$6,457

Under federal requirements, federal-aid recipients are expected to take reasonable steps to provide language assistance services to its LEP constituents. Notably, reasonable steps do not require a recipient to expend resources for language assistance services if the cost imposed substantially exceed the benefits. Considering the size of the LEP population in OTO's MPO area and current financial constraints, full multilanguage translations of large transportation-planning documents and maps is not warranted at this time.

Language Assistance Plan

After analyzing the four factors, OTO developed the plan outlined in the following section for assisting persons of limited English proficiency. This includes identifying what staff and volunteer language interpreters are readily available, which documents should be translated, taking an inventory of available organizations that OTO could partner with for outreach and translation efforts, examining which financial and in-kind sources could be used to provide assistance, and what level of staff training is needed.

Providing Notice of Available Language Service to LEP Persons

- OTO will post signs that language assistance is available in public areas such as the OTO reception area or public notice bulletin board. More detailed materials are also available at the OTO front desk;
- Language identification materials provided by CTS Language Link will also be taken to any off-site meetings hosted by the OTO.

How to Identify an LEP Person who Needs Language Assistance

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

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

Language Assistance Measures

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

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

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

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

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

OTO Staff Training

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

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

Outreach Techniques

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

Monitoring and Updating the LEP Plan

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

Each update should examine all plan components such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population in the OTO region?
- Has there been a change in the types of languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified OTO programs?
- Are there other programs that should be included?
- Has the OTO's available resources, such as technology, staff, and financial costs, changed?
- Has the OTO fulfilled the goals of the LEP plan?
- Were there any complaints received?

Dissemination of the OTO Limited English Proficiency Plan

The OTO will post the LEP plan on its website at www.ozarkstransportation.org.

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

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

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

Appendix-A: Community Groups Serving LEP Populations

Asian World Market 2904 S Campbell Ave Springfield, MO 65807	Assembly of God - Chinese Church 1909 W. Chestnut Expressway Springfield, MO 65802	Assemblies of God Southern MO District Headquarters 528 W. Battlefield Springfield, MO 6580
Assembly of God Immanuel Korean Church 910 E Battlefield Road Springfield, MO 65807	Baptist Bible College 628 E. Kearney St. Springfield, MO 65803	Binh Tay Oriental Food 1418 W Sunshine St Springfield, MO 65807
Dol Sem Korean Church 4547 S. Freemont Ave Springfield, MO 65804	International Support Services Findlay Student Center, Room 113 Drury University, 900 N. Benton Ave. Springfield, MO 65802	Ebenezer Romanian Assembly 2233 N. East Ave. Springfield, Mo 65803
El Faro Assembly of God P.O. Box 8466 Springfield, MO 65801	Mitchell Easter International Admissions Evangel University 1111 N. Glenstone Springfield, MO 65802	First Korean Presbyterian Church 205 E. South St Nixa, MO 65714
Greene County Baptist Association 834 W. Battlefield Springfield, MO 65807	Grace Romanian Pentecostal Church 2015 W. State Highway WW Springfield, MO 65803	Grupo Latinoamericano 918 E. Calhoun Springfield, MO 65802
Hand in Hand Ministries P.O. Box 1577 Springfield, MO 65801	Hazael Rodriguez Iglesia Cristiana Casa De Oracion 3935 W. Sunshine Springfield, MO 65807	Pablo Moreno Jr Iglesia Rio de Vida 2247 E. Lombard Ct. Springfield Mo 65802
Islamic Center of Springfield 2151 E. Division Street Springfield, MO 65803	Korean Presbyterian Church 1559 S. Grant Ave. Springfield, MO 65807	Latin America Library Services 3728 W. Chestnut Expressway Springfield, MO 65802

Latino Market 1661 E St Louis St Springfield, MO 65802	Life 360 Intercultural Church 1349 W. Meadowmere St. Springfield, MO 65807	International Student Services Missouri State University 901 S. National Springfield, MO 65897
Nadia's European Market 3023 E. Sunshine St Springfield, MO 65804	New Life Hmong Alliance Church PO Box 474 Brookline, MO 65619	Dr. Gearl Loden Nixa Public Schools 301 S Main St. Nixa, MO 65714
Old Town European Market 1257 E Republic Rd Springfield, MO 65804	Ozark Mountain Deaf Church 776 W. Farm Road 186 Springfield, MO 65810	Dr. Chris Bauman Ozark R-VI School District 302 North 4th Avenue Ozark, MO 65721
Ozarks Technical College International Programs and Services 933 E. Central Springfield, MO 65801	Pathways United Methodist Church 1232 E. Dale Street. Springfield, MO 65803	Mr. Matt Pearce Republic R-III School District 518 N. Hampton Republic, MO 65738
Sacred Heart Church 1609 N. Summit Ave. Springfield, MO 65803	Second Baptist Church 3111 E. Battlefield Road Springfield, Missouri 65804	Seoul Oriental Market 3165 S Campbell Ave Springfield, MO 65807
Sister Cities P.O. Box 8368 Springfield, MO 65801	Slavical Evangelical Church 1005 E. Dale St Springfield, MO 65803	Dr. John Jungmann Springfield Public Schools 1359 E. St. Louis Street Springfield, MO 65802
St. Agnes Catholic Church 533 S. Jefferson Ave. Springfield, MO 65806	Mr. Mark Hedger Strafford R-VI School District 201 W. McCabe Strafford, MO 65757	Temple Israel P.O. Box 4284 Springfield, MO 65808
United Methodist Hispanic Ministry 1232 E. Dale St. Springfield, MO 65803	Dr. Matt Teeter Willard R-II School District 500 E. Kime Street Willard, MO 65781	

Appendix-D: City Utilities (CU) Transit On-Board Survey

CITY UTILITIES (CU) TRANSIT ON-BOARD SURVEY

Please tell us about your trip today. Thank you for helping CU Transit improve services for you. Your participation in this survey is voluntary and confidential. Please return the completed survey to the survey distributor. If you have any additional questions or comments, please call 836-5442.

- Which route are you on? _____
- Where are you going to or coming from on this trip (other than home)?
☐ Work ☐ School (K-12) ☐ Visiting/Recreation ☐ Government Agency ☐ Other (specify) _____
☐ Medical ☐ College/Technical School ☐ Shopping/Errands ☐ Social Service Agency
- Did you transfer from another route or will you transfer to another route to complete your journey? ☐ Yes If yes, which route: _____ ☐ No
- For this trip, did you pay using: ☐ Cash ☐ Pass ☐ Transfer
- What is the main reason you took the bus today? (Please check only one)
☐ Don't drive/don't have valid license ☐ Bus is more economical ☐ CU Transit is more convenient
☐ Car is not available ☐ Parking is too difficult/expensive ☐ Other (Specify) _____
- How often do you use CU Transit? ☐ Everyday ☐ Couple times per week ☐ Occasionally
- How long have you been a transit user? ☐ Less than 1 year ☐ 1 to 5 years ☐ Over 5 years
- In general, how would you rate each of the following aspects of current CU Transit services? **Please circle the response that best reflects your opinion.**

a.	Your overall satisfaction with CU Transit	Very Good	Good	Fair	Poor	Very Poor
b.	Ability to get where you want to go	Very Good	Good	Fair	Poor	Very Poor
c.	Dependability of CU Transit buses (on-time)	Very Good	Good	Fair	Poor	Very Poor
d.	Availability of bus route information/maps	Very Good	Good	Fair	Poor	Very Poor
e.	Availability of seats on the bus	Very Good	Good	Fair	Poor	Very Poor
f.	Safety on the bus	Very Good	Good	Fair	Poor	Very Poor
g.	Safety at the CU Transit bus stops	Very Good	Good	Fair	Poor	Very Poor
h.	Courtesy of bus drivers	Very Good	Good	Fair	Poor	Very Poor
i.	Frequency of current CU Transit service (how often buses run)	Very Good	Good	Fair	Poor	Very Poor
j.	How early/late the current buses run on Monday-Friday	Very Good	Good	Fair	Poor	Very Poor
k.	How early/late current buses run on Saturdays	Very Good	Good	Fair	Poor	Very Poor
- On a scale from 0 percent to 100 percent, what percentage of your transportation needs is served by the bus? _____%
- At what point would you begin riding transit less if fares increased? (Check one only)
☐ Fares increased by \$0.25 per ride ☐ Fares increased by \$0.50 per ride ☐ Any amount
- How often would you use a regional service to: **Please circle the response that best reflects your opinion.**

a.	Battlefield	Daily	Couple times per week	Occasionally	Never
b.	Republic	Daily	Couple times per week	Occasionally	Never
c.	Willard	Daily	Couple times per week	Occasionally	Never
d.	Straford	Daily	Couple times per week	Occasionally	Never
e.	Nixa	Daily	Couple times per week	Occasionally	Never
f.	Ozark	Daily	Couple times per week	Occasionally	Never
g.	Rogersville	Daily	Couple times per week	Occasionally	Never
h.	Fair Grove	Daily	Couple times per week	Occasionally	Never
i.	Walnut Grove	Daily	Couple times per week	Occasionally	Never
j.	Ash Grove	Daily	Couple times per week	Occasionally	Never
k.	Branson	Daily	Couple times per week	Occasionally	Never
- In your opinion, how can CU Transit service be improved? Are there places in Springfield that you'd like to get to that aren't currently served by transit? _____

Please tell us about yourself:

- Your age is:
☐ 18 years or under ☐ 25 to 34 ☐ 45 to 54 ☐ 65 or over
☐ 19 to 24 ☐ 35 to 44 ☐ 55 to 64
- What is your race?
☐ White Non-Hispanic ☐ Hispanic ☐ Native American
☐ Black Non-Hispanic ☐ Asian ☐ Other
- What is your gender? ☐ Male ☐ Female
- What is your total household income range for 2010?
☐ Less than \$15,000 ☐ \$25,000 to \$49,999
☐ \$15,000 to \$24,999 ☐ More than \$50,000

Thank you for your time to participate in the survey. Your answers will help improve CU transit service in the future.

CIUDAD DE UTILIDADES (CU) TRÁNSITO EN Junta de Fiscalización de

Por favor, cuéntenos acerca de su viaje de hoy. Gracias por ayudar a mejorar los servicios de CU de tránsito para usted. Su participación en esta encuesta es voluntaria y confidencial. Por favor devuelva la encuesta completada a la distribución de la encuesta. Si usted tiene alguna pregunta o comentario, por favor llame al 836-5442.

- ¿Qué ruta está usted? _____
- ¿A dónde va o viene de este viaje (que no sea su casa)?
☐ Trabajo ☐ La escuela (K-12) ☐ Visitas/Recreación ☐ Agencias del Gobierno ☐ Otros (especificar)
☐ Médico ☐ Universidad/Escuela Técnica ☐ Compras/Diligencias ☐ Agencia de Servicio Social
- ¿Realizó la transferencia de otra ruta o va a transferir a otra ruta para completar su viaje? ☐ Sí En caso afirmativo, cuál es la ruta: _____ ☐ No
- Para este viaje, lo que usted paga con: ☐ Efectivo ☐ Pasar ☐ Transferencia
- ¿Cuál es la razón principal por la que tomó el autobús hoy en día? (Por favor, marque sólo una)
☐ No conduzca/no tener una licencia válida ☐ Autobús es más económico ☐ CU de tránsito es más conveniente
☐ Coche no está disponible ☐ El estacionamiento es muy difícil/caro ☐ Otro (Especificar) _____
- ¿Con qué frecuencia el uso del transporte CU? ☐ Diario ☐ Par de veces por semana ☐ de vez en cuando
- ¿Cuánto tiempo ha sido un usuario de transporte público? ☐ Menos de 1 año ☐ 1 a 5 años ☐ Más de 5 años
- En general, ¿cómo calificaría a cada uno de los siguientes aspectos de los actuales servicios de tránsito CU? Marque con un círculo la respuesta que mejor refleje su opinión.

a.	Su satisfacción general con CU de Tránsito	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
b.	La capacidad para llegar a donde quieres ir	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
c.	La fiabilidad de CU autobuses de tránsito (a tiempo)	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
d.	Disponibilidad de la información autobús de la ruta / mapas	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
e.	Disponibilidad de asientos en el autobús	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
f.	Seguridad en el autobús	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
g.	Seguridad en el autobús del tránsito de CU se detiene	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
h.	Cortesía de los conductores de autobuses	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
i.	Frecuencia de la corriente de servicios de CU de tránsito (con qué frecuencia los autobuses salen)	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
j.	¿Qué tan temprano / tarde los autobuses actuales funcionan de lunes a viernes	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
k.	¿Cómo los autobuses actuales temprano / tardío ejecutar los sábados	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre

- En una escala del 0 al 100 por ciento, ¿qué porcentaje de sus necesidades de transporte se sirve en el autobús? _____ %
- ¿En qué momento de empezar a montar el tránsito menos si aumento de las tarifas? (Marque uno solamente)
☐ Aumento de las tarifas de \$ 0.25 por viaje ☐ Aumento de las tarifas de \$ 0.50 por viaje ☐ Cualquier cantidad
- ¿Con qué frecuencia se utiliza un servicio regional a: Por favor marque la respuesta que mejor refleje su opinión.

a.	Battlefield	Diario	Par de veces por semana	De vez en cuando	Nunca
b.	Republic	Diario	Par de veces por semana	De vez en cuando	Nunca
c.	Willard	Diario	Par de veces por semana	De vez en cuando	Nunca
d.	Strafford	Diario	Par de veces por semana	De vez en cuando	Nunca
e.	Nixa	Diario	Par de veces por semana	De vez en cuando	Nunca
f.	Ozark	Diario	Par de veces por semana	De vez en cuando	Nunca
g.	Rogersville	Diario	Par de veces por semana	De vez en cuando	Nunca
h.	Fair Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
i.	Walnut Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
j.	Ash Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
k.	Branson	Diario	Par de veces por semana	De vez en cuando	Nunca

- En su opinión, ¿cómo puede CU servicio de transporte se puede mejorar? ¿Hay lugares en Springfield que le gustaría llegar a que actualmente no están servidas por transporte público? _____

Por favor, cuéntenos acerca de usted:

- Su edad es:
☐ 18 años o en ☐ 25 a 34 ☐ 45 a 54 ☐ 65 años
☐ 19 a 24 ☐ 35 a 44 ☐ 55 a 64
- ¿Cuál es su raza?
☐ Blancos no Hispanos ☐ Hispano ☐ Nativos Americanos
☐ Negro no Hispanos ☐ Asiático ☐ Otro
- ¿Cuál es su género? ☐ Masculino ☐ Femenino
- ¿Cuál es su rango total de ingresos de los hogares para el 2010?
☐ Menos de \$15,000 ☐ \$15,000 a \$24,999 ☐ \$25,000 a \$49,999 ☐ Más que \$50,000

Gracias por su tiempo para participar en la encuesta. Sus respuestas ayudarán a mejorar el servicio CU de tránsito en el futuro.

TAB 13

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.K.

Federal Funds Balance Report – March 31, 2021

**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 2021

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

The federal surface transportation authorization legislation, FAST (Fixing America's Surface Transportation) Act, reauthorizes federal highway, transit, and other surface transportation programs through September 30, 2020. The FAST Act is a continuation of prior surface transportation authorization legislation including MAP-21, SAFETEA-LU, TEA-21, ISTEA, and others dating back to the first Federal Aid Highway Act of 1956.

The FAST Act renamed the Surface Transportation Program to reflect the nature of funding it provides. It is now known as the 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.

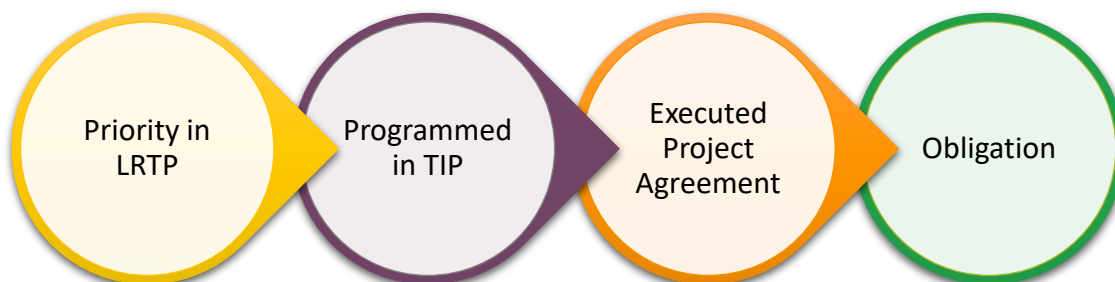
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban), as well as Highway Improvement Program Funding which has been suballocated through two omnibus appropriations bills. 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, 2021.

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 2020, though just barely. **For FY 2021, programmed projects will keep OTO below the maximum balance, however, without these obligations, OTO will be over the limit as of 9/30/2021.**

The report also outlines activity in other OTO funding accounts, such as the Transportation Alternatives Program (STBG Set-Aside). 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 the FY 2018, 2019, and 2020 funding amount to use on Transportation Alternatives Program projects. The FY 2021 funding has not been allocated at this time. OTO also received funding through CRRSAA for COVID-19 relief. The Board has not allocated this funding yet, either. All of this funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

FY 2021 To Date (3/31/2021)

Federal Funding Category	Balance
STBG-Urban	\$25,785,423.40
Balance After Cost Shares	\$21,0368,830
Maximum Allowed	\$20,822,549.99
TAP Only (No HIP)	\$858,235.26
Maximum Allowed	\$1,287,530.43
FY 2018-2020 Omnibus (HIP) – Flexed for TAP	\$2,002,680.92
FY 2021 Omnibus (HIP) – Unassigned	\$384,600.00
FY 2021 CRRSAA – Unassigned	\$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 2021, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed in the FY 2020-2023 TIP, and adjusted for FY 2022-2025 TIP Submissions, through FY 2024.

Federal Funds Balance Report

Balance Summary

Accounts	3/31/2021 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	2,860,916.18	2,860,916.18	--
TAP Only	858,235.26	--	1,287,530.43
STBG-U HIP Flexed to TAP	2,002,680.92	--	3,250,676.00
Total STBG-Urban	29,028,811.09		--
STBG-Urban	25,785,423.40	21,030,289.09	20,822,549.99
Unassigned Omnibus	3,068,830.00	3,068,830.00	3,068,830.00
OTO STBG Payback	174,557.69	--	--
	31,889,727.27	26,960,035.27	28,429,586.42

Total Balance All Accounts (10/1/2002-3/31/2021)

Allocations	113,858,410.92
Obligations	(81,968,683.65)
	31,889,727.27

Ending Balance (All Funding Sources) 3/31/2021	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	2,860,916.18	0.00	2,860,916.18
Unassigned Omnibus Funding	3,068,830.00	0.00	3,068,830.00
OTO Operations	156,800.00	0.00	156,800.00
Christian County	491,293.31	0.00	491,293.31
Greene County	7,085,026.63	0.00	7,085,026.63
City of Battlefield	670,526.28	0.00	670,526.28
City of Nixa	1,746,910.48	0.00	1,746,910.48
City of Ozark	293,198.54	0.00	293,198.54
City of Republic	(7,639.47)	0.00	(7,639.47)
City of Springfield	15,219,188.55	(4,929,692.00)	10,289,496.55
City of Strafford	241,793.86	0.00	241,793.86
City of Willard	62,882.91	0.00	62,882.91
	31,889,727.27	(4,929,692.00)	26,960,035.27

MoDOT Cost Shares	Total	Obligated	Balance
S602027 Campbell and Republic	1,400,800.00	(240,000.00)	1,160,800.00
SP1815 Kearney/West Bypass	1,011,346.00	(44,800.00)	966,546.00
MO2104 FY 2022 TMC Staff	360,000.00	0.00	360,000.00
MO2301 FY 2023 TMC Staff	344,000.00	0.00	344,000.00
SP1816 Kansas/Sunset	912,147.00	0.00	912,147.00
SP1817 Kansas/Walnut Lawn	1,186,199.00	0.00	1,186,199.00
	5,214,492.00	(284,800.00)	4,929,692.00

Transportation Alternatives Program Balance Scenarios

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2018 TAP Balance</i>	<i>TAP</i>	<i>624,281.24</i>	<i>624,281.24</i>
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
<i>9/30/2019 Balance</i>			<i>2,112,335.03</i>
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
<i>9/30/2020 Balance</i>			<i>3,633,440.34</i>
FY 2021 TAP Allocation	TAP	421,887.06	4,055,327.40
5901811 Springfield Greenwood	STBG-U	(183,365.00)	3,871,962.40
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	3,725,864.40
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	3,645,990.17
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	3,307,783.85
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	3,323,153.55
5901814 Springfield Luster/Fassnight Sidewalks	TAP	30,737.52	3,353,891.07
5901811 Springfield Greenwood	STBG-U	32,923.48	3,386,814.55
5901812 Springfield Galloway Recon	STBG-U	32,994.00	3,419,808.55
5901815 Springfield Harvard	STBG-U	31,920.60	3,451,729.15
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	3,272,760.12
9901821 Ozark South Elementary SW	TAP	(132,594.01)	3,140,166.11
9901822 Ozark West Elementary SW	TAP	(267,179.61)	2,872,986.50
5901814 Springfield Luster/Fassnight Sidewalks	TAP	(12,070.32)	2,860,916.18
<i>9/30/2021 Balance</i>			<i>2,860,916.18</i>
		2,860,916.18	2,860,916.18

Remaining Balance TAP Funds (9/30/2021)	858,235.26
Remaining Balance Omnibus Funds (9/30/2021)	2,002,680.92
Remaining Balance All Funds (9/30/2021)	2,860,916.18

September 30, 2020 Balance TAP Funds	858,235.26
3-Year Maximum TAP Balance Allowed (MoDOT)	1,287,530.43
Amount of TAP Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]	0.00

OTO Omnibus Funding Reasonable Progress Deadlines [‡]	Amount Remaining to Obligate
FY 2018 9/30/2020	297,947.10
FY 2019 9/30/2021	1,266,441.74
FY 2020 9/30/2022	471,885.00

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 Scenarios

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2013-2018 TAP Balance</i>	<i>TAP</i>	<i>624,281.24</i>	<i>624,281.24</i>
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
<i>9/30/2019 Balance</i>			<i>2,112,335.03</i>
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
<i>9/30/2020 Balance</i>			<i>3,633,440.34</i>
FY 2021 TAP Allocation	TAP	421,887.06	4,055,327.40
5901811 Springfield Greenwood	STBG-U	(183,365.00)	3,871,962.40
5901812 Springfield Galloway Recon	STBG-U	(146,098.00)	3,725,864.40
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(79,874.23)	3,645,990.17
9901818 Nicholas SW Ph 1 and 2	STBG-U	(338,206.32)	3,307,783.85
9901816 Pine and McCabe Sidewalks	TAP	15,369.70	3,323,153.55
5901814 Luster/Fassnight Sidewalks	TAP	30,737.52	3,353,891.07
5901811 Springfield Greenwood	STBG-U	32,923.48	3,386,814.55
5901812 Springfield Galloway Recon	STBG-U	32,994.00	3,419,808.55
5901815 Springfield Harvard	STBG-U	31,920.60	3,451,729.15
6900813 Shuyler Creek Trail	STBG-U	(178,969.03)	3,272,760.12
9901821 Ozark South Elementary SW	TAP	(132,594.01)	3,140,166.11
9901822 Ozark West Elementary SW	TAP	(267,179.61)	2,872,986.50
5901814 Luster/Fassnight Sidewalks	TAP	(12,070.32)	2,860,916.18
9901820 Ozark Fremont	STBG-U	(188,028.08)	2,672,888.10
5901811 Springfield Greenwood	STBG-U Programmed	(32,923.48)	2,639,964.62
5901812 Springfield Galloway Recon	STBG-U Programmed	(32,994.00)	2,606,970.62
9901817 Battlefield Third St Sidewalk	TAP Programmed	(244,000.00)	2,362,970.62
5901814 Luster/Fassnight Sidewalks	TAP Programmed	(19,207.80)	2,343,762.82
9901816 Pine and McCabe Sidewalks	TAP Programmed	(26,862.29)	2,316,900.53
9901821 Ozark South Elementary SW	TAP Programmed	(7,075.63)	2,309,824.90
9901822 Ozark West Elementary SW	TAP Programmed	(29,939.45)	2,279,885.45
5901815 Springfield Harvard	STBG-U Programmed	(31,920.60)	2,247,964.85
9901818 Nicholas SW Ph 1 and 2	STBG-U Programmed	(12,080.94)	2,235,883.91
9901827 Chadwick Flyer Jackson to Clay	STBG-U Programmed	(791,074.77)	1,444,809.14
5901817 Fassnight Clay to Brookside	STBG-U Programmed	(217,461.00)	1,227,348.14
6900813 Shuyler Creek Trail	STBG-U Programmed	(627,737.97)	599,610.17
9901828 Trail of Tears Elm to Somerset	STBG-U Programmed	(68,460.08)	531,150.09
6900813 Shuyler Creek Construction	TAP Programmed	(59,392.00)	471,758.09
<i>9/30/2021 Balance</i>			<i>471,758.09</i>
		471,758.09	471,758.09

Remaining Balance All Funds (9/30/2021) 471,758.09

Funds Immediately Available to be Programmed through 2021 471,758.09

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>18,600,901.08</i>	<i>18,600,901.08</i>
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	<i>(1,153,506.00)</i>	25,010,045.13
Obligations	STBG-Urban	<i>(4,852,799.68)</i>	20,157,245.45
<i>9/30/2018 Balance</i>			<i>20,157,245.45</i>
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	<i>(1,625,285.00)</i>	26,925,337.85
Obligations	STBG-Urban	<i>(4,853,398.68)</i>	22,071,939.17
OTO Operations	STBG-Urban	<i>(200,000.00)</i>	21,871,939.17
Rideshare	STBG-Urban	<i>(10,000.00)</i>	21,861,939.17
<i>9/30/2019 Balance</i>			<i>21,861,939.17</i>
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	<i>(471,885.00)</i>	29,149,426.20
Obligations	STBG-Urban	<i>(6,332,273.47)</i>	22,817,152.73
Rideshare	STBG-Urban	<i>(10,000.00)</i>	22,807,152.73
OTO Operations	STBG-Urban	<i>(100,000.00)</i>	22,707,152.73
<i>9/30/2020 Balance</i>			<i>22,707,152.73</i>
FY 2021 Allocation	STBG-Urban	6,766,970.56	29,474,123.29
FY 2021 Omnibus	STBG-Urban (HIP)	384,600.00	29,858,723.29
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	2,684,230.00	32,542,953.29
Obligations	STBG-Urban	<i>(3,504,142.20)</i>	29,038,811.09
Rideshare	STBG-Urban	<i>(10,000.00)</i>	29,028,811.09
OTO Operations	STBG-Urban	<i>(156,800.00)</i>	28,872,011.09
Programmed Cost Shares/Transfers	STBG-Urban	<i>(4,929,692.00)</i>	23,942,319.09
<i>9/30/2021 Balance</i>			<i>23,942,319.09</i>
*Estimate		23,942,319.09	23,942,319.09

Remaining Balance All Funds (9/30/2021) 23,942,319.09

March 31, 2021 Balance STBG-U Only	25,959,981.09
MoDOT STIP Programmed Cost Shares	
SP1818-18A4 Campbell and Republic	<i>(1,160,800.00)</i>
SP1815-18A2 Kearney/West Bypass	<i>(966,546.00)</i>
MO2104-19 FY 2022 TMC Staff	<i>(360,000.00)</i>
MO2301-20 FY 2023 TMC Staff	<i>(344,000.00)</i>
SP1816 Kansas/Sunset	<i>(912,147.00)</i>
SP1817 Kansas/Walnut Lawn	<i>(1,186,199.00)</i>
9/30/2021 Balance after MoDOT STIP Programmed Cost Shares	21,030,289.09
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	20,822,549.99
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]	207,739.10

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Combined STBG-U Balance Scenarios

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	6,766,970.56	29,474,123.29
Obligations:		(3,504,142.20)	25,969,981.09
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	
5901818 Signal Improvements	STBG-Urban	(640,000.00)	
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	
0652079 Eastgate Relocation	STBG-Urban	178.21	
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	
Programmed:		(27,947,637.58)	(1,977,656.49)
9901830 Nelson Mill Bridge	Programmed	(392,000.00)	
GR2105 FR 175 Bridge Replacement	Programmed	(480,000.00)	
GR2106 FR 135/102 Mill/Fill and ADA	Programmed	(560,000.00)	
5909802 Kansas Extension Ph. I Const.	Programmed	(16,387,559.00)	
5916807 Overlay Improvements	Programmed	(1,912,000.00)	
9901828 Trail of Tears Elm to Somerset	Programmed	(184,834.05)	
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	
0141028 14 from Fort to Ridgecrest	Programmed	(18,722.40)	
NX2201 Truman Heather Pembroke	Programmed	(1,530,550.00)	
NX2102 North St Maplewood Cheyenne	Programmed	(437,506.00)	
EN1803-18A3 Jefferson Footbridge	Programmed	(2,560,000.00)	
SP2104 Walnut Street Bridge	Programmed	(240,000.00)	
SP2016 Traffic Signal System Imp.	Programmed	(760,000.00)	
S602027 Campbell and Republic	Programmed Cost Share	(1,160,800.00)	
5901810 Republic Road Widening	Programmed	(1,140,118.53)	
9/30/2021 Balance			(1,977,656.49)
FY 2022 Allocation*	STBG-Urban	6,902,309.97	4,924,653.48
Programmed:		(6,906,886.00)	(1,982,232.52)
OT1901-19A5	Programmed	(231,525.00)	
ST2202 N. Old Orchard	Programming Pending	(481,362.00)	
NX2101 N. Main Street	Programmed	(1,873,146.00)	
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(966,546.00)	
SP2022 TMC Signal Replacements	Programmed	(1,344,000.00)	
SP1816 Kansas/Sunset	Programmed Cost Share	(106,572.00)	
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(183,735.00)	
SP2104 Walnut Street Bridge	Programmed	(1,360,000.00)	
MO2104 FY 2022 TMC Staff	Programmed Cost Share	(360,000.00)	
9/30/2022 Balance			(1,982,232.52)
FY 2023 Allocation*	STBG-Urban	7,040,356.17	5,058,123.65
Programmed:		(2,601,204.00)	2,456,919.65
OT1901-19A5	Programmed	(243,101.00)	
NX2301 Downtown N. Main	Programmed	(206,064.00)	
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,002,464.00)	
SP1816 Kansas/Sunset	Programmed Cost Share	(805,575.00)	
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	
9/30/2023 Balance			2,456,919.65
FY 2024 Allocation*	STBG-Urban	7,181,163.29	9,638,082.95
Programmed:		(5,983,894.00)	3,654,188.95
5909802 Kansas Extension Ph. II Const.	Programmed	(5,983,894.00)	
9/30/2024 Balance			3,654,188.95
*Estimate		3,654,188.95	3,654,188.95
Remaining Balance All Funds (9/30/2024)			3,654,188.95

Funds Balance Scenarios by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	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)
<i>9/30/2018 Balance</i>			(573,079.85)
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			(229,829.29) **
FY 2020 Allocation	STBG-Urban	375,669.67	145,840.38
<i>9/30/2020 Balance</i>			145,840.38
FY 2021* Allocation	STBG-Urban	345,452.93	491,293.31
<i>9/30/2021 Balance</i>			491,293.31
*Estimate		491,293.31	491,293.31
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2021)			491,293.31
September 30, 2021 Balance			491,293.31
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,064,373.16
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			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 Scenarios by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STBG-Urban</i>	<i>65,866.34</i>	<i>65,866.34</i>
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)
<i>9/30/2018 Balance</i>			<i>(573,079.85)</i>
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			<i>(229,829.29)</i>
FY 2020 Allocation	STBG-Urban	375,669.67	145,840.38
<i>9/30/2020 Balance</i>			<i>145,840.38</i>
FY 2021 Allocation*	STBG-Urban	345,452.93	491,293.31
9901830 Nelson Mill Bridge	Programmed	(392,000.00)	99,293.31
<i>9/30/2021 Balance</i>			<i>99,293.31</i>
FY 2022 Allocation*	STBG-Urban	352,361.99	451,655.30
<i>9/30/2022 Balance</i>			<i>451,655.30</i>
FY 2023 Allocation*	STBG-Urban	359,409.23	811,064.53
<i>9/30/2023 Balance</i>			<i>811,064.53</i>
FY 2024 Allocation*	STBG-Urban	366,597.41	1,177,661.94
<i>9/30/2024 Balance</i>			<i>1,177,661.94</i>
*Estimate		1,177,661.94	1,177,661.94
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			1,177,661.94
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			1,177,661.94

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		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
<i>9/30/2018 Balance</i>			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
<i>9/30/2019 Balance</i>			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
<i>9/30/2020 Balance</i>			6,052,595.44
FY 2021 Allocation*	STBG-Urban	1,470,253.99	7,522,849.43
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,085,026.63
<i>9/30/2021 Balance</i>			7,085,026.63
*Estimate		7,085,026.63	7,085,026.63
Remaining Balance All Funds (9/30/2021)			7,085,026.63
September 30, 2021 Balance			7,085,026.63
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,529,991.66
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			2,555,034.97

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		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
<i>9/30/2018 Balance</i>			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
<i>9/30/2019 Balance</i>			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
<i>9/30/2020 Balance</i>			6,052,595.44
FY 2021 Allocation*	STBG-Urban	1,470,253.99	7,522,849.43
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	7,085,026.63
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	9,165,026.63
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	11,865,026.63
GR2105 FR 175 Bridge Replacement	Programmed	(480,000.00)	11,385,026.63
GR2106 FR 135/102 Mill/Fill and ADA	Programmed	(560,000.00)	10,825,026.63
5909802 Kansas Extension Ph. I Const.	Programmed	(16,387,559.00)	(5,562,532.37) **
<i>9/30/2021 Balance</i>			(5,562,532.37)
FY 2022 Allocation*	STBG-Urban	1,499,659.07	(4,062,873.30)
<i>9/30/2022 Balance</i>			(4,062,873.30)
FY 2023 Allocation*	STBG-Urban	1,529,652.25	(2,533,221.05)
<i>9/30/2023 Balance</i>			(2,533,221.05)
FY 2024 Allocation*	STBG-Urban	1,560,245.30	(972,975.75)
5909802 Kansas Extension Ph. II Const.	Programmed	(5,983,894.00)	(6,956,869.75)
<i>9/30/2024 Balance</i>			(6,956,869.75)
*Estimate		(6,956,869.75)	(6,956,869.75)
** Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			(6,956,869.75)
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>570,508.47</i>	<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.15	804,516.16
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
FY 2020 Allocation	STBG-Urban	129,625.42	934,141.58
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.64
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.20
<i>9/30/2020 Balance</i>			<i>551,327.20</i>
FY 2021 Allocation*	STBG-Urban	119,199.08	670,526.28
<i>9/30/2021 Balance</i>			<i>670,526.28</i>
*Estimate		670,526.28	670,526.28
Remaining Balance All Funds (9/30/2021)			670,526.28
September 30, 2021 Balance			670,526.28
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			367,263.65
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			303,262.63

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>570,508.47</i>	<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.15	804,516.16
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
FY 2020 Allocation	STBG-Urban	129,625.42	934,141.58
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	479,619.64
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	551,327.20
<i>9/30/2020 Balance</i>			<i>551,327.20</i>
FY 2021 Allocation*	STBG-Urban	119,199.08	670,526.28
9901828 Trail of Tears Elm to Somerset	Programmed	(184,834.05)	485,692.23
<i>9/30/2021 Balance</i>			<i>485,692.23</i>
FY 2022 Allocation*	STBG-Urban	121,583.06	607,275.29
<i>9/30/2022 Balance</i>			<i>607,275.29</i>
FY 2023 Allocation*	STBG-Urban	124,014.72	731,290.01
<i>9/30/2023 Balance</i>			<i>731,290.01</i>
FY 2024 Allocation*	STBG-Urban	126,495.02	857,785.03
<i>9/30/2024 Balance</i>			<i>857,785.03</i>
*Estimate		857,785.03	857,785.03
Remaining Balance All Funds (9/30/2024)			857,785.03
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			857,785.03

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		<i>1,196,517.29</i>	<i>1,196,517.29</i>
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
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
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
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
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
<i>9/30/2020 Balance</i>			<i>1,524,745.60</i>
FY 2021 Allocation*	STBG-Urban	405,712.48	1,930,458.08
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,746,910.48
<i>9/30/2021 Balance</i>			<i>1,746,910.48</i>
*Estimate		1,746,910.48	1,746,910.48
Remaining Balance All Funds (9/30/2021)			1,746,910.48
September 30, 2021 Balance			1,746,910.48
9/30/2021 Balance after MoDOT STIP Programmed Cost Shares			1,746,910.48
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,250,038.55
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			496,871.93

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		<i>1,196,517.29</i>	<i>1,196,517.29</i>
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
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
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
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
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
<i>9/30/2020 Balance</i>			<i>1,524,745.60</i>
FY 2021 Allocation*	STBG-Urban	405,712.48	1,930,458.08
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	1,746,910.48
0141028 14 from Fort to Ridgecrest	Programmed	(18,722.40)	1,728,188.08
NX2201 Truman Heather Pembroke	Programmed	(1,530,550.00)	197,638.08
NX2102 North St Maplewood Cheyenne	Programmed	(437,506.00)	(239,867.92) **
<i>9/30/2021 Balance</i>			<i>(239,867.92)</i>
FY 2022 Allocation*	STBG-Urban	413,826.73	173,958.81
NX2101 N. Main Street	Programmed	(1,873,146.00)	(1,699,187.19)
<i>9/30/2022 Balance</i>			<i>(1,699,187.19)</i>
FY 2023 Allocation*	STBG-Urban	422,103.26	(1,277,083.93)
NX2301 Downtown N. Main	Programmed	(206,064.00)	(1,483,147.93)
<i>9/30/2023 Balance</i>			<i>(1,483,147.93)</i>
FY 2024 Allocation*	STBG-Urban	430,545.33	(1,052,602.60)
<i>9/30/2024 Balance</i>			<i>(1,052,602.60)</i>
*Estimate		(1,052,602.60)	(1,052,602.60)
** Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			(1,052,602.60)
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	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
<i>9/30/2018 Balance</i>			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
<i>9/30/2019 Balance</i>			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) **
<i>9/30/2020 Balance</i>			(86,839.28)
FY 2021 Allocation*	STBG-Urban	380,037.82	293,198.54
<i>9/30/2021 Balance</i>			293,198.54
*Estimate		293,198.54	293,198.54

**Advance Agreement on File

Remaining Balance All Funds (9/30/2021)	293,198.54
September 30, 2021 Balance	(86,839.28)
9/30/2021 Balance after MoDOT STIP Programmed Cost Shares	(86,839.28)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,170,932.48
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	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
<i>9/30/2018 Balance</i>			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
<i>9/30/2019 Balance</i>			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) **
<i>9/30/2020 Balance</i>			(86,839.28)
FY 2021 Allocation*	STBG-Urban	380,037.82	293,198.54
<i>9/30/2021 Balance</i>			293,198.54
FY 2022 Allocation*	STBG-Urban	387,638.58	680,837.12
<i>9/30/2022 Balance</i>			680,837.12
FY 2023 Allocation*	STBG-Urban	395,391.35	1,076,228.46
<i>9/30/2023 Balance</i>			1,076,228.46
FY 2024 Allocation*	STBG-Urban	403,299.17	1,479,527.64
<i>9/30/2024 Balance</i>			1,479,527.64
*Estimate		1,479,527.64	1,479,527.64
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			1,479,527.64
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			1,479,527.64

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2017 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>1,043,605.95</i>	<i>1,043,605.95</i>
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)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.27	151,905.72
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.21)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.90)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.91)
<i>9/30/2019 Balance</i>			<i>(551,193.91)</i>
FY 2020 Allocation	STBG-Urban	342,150.81	(209,043.10)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(262,388.13)
<i>9/30/2020 Balance</i>			<i>(262,388.13)</i>
FY 2021 Allocation*	STBG-Urban	314,630.13	52,242.00
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	(7,639.47)
<i>9/30/2021 Balance</i>			<i>(7,639.47)</i>
*Estimate		(7,639.47)	(7,639.47)

**Advance Agreement on File

Remaining Balance All Funds (9/30/2021)	(7,639.47)
September 30, 2021 Balance	(262,388.13)
9/30/21 Balance after MoDOT STIP Programmed Cost Shares	(262,388.13)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	969,405.21
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2017 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>1,043,605.95</i>	<i>1,043,605.95</i>
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)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.27	151,905.72
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.21)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.90)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.91)
<i>9/30/2019 Balance</i>			<i>(551,193.91)</i>
FY 2020 Allocation	STBG-Urban	342,150.81	(209,043.10)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(262,388.13)
<i>9/30/2020 Balance</i>			<i>(262,388.13)</i>
FY 2021 Allocation*	STBG-Urban	314,630.13	52,242.00
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	(7,639.47)
<i>9/30/2021 Balance</i>			<i>(7,639.47)</i>
FY 2022 Allocation*	STBG-Urban	320,922.73	313,283.26
<i>9/30/2022 Balance</i>			<i>313,283.26</i>
FY 2023 Allocation*	STBG-Urban	327,341.19	640,624.45
<i>9/30/2023 Balance</i>			<i>640,624.45</i>
FY 2024 Allocation*	STBG-Urban	333,888.01	974,512.46
<i>9/30/2024 Balance</i>			<i>974,512.46</i>
*Estimate		974,512.46	974,512.46
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			974,512.46
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			974,512.46

Note:

Funds Balance Scenarios by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		<i>6,142,338.50</i>	<i>6,142,338.50</i>
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
<i>9/30/2018 Balance</i>			<i>8,466,345.94</i>
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
<i>9/30/2019 Balance</i>			<i>11,578,939.22</i>
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 FY 2021 TMC Staff	STBG-Urban	(332,000.00)	14,631,364.81
0652079 Eastgate Relocation	STBG-Urban	8,920.16	14,640,284.97
<i>9/30/2020 Balance</i>			<i>14,640,284.97</i>
FY 2021 Allocation*	STBG-Urban	3,401,793.91	18,042,078.88
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	18,052,078.88
5901818 Signal Improvements	STBG-Urban	(640,000.00)	17,412,078.88
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	17,367,278.88
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	17,379,010.34
0652079 Eastgate Relocation	STBG-Urban	178.21	17,379,188.55
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	15,219,188.55
<i>9/30/2021 Balance</i>			<i>15,219,188.55</i>
*Estimate		15,219,188.55	15,219,188.55

Remaining Balance All Funds (9/30/2021) **15,219,188.55**

September 30, 2021 Balance	15,219,188.55
MoDOT STIP Programmed Cost Shares	
S602027 Campbell and Republic	(1,160,800.00)
SP1815 Kearney/West Bypass	(966,546.00)
MO2104 FY 2022 TMC Staff	(360,000.00)
MO2301 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset	(912,147.00)
SP1817 Kansas/Walnut Lawn	(1,186,199.00)
9/30/2021 Balance after MoDOT STIP Programmed Cost Shares	10,289,496.55
3-Year Maximum STBG-Urban Balance Allowed in 2021 (MoDOT)	10,481,248.90
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		<i>6,142,338.50</i>	<i>6,142,338.50</i>
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
<i>9/30/2018 Balance</i>			<i>8,466,345.94</i>
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
<i>9/30/2019 Balance</i>			<i>11,578,939.22</i>
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 FY 2021 TMC Staff	STBG-Urban	(332,000.00)	14,631,364.81
0652079 Eastgate Relocation	STBG-Urban	8,920.16	14,640,284.97
<i>9/30/2020 Balance</i>			<i>14,640,284.97</i>
FY 2021 Allocation*	STBG-Urban	3,401,793.91	18,042,078.88
FY 2021 Rideshare	All Other Cities and Counties	10,000.00	18,052,078.88
5901818 Signal Improvements	STBG-Urban	(640,000.00)	17,412,078.88
1602076 Kearney/West Bypass	STBG-Urban	(44,800.00)	17,367,278.88
5938807 FY 2020 TMC Staff	STBG-Urban	11,731.46	17,379,010.34
0652079 Eastgate Relocation	STBG-Urban	178.21	17,379,188.55
5916807 Overlay Improvements	STBG-Urban	(2,160,000.00)	15,219,188.55
5909802 Kansas Extension ROW	Transfer to Greene County	(2,080,000.00)	13,139,188.55
5909802 Kansas Extension CON	Transfer to Greene County	(2,700,000.00)	10,439,188.55
5916807 Overlay Improvements	Programmed	(232,000.00)	10,207,188.55
EN1803-18A3 Jefferson Footbridge	Programmed	(2,560,000.00)	7,647,188.55
SP2104 Walnut Street Bridge	Programmed	(240,000.00)	7,407,188.55
SP2016 Traffic Signal System Imp.	Programmed	(760,000.00)	6,647,188.55
S602027 Campbell and Republic	Programmed Cost Share	(1,160,800.00)	5,486,388.55
5901810 Republic Road Widening	Programmed	(1,120,000.00)	4,366,388.55
<i>9/30/2021 Balance</i>			<i>4,366,388.55</i>
FY 2022 Allocation*	STBG-Urban	3,469,829.79	7,836,218.34
SP2014 ADA Improvements	Programmed	(1,288,000.00)	6,548,218.34
1602076 Kearney/West Bypass	Programmed Cost Share	(966,546.00)	5,581,672.34
SP2022 TMC Signal Replacements	Programmed	(1,344,000.00)	4,237,672.34
SP1816 Kansas/Sunset	Programmed Cost Share	(106,572.00)	4,131,100.34
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(183,735.00)	3,947,365.34
SP2104 Walnut Street Bridge	Programmed	(1,360,000.00)	2,587,365.34
MO2104 FY 2022 TMC Staff	Programmed Cost Share	(360,000.00)	2,227,365.34
<i>9/30/2022 Balance</i>			<i>2,227,365.34</i>
FY 2023 Allocation*	STBG-Urban	3,539,226.38	5,766,591.72
SP1817 Kansas/Walnut Lawn	Programmed Cost Share	(1,002,464.00)	4,764,127.72
SP1816 Kansas/Sunset	Programmed Cost Share	(805,575.00)	3,958,552.72
MO2301 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	3,614,552.72
<i>9/30/2023 Balance</i>			<i>3,614,552.72</i>
FY 2024 Allocation*	STBG-Urban	3,610,010.91	7,224,563.63
<i>9/30/2024 Balance</i>			<i>7,224,563.63</i>
* Estimate		7,224,563.63	7,224,563.63
Remaining Balance All Funds (9/30/2024)			7,224,563.63

Funds Balance Scenarios by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>65,112.65</i>	<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
FY 2021* Allocation	STBG-Urban	50,293.30	241,793.86
<i>9/30/2021 Balance</i>			<i>241,793.86</i>
*Estimate		241,793.86	241,793.86
Remaining Balance All Funds (9/30/2021)			241,793.86
September 30, 2021 Balance			241,793.86
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			154,958.41
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]			86,835.45

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>	<i>STP-Urban</i>	<i>65,112.65</i>	<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	54,692.45	191,500.56
<i>9/30/2020 Balance</i>			<i>191,500.56</i>
FY 2021 Allocation*	STBG-Urban	50,293.30	241,793.86
<i>9/30/2021 Balance</i>			<i>241,793.86</i>
FY 2022 Allocation*	STBG-Urban	51,299.17	293,093.03
ST2202 N. Old Orchard	Programming Pending	(481,362.00)	(188,268.97) **
<i>9/30/2022 Balance</i>			<i>(188,268.97)</i>
FY 2023 Allocation*	STBG-Urban	52,325.15	(135,943.82)
<i>9/30/2023 Balance</i>			<i>(135,943.82)</i>
FY 2024 Allocation*	STBG-Urban	53,371.65	(82,572.17)
<i>9/30/2024 Balance</i>			<i>(82,572.17)</i>
*Estimate		(82,572.17)	(82,572.17)
** Advance Agreement Needed			
Remaining Balance All Funds (9/30/2024)			(82,572.17)
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		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
<i>9/30/2018 Balance</i>			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) **
<i>9/30/2019 Balance</i>			(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)
<i>9/30/2020 Balance</i>			(49,914.01)
FY 2021 Allocation*	STBG-Urban	112,796.92	62,882.91
<i>9/30/2021 Balance</i>			62,882.91
*Estimate		62,882.91	62,882.91

Remaining Balance All Funds (9/30/2021) 62,882.91

September 30, 2021 Balance	62,882.91
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	344,273.32
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2021)[†]	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 Scenarios by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2017 Balance</i>		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
<i>9/30/2018 Balance</i>			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) **
<i>9/30/2019 Balance</i>			(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)
<i>9/30/2020 Balance</i>			(49,914.01)
FY 2021 Allocation*	STBG-Urban	112,796.92	62,882.91
<i>9/30/2021 Balance</i>			62,882.91
FY 2022 Allocation*	STBG-Urban	115,052.86	177,935.77
<i>9/30/2022 Balance</i>			177,935.77
FY 2023 Allocation*	STBG-Urban	117,353.92	295,289.68
<i>9/30/2023 Balance</i>			295,289.68
FY 2024 Allocation*	STBG-Urban	119,700.99	414,990.68
<i>9/30/2024 Balance</i>			414,990.68
*Estimate		414,990.68	414,990.68
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			414,990.68
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			414,990.68

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021 Estimate
Republic Small Urban Allocation	453,222.55	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	6,766,970.56
STP/BG-Urban Distribution						
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	156,800.00
Rideshare	N/A	N/A	N/A	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	345,452.93
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,470,253.99
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.15	129,625.42	119,199.08
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	405,712.48
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	380,037.82
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.27	342,150.81	314,630.13
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,401,793.91
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,293.30
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	112,796.92
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,766,970.56
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	Rideshare	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)	(156,800.00)
Distribution						
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(5,234.00)	(8,206.91)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(22,276.00)	(34,928.77)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(1,806.00)	(2,831.81)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(6,147.00)	(9,638.50)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(5,758.00)	(9,028.54)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(4,767.00)	(7,474.66)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(51,541.00)	(80,816.29)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(762.00)	(1,194.81)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(1,709.00)	(2,679.71)
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(100,000.00)	(156,800.00)

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-FY2016 STP/BG-Urban funds distribution based on percentage of 2010 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

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

All Allocations

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

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2012 Allocation					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
FY 2012 BRM Allocation					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	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	118,439.15	2,132,570.37
	Deposit	10/01/2018	City of Nixa	403,125.94	2,535,696.31
	Deposit	10/01/2018	City of Ozark	377,614.96	2,913,311.27
	Deposit	10/01/2018	City of Republic	312,624.27	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

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
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	156,800.00	156,800.00
	Deposit	10/01/2020	Rideshare	10,000.00	166,800.00
	Deposit	10/01/2020	Christian County	345,452.93	512,252.93
	Deposit	10/01/2020	Greene County	1,470,253.99	1,982,506.92
	Deposit	10/01/2020	City of Battlefield	119,199.08	2,101,706.00
	Deposit	10/01/2020	City of Nixa	405,712.48	2,507,418.48
	Deposit	10/01/2020	City of Ozark	380,037.82	2,887,456.30
	Deposit	10/01/2020	City of Republic	314,630.13	3,202,086.43
	Deposit	10/01/2020	City of Springfield	3,401,793.91	6,603,880.34
	Deposit	10/01/2020	City of Strafford	50,293.30	6,654,173.64
	Deposit	10/01/2020	City of Willard	112,796.92	6,766,970.56
Total FY 2021 Allocation				6,766,970.56	6,766,970.56
FY 2021 TAP Allocation					
	Deposit	10/01/2020	Enhancements (TAP)	421,887.06	421,887.06
Total FY 2021 TAP Allocation				421,887.06	421,887.06

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
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				113,858,410.92	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
	06/26/2019	OTO Operations	(200,000.00)
			<u>(200,000.00)</u>
00FY821 OTO Operations/Planning			
	06/29/2020	OTO Operations	(100,000.00)
			<u>(100,000.00)</u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</u>
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)
			<u>(354,887.54)</u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u>(799,517.00)</u>
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			<u>(244,800.00)</u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u>(165,587.00)</u>
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
			<u>(1,048,107.83)</u>
0141028 14-Fort to Ridgecrest			
Closed	03/05/2021	City of Nixa	(183,547.60)
			<u>(183,547.60)</u>
0141029 Jackson and NN			
Closed	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			<u>(1,286,520.09)</u>
0141030 South and Third			
Closed	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
			<u>(1,345,183.85)</u>
0141032 14 in Ozark 32nd to 22nd			
Closed	02/11/2020	City of Ozark	(130,000.00)
			<u>(130,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0442239 I-44 Bridge-65			
Closed	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u><u>(1,110,295.00)</u></u>
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
			<u><u>(3,949,229.96)</u></u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u><u>(100,000.00)</u></u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u><u>(758,009.07)</u></u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u><u>0.00</u></u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u><u>(1,800,000.00)</u></u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u><u>(223,050.00)</u></u>
0651056 65/CC/J			
Closed	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u><u>(2,300,000.00)</u></u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u>(74,000.00)</u>
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)
			<u>(432,597.22)</u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u>0.00</u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u>(1,061,000.00)</u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u>(106,000.00)</u>
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)
			<u>(4,541,168.92)</u>
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)
			<u>(1,450,562.09)</u>
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
			<u>(146,718.63)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
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
			<u>(6,223,258.28)</u>
0652087 Chestnut RR			
Closed	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)
			<u>(3,482,241.03)</u>
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)
			<u>(1,610,083.02)</u>
0652099 Chestnut RR Utilities			
Closed	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
			<u>(1,108,035.39)</u>
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			<u>(21,000.00)</u>
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)
			<u>(357,398.72)</u>
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)
			<u>(538,233.28)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601063 Tracker/Northview/160			
Closed	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)
			<u>(862,142.28)</u>
1601071 160 and South			
Closed	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
			<u>(522,185.93)</u>
1602076 Kearney/West Bypass			
Closed	11/25/2020	City of Springfield	(44,800.00)
			<u>(44,800.00)</u>
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
			<u>(3,995,539.57)</u>
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)
			<u>(214,977.98)</u>
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
			<u>(184,209.33)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u><u>(24,992.27)</u></u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u><u>(250,000.00)</u></u>
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)
			<u><u>(192,680.00)</u></u>
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)
			<u><u>(1,001,068.99)</u></u>
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
			<u><u>(316,923.00)</u></u>
5901810 Republic Road Widening			
	03/18/2019	City of Springfield	(80,000.00)
			<u><u>(80,000.00)</u></u>
5901811 Springfield Greenwood			
	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
			<u><u>(150,441.52)</u></u>
5901812 Galloway Reco			
	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
			<u><u>(113,104.00)</u></u>
5901814 Luster/Fassnight			
	05/27/2020	Enhancements (TAP)	(158,078.40)
	01/21/2021	Enhancements (TAP)	30,737.52
	03/26/2021	Enhancements (TAP)	(12,070.32)
			<u><u>(139,411.20)</u></u>
5901815 SGF Harvard Sidewalks			
	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
			<u><u>(78,948.40)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901818 Signal Improvements			
	10/20/2020	City of Springfield	(640,000.00)
			<u><u>(640,000.00)</u></u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
5904810 Division Underground Tank			
	10/02/2006	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u><u>(111,340.76)</u></u>
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
			<u><u>(189,540.94)</u></u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u><u>(227,869.98)</u></u>
5905809 TMC Salaries 2021			
	06/26/2020	City of Springfield	(332,000.00)
			<u><u>(332,000.00)</u></u>
5907801 Campbell/Weaver			
	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
			<u><u>(2,217,020.84)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5909802 KS Extension			
	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)
			<u><u>(6,066,200.50)</u></u>
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)
			<u><u>(250,000.00)</u></u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u><u>(240,000.00)</u></u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u><u>(14,215.22)</u></u>
5916807 Overlay Improvements			
	03/29/2021	City of Springfield	(2,160,000.00)
			<u><u>(2,160,000.00)</u></u>
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
			<u><u>(237,391.82)</u></u>
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)
			<u><u>23,883.07</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u><u>(266,854.57)</u></u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u><u>(260,000.00)</u></u>
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u><u>(251,031.34)</u></u>
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u><u>(187,782.10)</u></u>
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
			<u><u>(295,361.40)</u></u>
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
			<u><u>(320,268.54)</u></u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u><u>(48,300.00)</u></u>
5944803 Miller Road Widening			
	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
			<u><u>(924,427.29)</u></u>
5944804 Hunt Rd Sidewalks			
	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			<u><u>(207,438.60)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u>(303,436.00)</u>
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)
			<u>(250,000.00)</u>
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)
			<u>(1,911,623.75)</u>
6900813 Shuyler Creek Trail			
	01/29/2021	Enhancements (TAP)	(178,969.03)
			<u>(178,969.03)</u>
7441012 Kearney/Packer			
	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u>(728,721.00)</u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u>(63,984.87)</u>
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
			<u>(1,078,283.68)</u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u>(27,759.89)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900843 Strafford Sidewalks 2014			
Closed	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></u>
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
			<u><u>(123,766.80)</u></u>
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)
			<u><u>(63,903.70)</u></u>
9900854 CC Realignment			
Closed	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
			<u><u>0.00</u></u>
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u><u>(14,331.69)</u></u>
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
			<u><u>(78,135.08)</u></u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u><u>(38,029.66)</u></u>
9900859 Main Street			
Closed	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
			<u><u>0.00</u></u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u><u>(205,706.70)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900861 Northview Road			
Closed	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
			<u><u>0.00</u></u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u><u>(1,998.24)</u></u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u><u>(795.68)</u></u>
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
			<u><u>(296,590.47)</u></u>
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)
			<u><u>(130,011.44)</u></u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u><u>(500,000.00)</u></u>
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
			<u><u>(978,676.98)</u></u>
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
			<u><u>(190,670.54)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
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
			<u>(196,697.22)</u>
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
			<u>(117,203.90)</u>
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
			<u>(110,912.36)</u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>
9901814 FF SW Weaver to Rose			
	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
			<u>(428,772.44)</u>
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
			<u>(312,653.87)</u>
9901816 Pine and McCabe Sidewalks			
	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
			<u>(238,212.71)</u>
9901817 FF SW Weaver to Rose			
	10/18/2019	Enhancements (TAP)	(28,000.00)
			<u>(28,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901818 Nicholas SW Ph 1 & 2			
	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
			<u><u>(365,533.06)</u></u>
9901820 Ozark N. Fremont SW			
	06/14/2019	Enhancements (TAP)	(17,531.92)
			<u><u>(17,531.92)</u></u>
9901821 Ozark South Elem SW			
	10/18/2019	Enhancements (TAP)	(13,000.36)
	02/24/2021	Enhancements (TAP)	(132,594.01)
			<u><u>(145,594.37)</u></u>
9901822 Ozark West Elem SW			
	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(267,179.61)
			<u><u>(294,919.55)</u></u>
9901826 FR 169 Bridge			
	02/09/2021	Greene County	(437,822.80)
			<u><u>(437,822.80)</u></u>
9901827 ChadwickFlyr Jackson/Clay			
	10/19/2020	Enhancements (TAP)	(79,874.23)
			<u><u>(79,874.23)</u></u>
9901828 Trail of Tears SmrSet			
	09/03/2020	City of Battlefield	(33,592.92)
			<u><u>(33,592.92)</u></u>
9901829 OGI Trail Plng Services			
	06/26/2020	Enhancements (TAP)	(100,000.00)
			<u><u>(100,000.00)</u></u>
B022009 Riverside Bridge			
	09/01/2109	City of Ozark	(800,000.00)
			<u><u>(800,000.00)</u></u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u><u>(6,804.21)</u></u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u><u>0.00</u></u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u><u>(2,584,800.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u>(185,838.68)</u>
S601061 M/Repmo Drive			
	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)
			<u>(959,126.13)</u>
S601065 14 SW Cedar Hts to Ellen			
	04/04/2019	City of Nixa	(100,286.00)
			<u>(100,286.00)</u>
S601071 FY 2017 TMC Staff			
Closed	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u>(272,513.12)</u>
S602027 Campbell and Republic			
	04/01/2019	City of Springfield	(240,000.00)
			<u>(240,000.00)</u>
S602083 Northview Rd Improvements			
	03/28/2019	City of Nixa	(180,000.00)
			<u>(180,000.00)</u>
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)
			<u>(2,700,000.00)</u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u>(198,465.00)</u>
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
			<u>(30,868.56)</u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u>(0.43)</u>
TOTAL OBLIGATIONS			<u>(81,968,683.65)</u>

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 14

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.L.

Towards a Regional Trail System Regional Long Range Trail Plan

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Towards a Regional Trail System is a standalone regional trail plan that will inform the development of the *Destination 2045* LRTP. The BPAC's planning process focus on identifying investment levels needed to create a *trail system with continuous linkages that connects communities* by 2045. Specific priority trails were not identified. Rather, the amount of new trail mileage needed by 2045 to ensure the OTO had "successfully" implemented a regional trail system by 2045 was identified.

The *Towards a Regional Trail System* planning process found the addition of 45 miles of new trails by 2045 will help ensure the region "successfully" implemented a *trail system with continuous linkages that connects communities, 45 by 45*. Based on the historical trail investment levels, two simple scenarios illustrating possible future trail construction were evaluated. One scenario included the construction of approximately 27 miles of new trails, and the other assumed the construction of approximately 48 miles. The following graphics illustrate the strengths and weaknesses of these two scenarios.

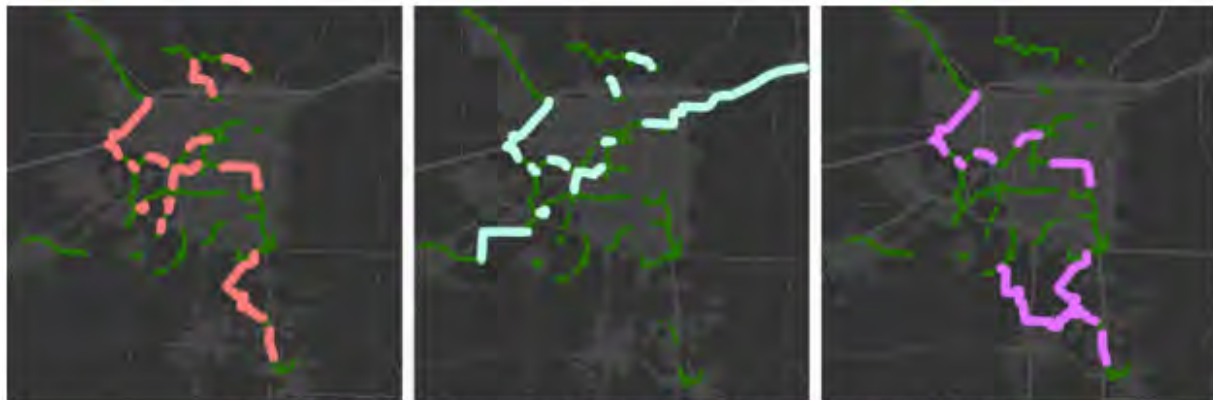


Figure 8 Range of Future Trail Networks with 27 New Miles of Trails

Strengths

- Some corridors completed
- A few communities are connected

Weaknesses

- Many critical gaps remain
- Footprint is not 'regional'

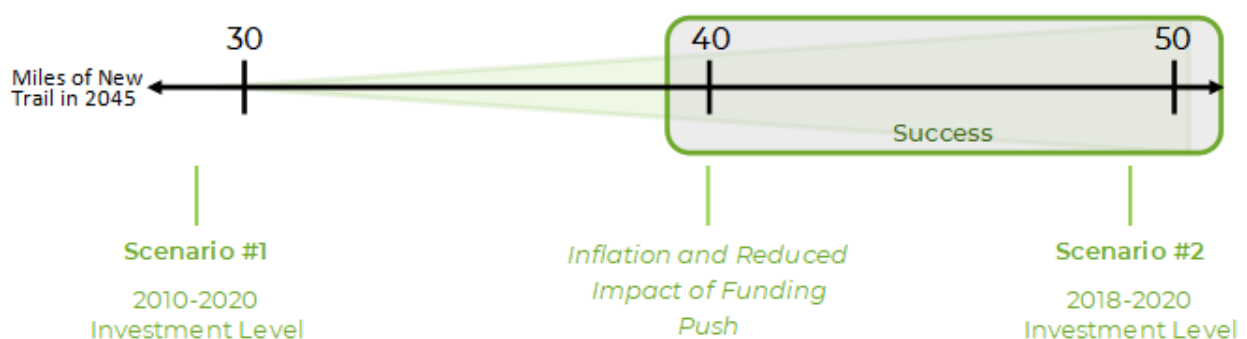


Figure 9 Range of Future Trail Networks with 48 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"> • Many corridors completed • Most communities are connected 	<ul style="list-style-type: none"> • Gaps Remain • Not every community connected

Neither the exact amount built, nor the specific corridors completed, were the focus of these scenarios. The intent was to define “success.” Would the region feel it had been successful in its efforts to create a *trail system with continuous linkages that connects communities* if 27 miles were built by 2045? 48 miles? Ultimately, “success” was something closer to 48 than 27, as shown in the graphic below.

Defining Success: How Many Miles Constitutes Success?



Towards a Regional Trail System also considers a range of challenges that might prevent the region from meeting its expectations and successfully building a *trail system with continuous linkages that connects communities*. These challenges, shown in the graphic on the following page, included things that might siphon money away from trail construction budgets and challenges associated with the mismatch between the jurisdictional funding needs and funding availability. The region can overcome these challenges, but it will take a concerted effort to do so.



Towards a Regional Trail System identifies several actions that would help ensure the region achieves its goal of **45 by 45**. Actions include direct action by the OTO and ways the OTO can support its member jurisdictions. A key action is the identification of sustained and expanded trail funding. The scenarios highlight the importance of sustaining the funding push made possible by the OTO Board's decision to direct Omnibus funds towards bike/ped projects during 2018, '19, and '20. A range of potential funding sources are identified, but the final decision is dependent on the passage of a long-term federal transportation bill and the careful consideration of the TPC and Board of Directors. The graphic below illustrates the actions identified in *Towards a Regional Trail System*.

Direct OTO Action

- Identification of Sustained and Expanded Trail Funding
- Provide Regional Trail Planning Supports
- Target Specific Corridors and Trails for OTO Funding
- Create Trail System Dashboard

Supports offered to OTO Member Jurisdictions

- Support Expansion of Local Funding Options
- Support Establishment Trail Maintenance Program/funding

Towards a Regional Trail System outlines three scenarios to show how the region could come up with additional trail funding. It is possible the next federal transportation bill will include additional STBG and/or TAP funds.

The TAP funds could be allocated towards trails. A portion of new STBG funds could also be allocated to trails. A final scenario involved a reallocation of existing STBG funds. A final decision on additional trail funding will be considered by the TPC and Board of Directors later. These scenarios simply outline possible courses of action for consideration by OTO leadership. The table below provides an additional summary of these funding scenarios.

Possible Sources for Sustained and Expanded Trail Funding		
Next Federal Transportation Bill Includes More Monies		No New Funds
Increased TAP Funds (STBG-Set Aside)	Additional STBG-Urban Funds	Reallocate STBG-Urban Funds
Any additional TAP/STBG-Set Aside funds included will help replace omnibus funds	Any increase in STBG-U funding could be allocated to trails rather than suballocated using the traditional formula. The amount of STBG-Urban funds needed will be dependent on possible TAP increases	The current distribution of STBG-Urban funds could be modified to direct existing funds towards trails.

EXECUTIVE COMMITTEE ACTION TAKEN:

The Executive Committee reviewed *Towards a Regional Trail System* at its regularly scheduled meeting on February 9, 2021. They were supportive of the overall direction of the plan and supported having some of the discussions recommended in the proposed action plan.

TECHNICAL PLANNING COMMITTEE FEEDBACK PROVIDED:

The Technical Planning Committee held a work session to review *Towards a Regional Trail System* during its regularly scheduled meeting on February 17, 2021. TPC members responded to a series of questions aimed at gauging their support for key elements of the proposed plan. The responses provided by the TPC were fairly similar to comments provided by the BPAC during the development of the plan.

BICYCLE AND PEDESTRIAN PLANNING COMMITTEE RECOMMENDATION:

After approximately one year of plan development, the Bicycle and Pedestrian Advisory Committee voted to recommend the adoption of *Towards a Regional Trail System* to the Technical Planning Committee and Board of Directors at its March 9, 2021 meeting.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 21, 2021, the Technical Planning Committee recommended the Board of Directors adopt *Towards a Regional Trail System* as the OTO's regional trail plan.

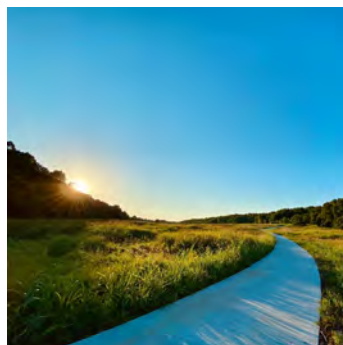
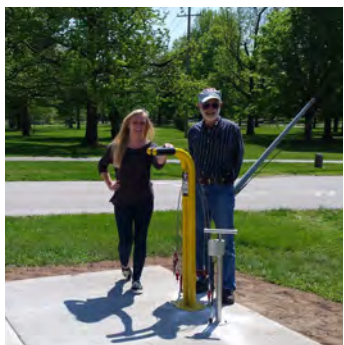
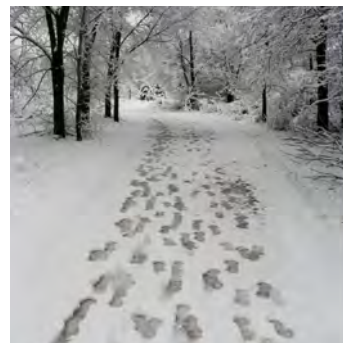
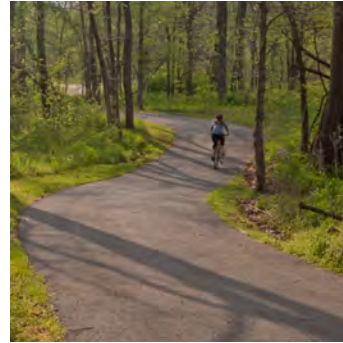
BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to adopt *Towards a Regional Trail System* as the OTO's regional trail plan."

OR

"Move to adopt *Towards a Regional Trail System* as the OTO's regional trail plan, with the following changes..."



Towards a Regional Trail System



Destination 2045



cto
Spring
2021

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Introduction/Executive Summary

Building a regional trail system *with continuous linkages that connects communities* is a critically important goal for leaders in the OTO area. The long-term vision for the regional trail system was well-established through previous planning efforts and nearly two decades of trail construction. This Destination 2045 trail seeks to identify regional expectations for future trail development, define a successful implementation, and establish a clear goal and target. Ultimately, an action plan is also developed to outline specific actions and supports the OTO can complete in an effort support the construction of **45 miles of new trails by 2045**.

Regional Trail Planning History

The region has a long history of important trail planning projects. Springfield's Vision 20/20 comprehensive plan and the OTO's Regional Bicycle and Pedestrian Trail Investment Study created and refined the region's initial, lasting vision for a regional trail system. Nearly every other community Comprehensive or Parks and Recreation plan endorse and supports the region's effort to achieve this historical vision.

Historical Trail Implementation

Implementation of the regional trail network began as soon as the Vision 20/20 planning process was completed. The region was able to start many corridors prior to 2003, and those corridors have continued to develop. Gaps remain, but many neighborhoods, schools, parks, and commercial areas are now connected by the regional system. Utilizing a new infographic, the region will better communicate implementation efforts with citizens and local leaders.

Future Vision for Regional Trail Network

The region's long-term trail vision is a 255-mile network of trails first identified by the region's robust history of trail planning. By the spring of 2021, 52 miles of regional had been built.

Defining Success: Setting a Goal for 2045

The region explored its own expectations and evaluated implementation challenges to better understand what size of trail system it thought should exist in 2045. The expectations and challenges led to a clear understanding of how many miles of new trail needed to be built for the region to see itself as successful. Simple scenarios were developed, and the region set a goal to build **45 miles of new trails by 2045**.

Action Plan

The action plan includes direct and supportive actions. The OTO must identify sustained and expanded trail funding, support the trail development pipeline, and create a strong project selection process to achieve this 45-mile target. The OTO must also offer its full support to local funding initiatives and any efforts to development trail maintenance programs.

Regional Trail Planning History

The region's long history with comprehensive planning has played a critical role in the development of the OTO's regional trail vision. Three key documents play a foundational role in the establishment of an integrated trail network, and broad inclusion of trails in recently developed plans have formalized individual community commitment to this vision.



The following sections will explore these key plans and highlight the many ways our communities have planned for trails.

Key Documents and Planning Processes

Three key planning processes have laid the groundwork for the OTO's regional trail vision. The initial vision for a regional trail network was developed in Springfield's Vision 20/20 comprehensive plan in the late 1990's. Implementation costs for many unbuilt corridors from the Vision 20/20 plan were developed in the Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS) in 2017. An addendum was developed for the RBPTIS in 2018 that proposed connections that would finally integrate Nixa into the region's trail vision. Future implementation efforts will draw heavily from these important planning exercises.

Vision 20/20 - Springfield/Greene County, 1998

Of all the regional trail planning efforts, Springfield's Vision 20/20 is the foundational document for the region's trail system. Residents envisioned their park system as critical to structuring the land use patterns of their community. Their vision is described as a 'community as a park' mentality. Using the region's many drainage ways, i.e. rivers and streams, as linear parks, new trails would allow people to move throughout the community. The Vision 20/20 process also took a regional prospective and recognized the ability of the region's trails to impact the quality of lives for everyone in Greene County and in surrounding counties.

Today, many Vision 20/20 trails have been started. Segments of the South Creek, Galloway Creek, Jordan Creek and Fullbright Springs trails, amongst others, have all been built. Work continues to implement the system envisioned in *Vision 20/20*. For more details, please review the *Historical Implementation* section of this plan.

Most of the trails included in *Destination 2045's* Bike and Pedestrian Plan were first proposed and formalized in the Vision 20/20 process. In fact, the region's dedicated trail non-profit, Ozark Greenways, came into being to implement the Vision 20/20 trail plan. Figure 1 is a map from Vision 20/20 that shows the earliest concepts of trails that exist on the ground today.

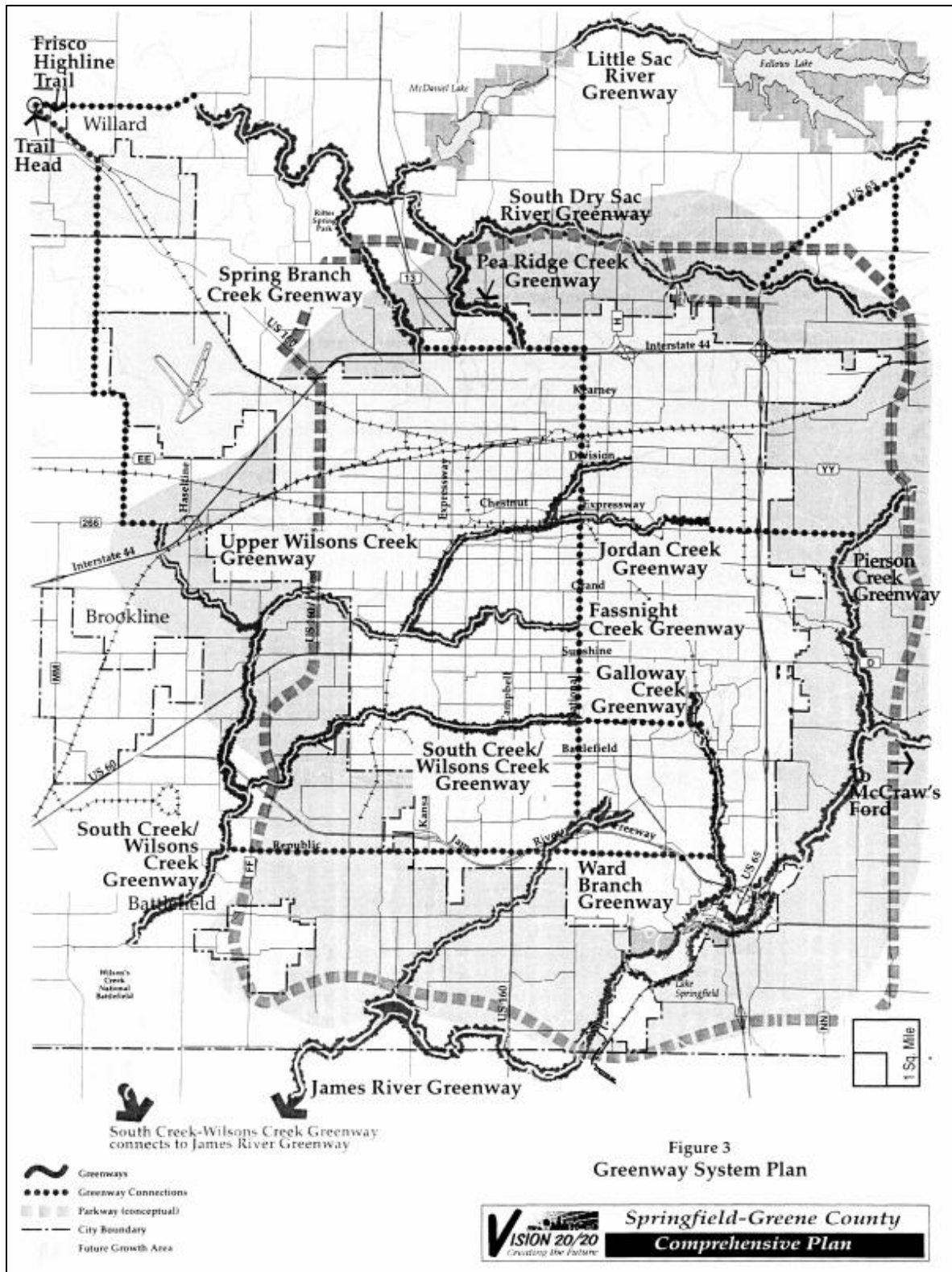


Figure 1 Vision 20/20 Greenway System Plan

Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS) & Nixa Addendum - OTO Region, 2017 & 2018

The Regional Bicycle and Pedestrian Trail Investment Study was the region's first effort to quantify the cost associated with the buildout of a truly regional trail system. This study looked at the remaining unbuilt trails identified in the Vision 20/20 process and at other corridors that could the rest of the OTO's communities. Trails evaluated in the RBPTIS were considered *transportation trails*, trails that connected people to jobs, schools, and other daily destinations. Planners looked for the most strategic alignment within each corridor and estimated costs using two methodologies. For the approximately 76 miles of trails evaluated in the RBPTIS, construction costs were estimated to be \$100 million. For the first time, the region had hard numbers they could share with the community.

The 2017 RBPTIS process did not include trails connecting to the City of Nixa. The region had never developed trail concepts that extended to this portion of Christian County. Thanks to the Nixa Addendum, an additional 12 miles of trails were added to the region's trail vision. These trails connected Nixa to Springfield and to Ozark.

The overall RBPTIS process evaluated 88 miles of new trails and estimated a build-out cost of approximately \$125 million.



Other Planning Support for Trails

The OTO region also benefits from a wide range of other planning efforts that include support for the region's trail vision. These plans may formalize a community's support for a conceptual regional trail corridor or show support for the development of a strong local trail system. They ensure the intercity trails are integrated in the various intracity trail networks. Figure 2 below outlines the many community level plans that support the development of a strong trail system.

These plans illustrate the many ways OTO communities support trails. Willard has committed to capitalizing on the presence of an established intercity trail, the Frisco Highline Trail. Ozark recognized its role in developing a strong trail system for Christian County. This wide support for trails helps ensure the region's vision is implemented.

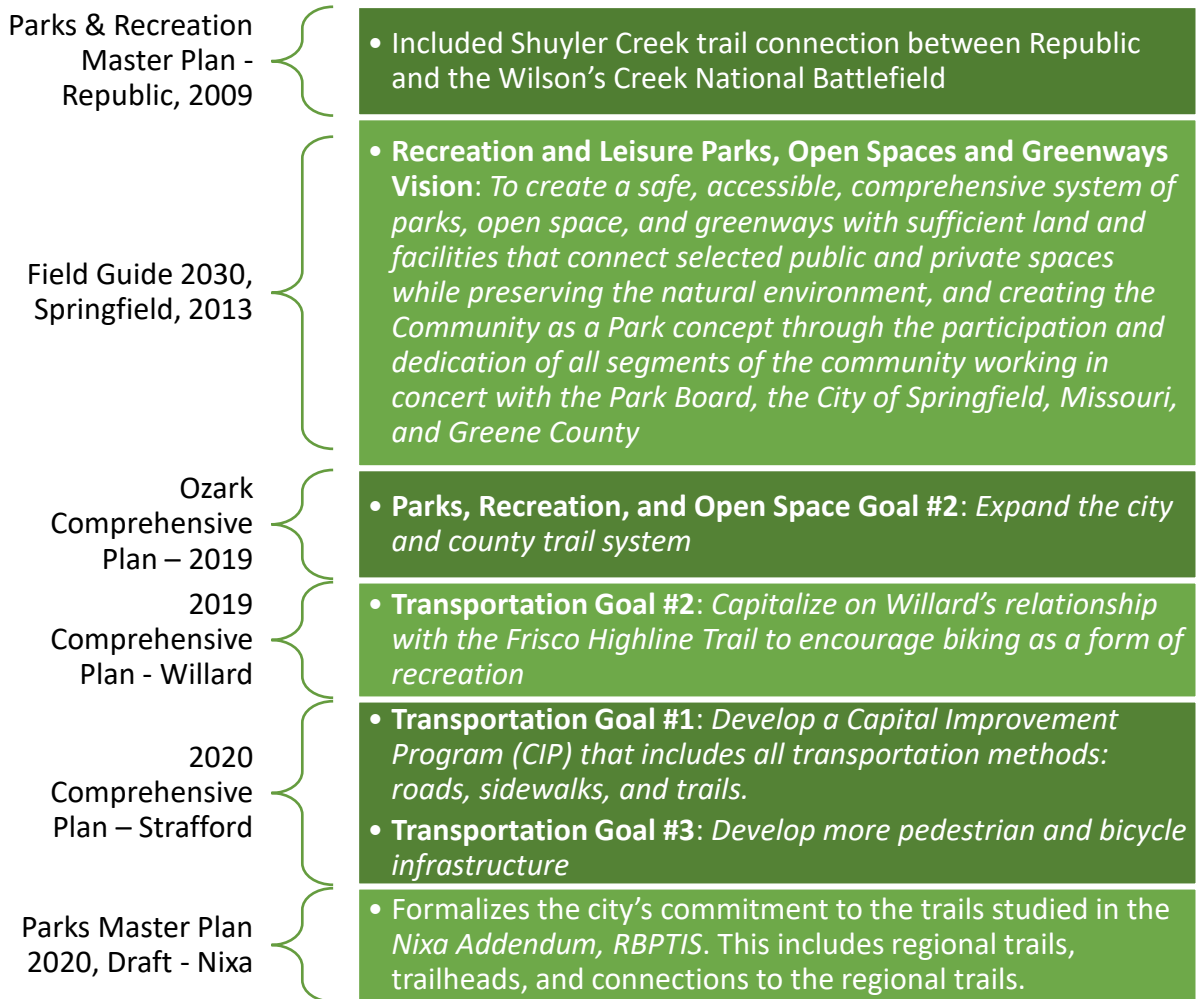


Figure 2 Planning Processes with an Impact on Trails

In addition to formally adopted plans, the region also has several plans currently under development that will also support the development of a strong trails system. The inclusion of trails in developing plans, in addition to existing plans, shows the region is still interested in building trails.

Ongoing Plan Updates
<ul style="list-style-type: none"> • Battlefield Comprehensive Plan • Republic Comprehensive Plan • Christian County Plan • Forward SGF Comprehensive Plan • Springfield/Greene County Parks Master Plan

Historical Trail Implementation

The region began implementing the ideas developed during Vision 20/20 immediately after the plan was adopted. Implementation has steadily continued over the last two decades. Early implementation primarily occurred in Springfield and its immediate surroundings. Within the last couple years, significant investments have been made by the cities of Ozark and Republic to build a truly regional system. Despite a strong history of implementation, many important connections and linkages have not been completed.



The following sections will explore trail implementation efforts, describe current and recently filled trail gaps. These sections do not describe every trail constructed in the OTO region. Rather, these sections describe trails that form a system with continuous linkages that connects communities.

Historical Implementation

Trail construction started shortly after the adoption of the Vision 20/20 plan. Galloway Creek, South Creek, and the Frisco Highline Trails were some of the earliest trails to be started. Figure 3 on the following page shows a basic timeline of trail implementation through 2020.

An important funding source for much of the early trail construction was a Springfield/Greene County Parks Tax. A portion of this tax provided important capital funding for all kinds of park, recreation, and trail projects. This tax provided the Springfield/Greene County Park Board a dedicated funding source for implement many elements of the Vision 20/20 comprehensive plan. However, the capital improvements aspect of the tax was allowed to sunset as part of commitments made to address the Springfield's underfunded Police and Fire Pension Plan. The remaining portion of the tax shifted to debt service, maintenance, and staffing of park facilities. The loss of this capital funding significantly impacted the availability of local funds for trail construction. State, federal, and foundation grants became the primary source of trail funding for the Springfield/Greene County Park Board.



Figure 3 Trail Construction Over Time



OTO Focus on Trail Funding, 2018-2020

The OTO Board of Directors chose to boost its regular investments in the region's bicycle and pedestrian system thanks to additional funding allocations included in the FY 18, 19, and 20 federal omnibus budget bills. The FY 18 funds allowed existing monies to be reallocated to sidewalks and trails, while the FY 19 funds allowed existing monies to exclusively be invested into the region's trail system. The FY 20 funds, a substantially smaller allocation, allowed the region to shift funding to a project awarded design and right-of-way funding in FY19. This

Construction Awards

The OTO Board of Directors' decision to allocate additional funds 2018-2020 allowed several high profile trail projects to continue, as shown in Figure 4. The project in Ozark included pedestrian underpasses at Rt. 14 and the Fassnight Creek project helped to implement the Springfield Art Museum's new Master Plan. Republic will finally have a direct pedestrian connection to the historic Wilson's Creek National Battlefield. The region wouldn't typically be able to fund projects of this scale across different communities with its annual trail funding allocation. The focus on trail funding helped the region create significant momentum, funding over 3.8 miles of new trail.

Regional Trail Planning Services

The OTO chose to invest in the project development pipeline for trail projects during the focus on trail funding in 2018-2020. A steady stream of available trail projects helps ensure the region can best match funding opportunities with appropriately sized trail projects. These funds will be used to work with local communities to identify trail opportunities, outreach to landowners and the public, and refine plans based on new opportunities and information. These activities will help the region's communities have plans on the shelf that can be submitted when various grants become available.

Fassnight Creek Trail

- Through Phelps Grove Park and Springfield Art Museum

Shuyler Creek Trail

- Extended to Wilson's Creek Battlefield

Trail of Tears

- In Trail of Tears Park to Somerset Dr.

Chadwick Flyer

- From the OC to Clay St.

Galloway Creek Trail

- Rebuild segment south of Sequiota Park
- New connection across Lone Pine at Greenwood

Figure 4 Key Funding Awards During 2018-2020



Completed Connections and Closed Gaps

Existing trails connect many important destinations throughout the region. Trails connect schools, regional parks, colleges, universities, cultural institutions, and many neighborhoods. The only existing intercity connection is made by the Frisco Highline Trail between Springfield and Willard. In fact, this trail connects Springfield to Bolivar, MO, some 35 miles to the north.

Important connections have been made throughout the system's two-decade long history, as shown in Figure 5. Early trails, such as South Creek, Galloway, and the Frisco demonstrated the types of connections and positive benefits trails could bring

to the region. These were long trails that connected important destinations. More recent projects, such as the new Grand Street Bridge and the completion of the Fullbright Springs trail across the old Fullbright Land fill closed gaps that had existed in the system for many years.

The public sector are not the only ones building new trails. As new neighborhoods are built, private developers are also constructing key trail segments. For example, private developers have built portions of the *Chadwick Flyer* along 22nd St. in Ozark and portions of the *West Wilson's Creek Trail* west of Rutledge Wilson Farm Park in southwest Springfield. Private developers will continue playing an important role in the build out of the region's trail system.

When intercity connections are made and gaps are filled, trail users can access more of their own region and the community can focus on the next project. For example, Willard has been connected to Springfield with the Frisco Highline Trail. The next issue is finding a way to connect the Frisco to the other existing trails in Springfield. This reality explains why Willard is not included in some of the mapping exercises discussed later in this report. The planned connection to Willard has been completed, so Willard will not bear any future implementation costs for the buildout of the region's trail system through 2045.

Frisco Highline Trail

- Springfield, Willard (Walnut Grove, Bolivar)

Fassnight Creek Trail

- Parkview High School, Fassnight Park, Phelps Grove Park, Springfield Art Museum (est. 2021)

South Creek Trail

- Carver Middle School, Sherwood Elementary, Horton Smith Golf Course, Nathaniel Greene/Close Memorial Park, McDaniel Park

Galloway Creek Trail

- Pershing Elementary, Lone Pine Bike Park, Sequiota Park, Galloway Village, Missouri Department of Conservation Nature Center, Missouri Veteran's Cemetery

Wilson's Creek / Jordan Creek Trails

- Ewing Park, Cruze Dog Park

Wilson's Creek Trail

- Rutledge Wilson Farm Park, Tal's Trail Head, Round Tree Public Access Area

Jordan Creek / North Jordan Creek Trails

- Founder's Park, Jordan Valley Park, OTC, Drury University, Silver Springs Park, Boys and Girls Club of Springfield-Stalnaker Unit, Smith Park

Fullbright Spring Trail

- Truman Elementary, Lost Hill Park, Ritter Springs Park, David C Murray Trail Head

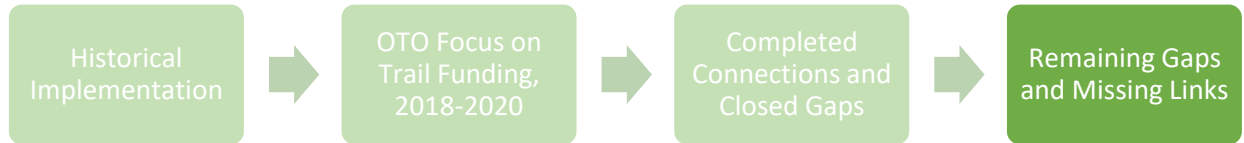
Ward Branch Trail (North)

- Cox Hospital, Burrell Behavioral Health, Twin Oaks Substation Park, The Library Center

Ward Branch Trail (South)

- Gray Elementary, Missouri Institute for Natural Sciences

Figure 5 Key Destinations Connected by Regional Trails



Remaining Gaps and Missing Links

The region's trail system has several gaps along existing trails and a handful of entirely new trails that need to be constructed. New trails are needed to connect the existing network to Nixa, Strafford, and to the Frisco Highline Trail to Willard. These are important missing links that represent significant challenges moving forward. Gaps within the existing system, while no less challenging to complete, are often shorter in overall length. There are currently nine gaps within the existing system that are less than one mile in length, as shown in Figure 6. Approximately 0.04 miles of trail is needed to connect the existing eastern terminus of the North Jordan Creek Trail to existing paved surfaces and paths within Smith Park, as seen in Figure 7. At just under one mile, the gap between Nathaniel Greene Park and Ewing Park is another critically important missing piece in the existing trail network.



Figure 7 Smith Park Trail Gap

Existing Gaps: Less than 1 mile



Figure 6 Locations of Gaps less than one mile in length

North Jordan Creek Trail

- Within Smith Park - 0.04 Miles

MO 174 Trail

- Lindsey to US 60 - 0.36 Miles

West Wilson's Creek Trail

- Silo Hills to Wilson's Creek Greenway - 0.4 Miles

Jordan Creek Trail

- Grant to Campbell - 0.43 Miles
- Mt. Vernon to Fort - 0.51 Miles

Trail of Tears

- Silverleaf to Marcella - 0.52 Miles

South Creek Trail

- ~Battlefield to Tal's Trailhead - 0.59 Miles

Trail of Tears

- Battlefield to Mt. Vernon - 0.68 Miles

Trail of Tears

- Ewing Park to Nathaniel Greene/Close Memorial Park - 0.98 Miles

Future Vision for Regional Trail Network

The *Destination 2045* Trail Plan seeks to show support for the regional trail vision that has been developed over the last 20 or 25 years. While this vision may not be fully realized by 2045, it does represent the overarching vision to which the region is committed. It represents a network of trails that provide connections between workers and jobs and between workers and the amazing natural landscape that is the Ozarks. The future includes a trail system with continuous linkages that connects communities. Scenarios representing the region's goal for the trail network in 2045 will be explored later.

The Hard Surface Trail Network includes a wide range of trail types that qualify for a wide range of potential funding sources. Some trails connect jobs and neighborhoods and are great candidates for funding from the OTO. It also includes recreational trails that provide important connections to the region's many natural amenities and are excellent candidates for programs such as the Recreational Trails Program administered by the Missouri Department of Natural Resources. The Hard Surface Trail Network is comprised of approximately 255 miles of trails, 52 of which exist today. Figure 8 shows the 255-mile network.

The specific alignments for some trails included in the Hard Surface Trail Network have evolved since Vision 20/20. The Pearson Creek Trail is now shown as primarily an on-street trail. The Wilson's Creek Trail between the Round Tree Branch Public Access and the Wilson's Creek National Battlefield is now shown as a multi-use sidepath along Rt. M and Rt. ZZ. Some trail gaps, such as along the Wilson's Creek or Jordan Creek Greenways, are still shown to follow the same alignments proposed in the Vision 20/20 process. It is always important to remember the region is more committed to the broader corridor than any specific alignment. The corridors represent the key connections the region wants made. Alignments can be determined based on the opportunities with which the region is presented.



Regional Hard Surface Trail Network

The Ultimate Long-Term Goal

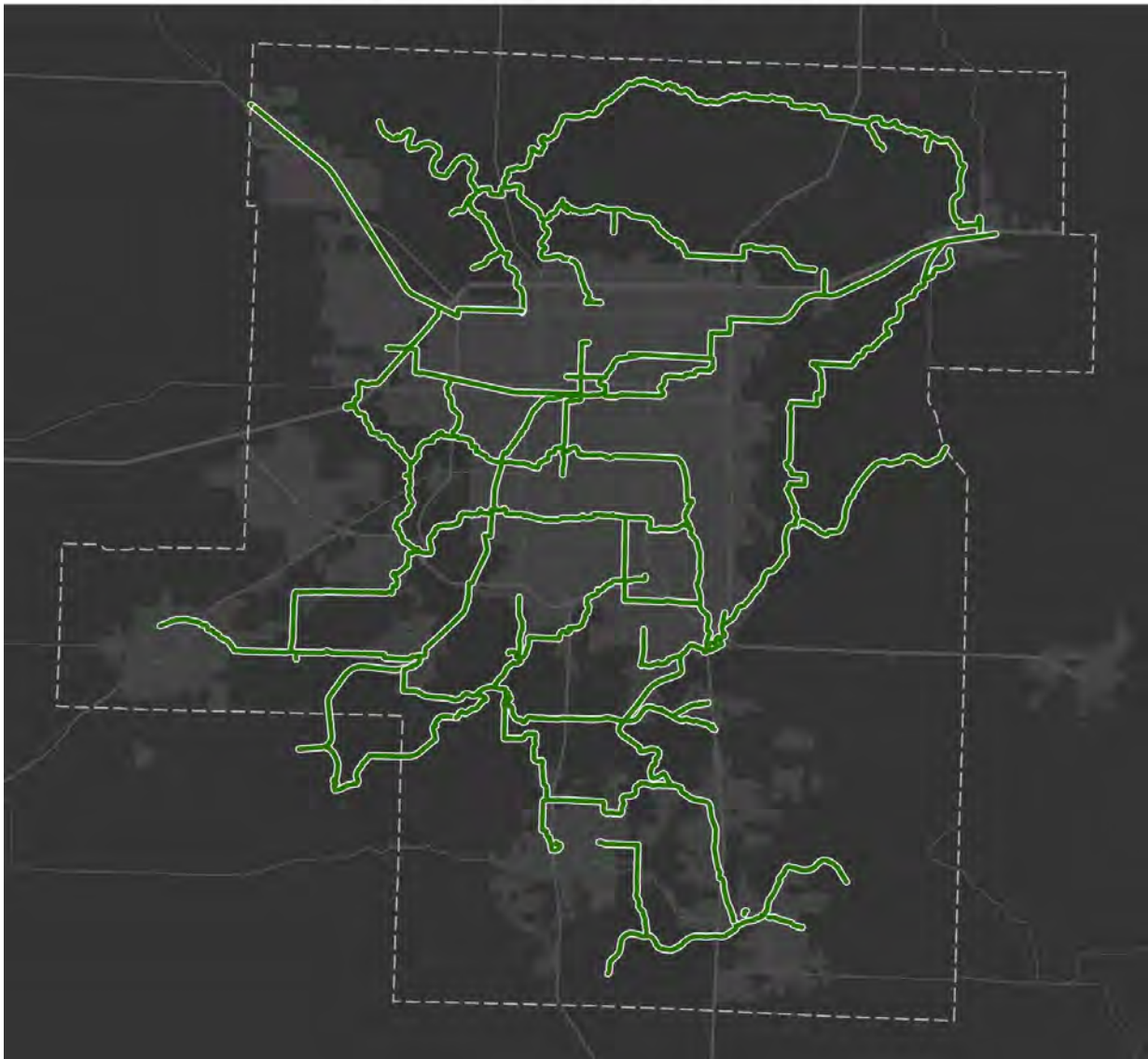


Figure 8 Regional Hard Surface Trail Network

Defining Success: Setting a Goal for 2045

The region has demonstrated a strong commitment to building a trail system with continuous linkages that connect communities. The *Destination 2045* planning process has allowed the region to define what is achievable over the next 25 years and define what success might look like.

The region used two future scenarios to understand what implementation success might look like. These future scenarios were also considered in light of four key implementation challenges. Utilizing all this information, the region defined success and set a goal for 2045. Ultimately, the scenarios including higher investment levels revealed future trail systems with fewer gaps and meaningful connections throughout the region, a trail system with continuous linkages that connects communities. Success can be described as continuing the focus on trail funding that occurred during 2018-2020 and setting a goal for **45 miles of new trails by 2045**.



The following sections explore how the scenarios allowed the region to recognize expectations, consider implementation challenges, and ultimately define success and set a trail construction goal.

Understanding Expectations: Two Future Scenarios

Understanding your expectations is an important first step in many planning processes. By knowing what is expected, the region can determine if it is on track to meet those expectations or if it needs to increase its efforts. Using two scenarios, the region was able to visualize the amount of trail new trail, and the resulting trail network, they expected to see in 2045. Overall, the region expects to build a trail system with continuous linkages that connects communities. These scenarios revealed significant investments are needed to meet the region's expectations for new trails

These scenarios explored what was possible and allowed the region to decide which scenario met its expectations of a trail system with continuous linkages that connect communities. Scenarios explored two investment scenarios: investments on par with the last decade and investments on par with the focus on trail funding that occurred during 2018-2020¹. Scenario 1 resulted in the investment of \$32 million and

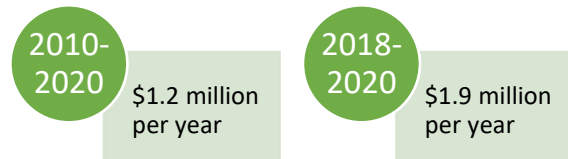
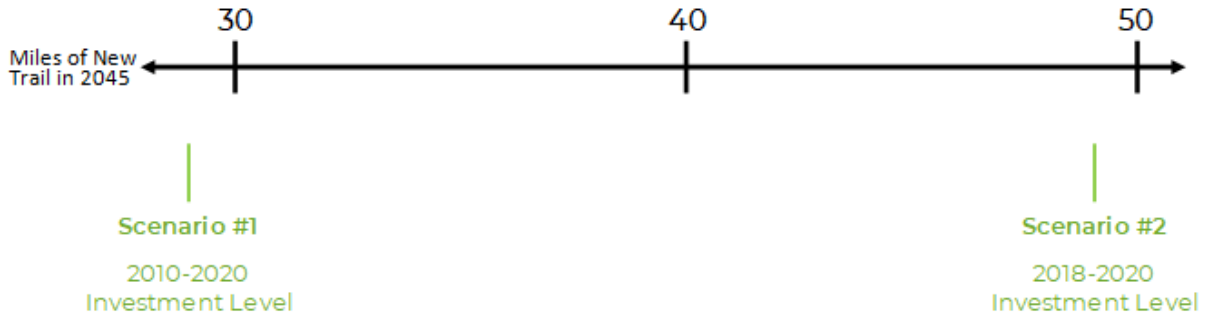


Figure 9 Historical Annual Investment Levels

¹ These scenarios calculated new trail construction over the Destination 2045 planning horizon by utilizing high- and low-cost estimates and assuming a continuation two historical investment trends.

the construction of approximately 27 miles of new trails by 2045, while Scenario #2 resulted in \$48 million invested in the construction of approximately 48 miles.

Understanding Expectations: How Many Miles Does the Region Expect?



Scenario 1: Continuing the historical Trend - 27 miles of new trails

Assuming the future will look like the past is never a bad starting point for these types of conversations. Scenarios based on the long-term investment average assumed the construction of 27 miles of new trails during the *Destination 2045* planning horizon. Twenty-seven miles is not an insignificant amount of new trail, but the maps shown in Figure 10 reveal many existing gaps are left unfilled and only one or two new communities were likely to be integrated into the region's trail system.



Figure 10 Range of Future Trail Networks with 27 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"> • Some corridors completed • A few communities are connected 	<ul style="list-style-type: none"> • Many critical gaps remain • Footprint is not 'regional'

Multiple maps were constructed based on the resulting total of new trail construction. These maps illustrated the many different combinations of new trails could be developed in each investment scenario. The goal was not to identify the best map, rather it was to identify an investment scenario that was most likely to create a trail system the region would deem successful.

Scenario #2: Maintaining Focus on Trail Funding - 48 miles of new trails

Attempting to maintain recent momentum towards achieving a goal is another good way envision what the future might look like. Scenarios based on the region's trail focus on trails in 2018-2020 assumed the construction of 48 miles of new trails. The scenarios shown in Figure 11 included over 75% more new trail than were assumed in Scenario Set 1. The extra mileage allowed many existing trail gaps to be filled and for several regional connections to be made.

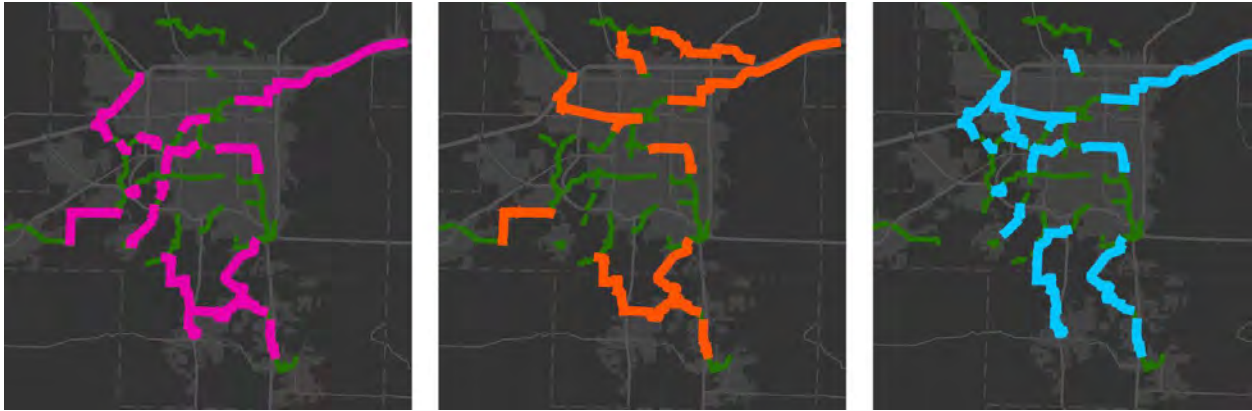


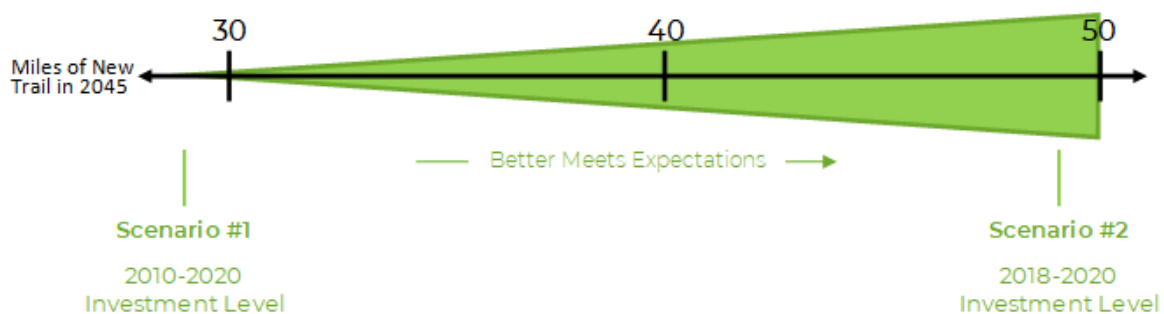
Figure 11 Range of Future Trail Networks with 48 New Miles of Trails

Strengths	Weaknesses
<ul style="list-style-type: none"> • Many corridors completed • Most communities are connected 	<ul style="list-style-type: none"> • Gaps Remain • Not every community connected

Expectations Defined

These scenarios reveal the region expects a future more akin to Scenario #2 than to Scenario 1. More corridors will be completed, and more communities will be connected. A future that looked like Scenario #2 would have a trail system with continuous linkages that connects communities. Many events could prevent this future from happening, so four key challenges are explored next.

Recognizing Expectations: How Many Does the Region Expect?





Challenges to Meeting Expectations

The ability of the region to maintain the elevated funding levels and build a future that is similar to Scenario #2 will be impacted by at least four key factors: disparate jurisdictional responsibility for trail development and subsequent jurisdictional funding disparities, the need to address deferred maintenance, and rising construction costs. These challenges are shown in Figure 12.

Regional leaders believe these challenges are not insurmountable, but these challenges may limit the region's ability to fully achieve the future described by Scenario #2. However, these scenarios were just tools used to understand success, and a trail system with continuous linkages that connects communities is possible with fewer miles of new trails.

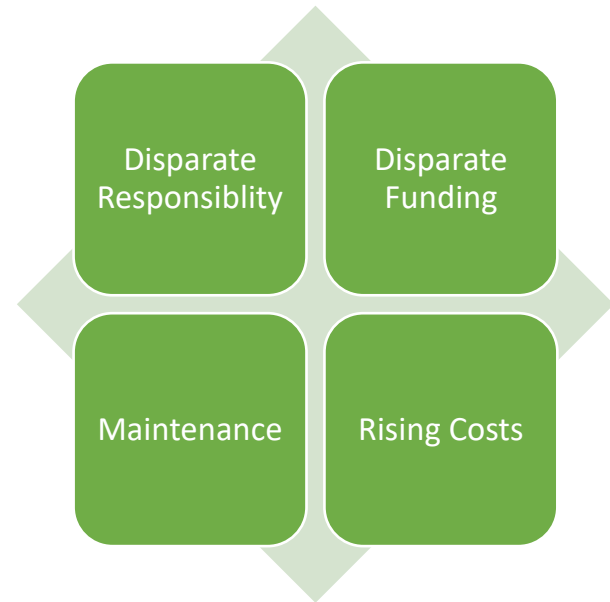


Figure 12 Challenges to achieving Scenario #2

Disparate Jurisdictional Responsibilities

Naturally, the responsibility for building out the region's trail system is not evenly distributed across the region. The table below shows how each community shares in the responsibility for building the trail systems outlined in Scenario #2. The table includes a range of trail mileage shown within each community's boundaries and includes a range of new trail costs based on different inflation considerations.

Summary of Jurisdictional Breakdown of New Trails				
Jurisdiction	Mileage		Cost Range	
	Low	High	Low	High
Battlefield	0.0	0.6	\$ -	\$ 790,000
Christian County	3.8	8.0	\$ 4,830,000	\$ 8,010,000
Greene County	9.2	12.2	\$ 10,810,000	\$ 13,640,000
Nixa	0.0	4.9	\$ -	\$ 4,940,000
Ozark	1.1	1.1	\$ 1,150,000	\$ 1,440,000
Republic	0.0	1.8	\$ -	\$ 2,270,000
Springfield	13.5	23.8	\$ 16,900,000	\$ 23,890,000
Strafford	3.6	3.6	\$ 3,600,000	\$ 4,520,000

Many of the existing gaps are located within the City of Springfield. Some communities, such as Nixa or Republic, may bare none of the regional cost burden if additional trails are not extended to those communities.

Disparate Jurisdictional Funding

Funding sources available for new trail construction vary amongst the region's communities. It is vital that each community feels it is possible to meet the financial responsibilities described in this plan. Some communities only have general revenue, their gas tax allotment, and the opportunity to apply for federal funds to fund trail construction, while other communities have several additional local sales taxes that could be put towards trail construction or maintenance. Figure 13 below highlights the range of revenue sources available to each of the region's communities.

Summary of Trail or Transportation Funding Sources							
	Capital Improvements Sales Tax	Transportation Sale Tax	Road Property Tax	Parks Tax		Parks Impact Fee	Fuel Tax Revenue
				Park Board Operational Component	Municipal Allocation Component		
Battlefield		x			x		x
Christian County		x					x
Greene County			x	x			x
Nixa		x					x
Ozark	x	x				x	x
Republic	x	x	x		x		*
Springfield	x	x		x			x
Strafford					x		x
Willard	x				x		x

* The City of Republic directs fuel tax revenues to the city's police department.

Figure 13 Summary of Trail Transportation Funding Sources

Trail Maintenance

A backlog of maintenance activities must be addressed in addition to building new trail over the coming decades. Many of the region's earliest trails were constructed of asphalt. These trails have not received consistent maintenance and are beginning to deteriorate. The region will have to decide what to do with these deteriorated trails. Additionally, each community in the region needs to implement a strong routine maintenance program.

Maintaining Asphalt Trails

Many of the earliest trails were constructed with asphalt as shown in the Figure 14 below. These early trails have not received regular surface maintenance, and many need serious rehabilitation. Asphalt was an easy, less expensive option when construction of the network first began. It is also a trail surface favored by many runners. These trails can be resurfaced with fresh asphalt or be replaced with concrete. Concrete trails are more expensive to build but require less annual maintenance and have a longer useful life span. Communities within the region seem to be taking different approaches.

Trail Maintenance

Trail Surface Type and Age

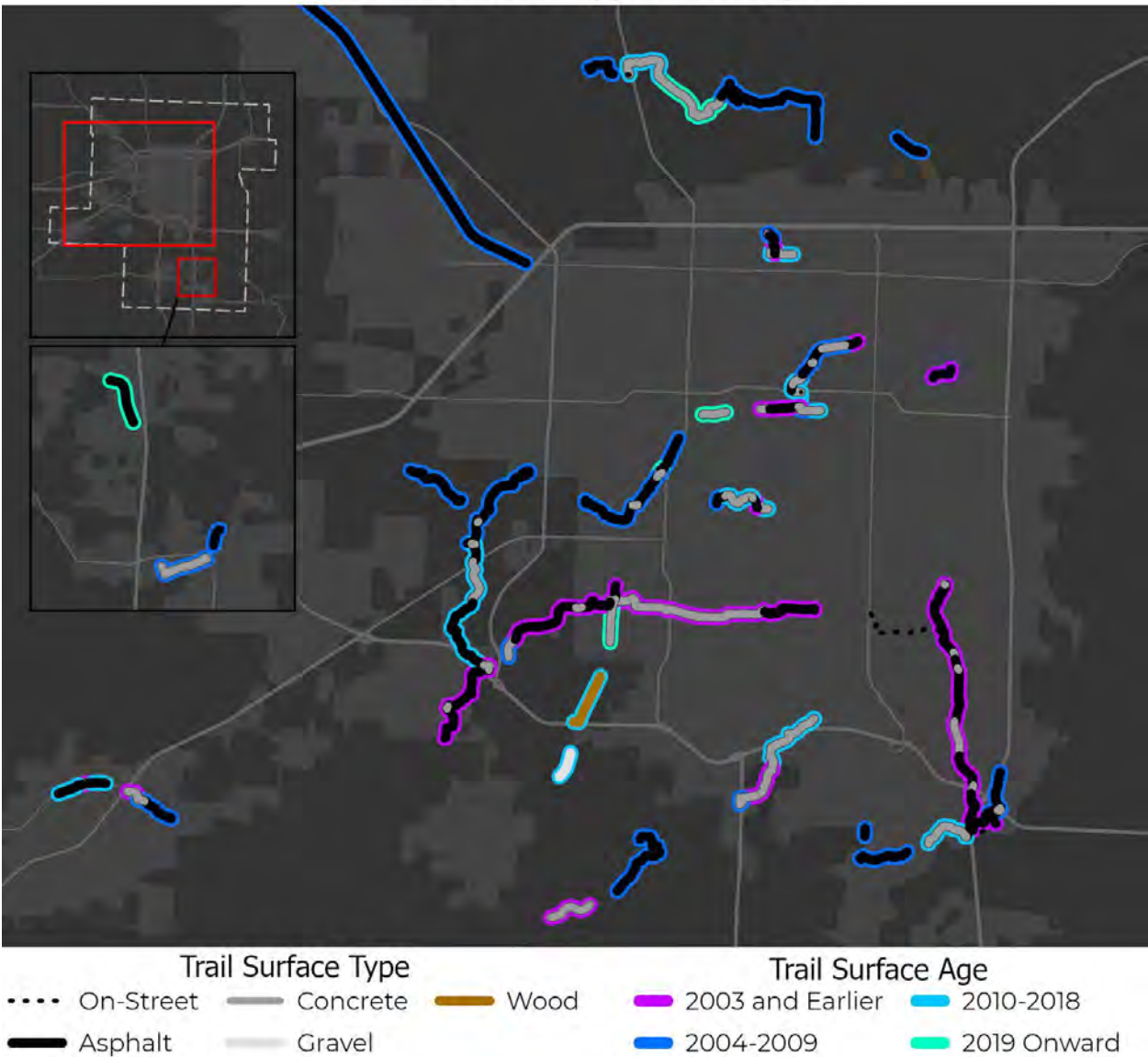


Figure 14 Trail Maintenance

Simplified maintenance estimates for the region's approximately 29 miles of asphalt trails suggest the region will need to spend between \$2.2 and \$6.5 million to address the asphalt trails, including options to repair the asphalt surface or replace with concrete. The lowest cost option over the *Destination 2045* planning horizon seems to be maintaining the asphalt trails as asphalt. This low-cost estimate includes a sealcoat every five years and a basic resurfacing every 10 years². The higher cost option assumes asphalt trails will be replaced with concrete trails. However, across the 50-year lifespan of concrete trails, the price of replacing trails with concrete vs maintaining the asphalt becomes very similar.

Regional communities are taking different approaches to this issue. Currently, the City of Springfield is replacing asphalt trails with concrete and constructing new trails with concrete. On the other hand, Ozark and Republic are opting to maintain existing asphalt trails and build new asphalt trails. Each approach has its own short-term and long-term cost implications.

Annual Routine Maintenance

Annual routine maintenance is a critically important element of the region's trail system. These maintenance activities include minor repairs, mowing, litter cleanup, clearing dirt and debris from trails, and addressing vandalism or illegal dumping. The system currently does receive annual maintenance.

Routine annual maintenance is performed throughout the region. The Springfield/Greene County Parks Department has a dedicated trail crew that addresses trail maintenance activities on trails managed by department. Ozark Greenways regularly organizes volunteer workdays to address upkeep, in addition to the regular work of its Frisco Highline Trail Manager. Individual public works and parks and recreation staff maintain trails owned by the region's other communities. The costs of these activities are often absorbed by the community's overall park, grounds, and road maintenance budgets. However, it is estimated that annual routine maintenance will cost between \$6.4 and \$6.8 million over the Destination 2045 planning horizon.

Overall Maintenance Costs

It is important to point out the maintenance costs discussed above will be in addition to the costs associated with building new trail. Annual routine maintenance is likely absorbed into existing maintenance budgets, but the needs associated with the region's asphalt trails will require explicit funding. Combined, these two maintenance costs could total as high as \$13.3 million over the Destination 2045 planning horizon. It is critically important the region to plan for range of maintenance activities described above and identify sustainable funding sources.

² LTAP, Indiana and Development Commission, Ohio River Greenway, "Best Practices in Trail Maintenance" (2014). Indiana Local Technical Assistance Program (LTAP) Publications. Paper 8. <http://docs.lib.purdue.edu/inltappubs/8>

Rising Costs

Scenario #2 did not include the cost inflation regional leaders knows will occur in the future. The scenarios were simplistic tools for gauging success. Cost inflation could threaten the ability of the region realize Scenario #2 and build a trail system with continuous linkages that connects communities. However, a deeper dive into the impact of rising costs suggests the investments included in Scenario #2 could still meet the region's expectations for new trails in 2045. Inflation reduces the amount of possible new trail in 2045 by about 10 miles. Figure 15 shown below demonstrates a 10-mile reduction to Scenario #2 would still result in a trail system with continuous linkages that connects communities

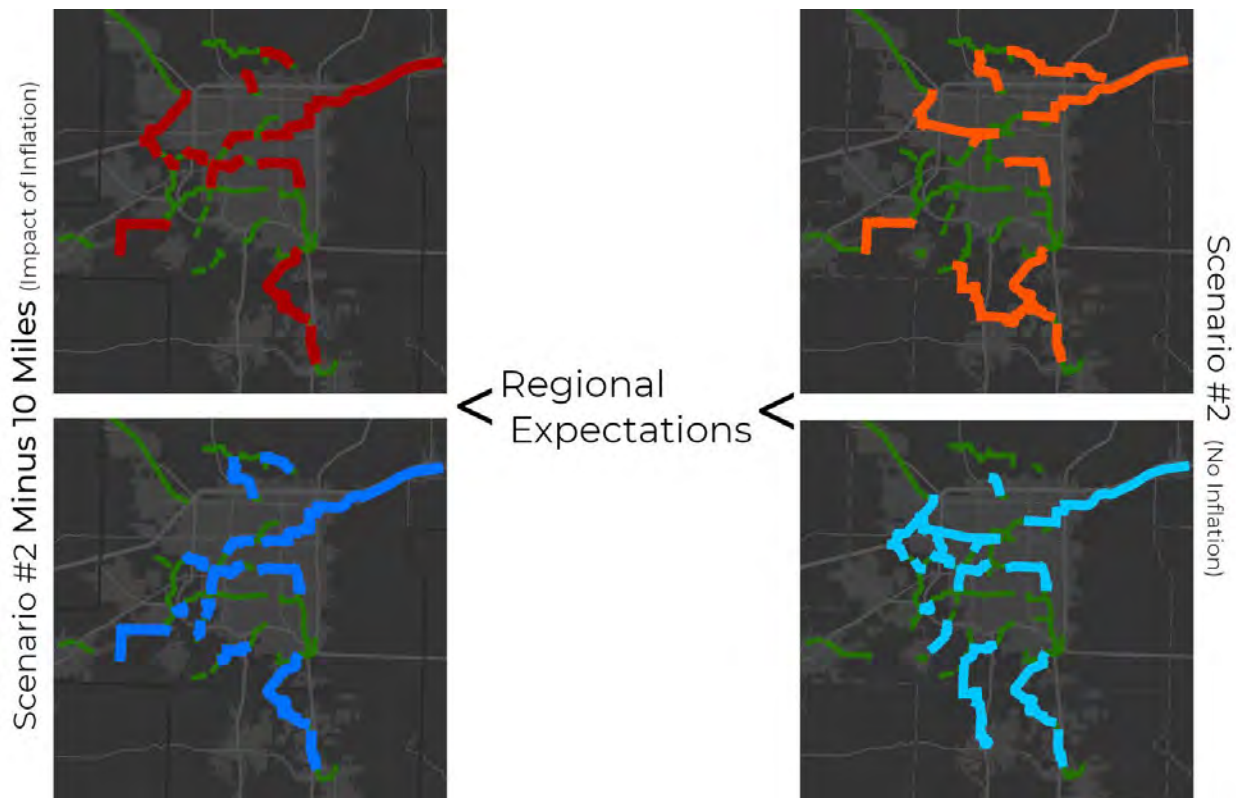


Figure 15 A comparison of Scenario #2 with and without Rising Costs

This graphic show that if the OTO continues allocating additional funds towards trails, the future could meet the region's expectations for new trails. Fewer gaps may be filled, or fewer connections made, due to rising costs, but the resulting networks could still be described as *continuous* and *interconnected*.

Addition, the public sector can mitigate rising construction costs by continuing to shift some trail development costs to private developers. Development regulations can be modified to include trails as part of the required infrastructure in new subdivision. Developers benefit from having trails in their subdivisions and the public sector can direct funds towards segments in built-out neighborhoods.

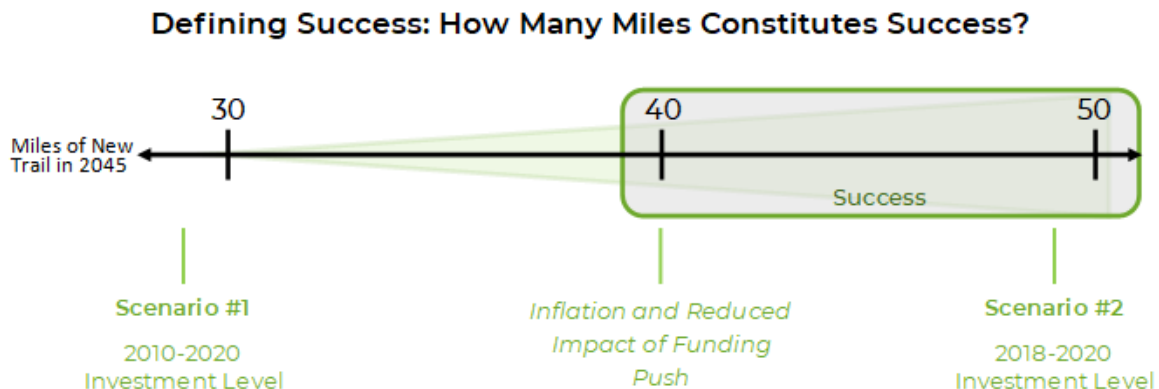
Impact of Challenges

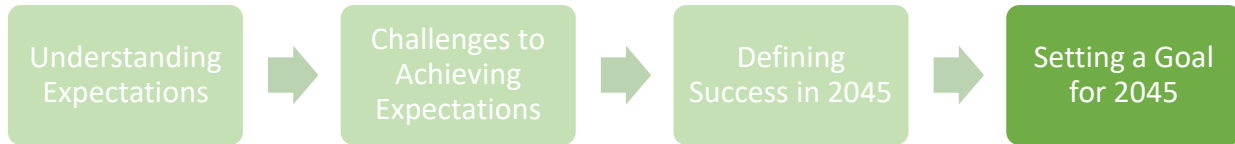
The availability of funding sources and the magnitude of each community's trail responsibility do not always match. Communities such as Greene County and Christian County have sizable project burdens but have limited funding sources. On the other hand, Springfield's funding and trails burdens are better balanced. Over the last decade or so, Springfield has averaged around \$1 million a year in trail related investments, including infrastructure on and off the highlighted regional trail network. With this annual investment, Springfield has a reasonable chance of investing the \$16 to \$19 million to build its share of the regional trail system. As a region, maintenance costs could impact the ability of some communities to dedicate funds to new trail construction. These challenges suggest achieving a future like Scenario #2 may be difficult, but expectations could be met even if the region comes up a little short.



Defining Success in 2045

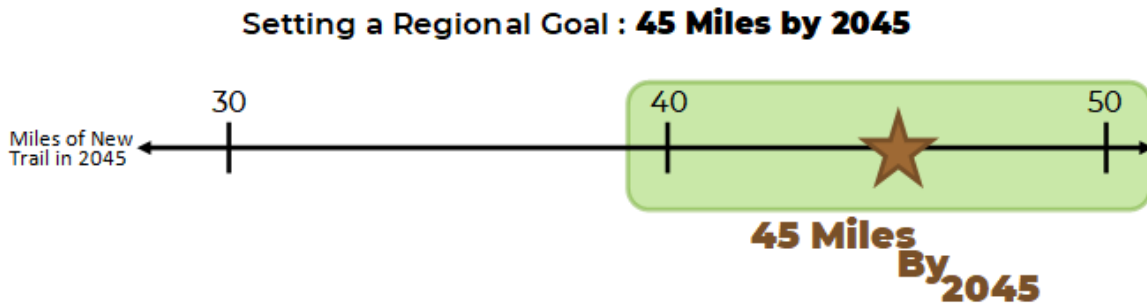
The OTO will have successfully implemented the *Destination 2045* plan if the region has between 40 and 50 miles of new trails by 2045. Regional expectations would be met with this amount of new trail construction. The future shown in Scenario #1 did not meet the region's expectations a trail network that truly connected our region. Scenario #2 illustrated a future trail system with continuous linkages that connects communities. Even if the challenges described above limits the impact of regional investments, the sustained focus on trail underlying Scenario #2 can still result in a network that connects the OTO region, meets regional expectations, and can be called successful.





Setting a Goal for 2045

The region must set a specific target for trail construction so it can track its progress over the next two and a half decades. Successful implementation of the *Destination 2045* plan will result in the construction of **45 miles of new trails by 2045**. This target will cost the region between \$45 and \$50 million. With this investment, the region will build a trail system with continuous linkages that connects communities. This goal will allow the region to meet its expectations and achieve success, success as defined in this plan.



Users of the regional trail system in 2045 will be able to move between trails and communities without needing to frequently leave the trail system. Individual trails will have few gaps and will be connected to other trails. Most communities will be connected to the regional trail system, and these intercity connections will rarely rely on on-street connections. On-street connections will be important for movement with individual communities, but those long, intercity connections rely on the trail system. Finally, residents will have followed along with the development of the truly regional system thanks to clear and consistent communication from the OTO and its trail partners.

Achieving this goal will require the region to make permanent the increased trail funding introduced during the focus on trail funding of 2018-2020. The region must continue to leverage local, state, and federal monies to achieve this goal. The cities of Springfield, Republic, and Ozark used receipts from transportation and capital improvements taxes. The region must ensure these funding sources continue to be available. The private development community must also play a part as new development intersects proposed trail corridors. Ultimately, the OTO must continue directing additional STBG-Urban funding to trail construction. The reallocation of STBG-Urban funding made possible by the Omnibus funds was a critical driver of the 2018-2020 push.

Multi-year Benchmarks

The construction of new trail will not happen according to a consistent schedule over the Destination 2045 planning horizon. Several miles of trail may be built in some years, while several miles of trails may be designed or have right-of-way purchased during others. However, it is important to set benchmarks for the development of the region’s trail network to ensure adequate progress is made across multi-year timeframes. Two simple benchmarks are outlined in Figure 16.



Figure 16 Regional Trail Benchmarks

These benchmarks will help the region monitor the successful implementation of this trail plan while not holding the region to unrealistic annual target. The region may not meet both benchmarks in each three-year timeframe. Some projects will include very costly road or river crossing, while others will include long stretches of reasonable flat trail. The region should seriously evaluate its trail construction activities if it fails to meet both benchmarks during a three-year period. This failure would suggest the region is not on track to achieving the region’s goal of constructing 45 miles of new trails by 2045.

Action Plan

Forty-five miles of new trail will be built by 2045 because the OTO has allocated and prioritized additional regional funding opportunities and supported strong local trail funding mechanisms. This mixture of direct and indirect action will create a financial climate that is supportive of prolific trail construction.



Direct OTO Action

The OTO will directly implement this plan through its bike/ped grant programs. Individual communities will ultimately decide what trail corridors are built out, but it is the OTO's job to ensure funding supports are available and directed to projects with the largest regional impacts. Building 45 miles of new trails by 2045 will require the OTO to maintain the enhanced grant program made possible by Omnibus funds in 2018, 2019, and 2020. The region needs to have hard conversations to identify from where these replacement funds will come. The OTO will also need to maintain its support for regional trail planning activities. Maintaining a pipeline of shovel ready projects is multi-jurisdictional and does not follow a consistent timetable. The OTO is best suited for these times of uncertainties. Finally, the OTO will support the region's mission to build a trail system with continuous linkages that connects communities by ensuring its funding goes to projects with the largest regional impacts. These actions are outlined in Figure 17.

Identification of Sustained and Expanded Trail Funding

The OTO must identify a sustainable source of extra funding for region's trail grant program to maintain the focus on trail funding made possible by the Omnibus funds. The reallocated funds in '18, '19, and '20 were essential to Board of Directors'

Direct OTO Action

- Identification of Sustained and Expanded Trail Funding
- Provide Regional Trail Planning Supports
- Target Specific Corridors and Trails for OTO Funding
- Create Trail System Dashboard

Supports offered to OTO Member Jurisdictions

- Support Expansion of Local Funding Options
- Support Establishment Trail Maintenance Program/funding

Figure 17 Destination 2045 Trails Action Plan

focus on trail funding. The overall investment level achieved during this time must be maintained to build 45 miles of new trails by 2045. The omnibus funds allowed the region to reallocate approximately one million dollars of funding each year to the regional trail system. A sustainable source of expanded trail funding could come from several different sources, including increased federal funding associated with a new transportation bill or by reallocating existing STBG-Urban³ funding, as outlined in Figure 18. These replacement funds could be allocated evenly across the planning horizon or grow based on a fixed percentage of overall funding. While establishing a sustainable funding source is important, the region could begin by identifying replacement funds for a specific time horizon.

Possible Sources for Sustained and Expanded Trail Funding		
Next Federal Transportation Bill Includes More Monies		No New Funds
Increased TAP Funds (STBG-Set Aside)	Additional STBG-Urban Funds	Reallocate STBG-Urban Funds
Any additional TAP/STBG-Set Aside funds included will help replace omnibus funds	Any increase in STBG-U funding could be allocated to trails rather than suballocated using the traditional formula. The amount of STBG-Urban funds needed will be dependent on possible TAP increases	The current distribution of STBG-Urban funds could be modified to direct existing funds towards trails.

Figure 18 Possible Sources for Sustained and Expanded Trail Funding

An increase in regional funding in the next federal transportation bill would reduce the prospect of needing to reallocate existing STBG-Urban funds. New STBG-Set Aside⁴ funds could automatically go towards maintaining the recent focus on trail funding. If additional funds were still needed, a portion of any new STBG-Urban funds also could be allocated to trails. If the next transportation bill does not include additional funding, the OTO Board of Directors could elect to redirect existing STBG-Urban funds to regional trails.

Provide Regional Trail Planning Supports

The OTO should continue providing financial and technical support to communities and organizations engaged in the development of trail projects. These supports will ensure a steady pipeline of shovel-ready projects. The OTO is in a special position to fund this work because the work crosses jurisdictional boundaries and does not follow a predictable schedule.

Target Specific Corridors and Trails for OTO Funding

The OTO should develop a strong project selection process to ensure the trails funded with its grant programs connect people and jobs. The HSTN includes

³ STBG-Urban funds are directly allocated to the OTO area for designing and constructing a wide range of transportation infrastructure, including roads, bridges, trails, and sidewalks

⁴ STBG-Set Aside funds are reserved for Transportation Alternatives, including the construction of trails and sidewalks.

corridors with existing trail segments and trail corridors that exist only on paper. The project selection process should prioritize corridors with existing segments and corridors that connect the region's seven cities. While every corridor included in the HSTN would benefit the region, the project selection process must prioritize projects that build a trail system with continuous linkages that connects communities.

Trail System Dashboard

Communicating the implementation of the region's trail vision is vitally important. As such, a dashboard should be developed to share this information with the public. The Dashboard should outline historical implementation; recently awarded and completed trail segments; and show progress towards constructing 45 miles of new trails by 2045. The dashboard should be updated each Spring and Fall to ensure the public is kept current of recent awards and ribbon cuttings.



Supports offered to OTO Member Jurisdictions

The OTO will indirectly implement this plan by offering its support for local funding initiatives and efforts to increase trail maintenance spending. The region can only sustain its recent funding push if our member communities have local match funds. Diversifying funding options makes it easier for individual communities to come up with project funds. Local funding is also critically important if the region's trail network is to be kept in a state of good repair.

Support Expansion of Local Funding Options

The region must provide support for communities wishing to increase local trail funding sources. Ensuring that all communities have a range of funding mechanisms will be critical to maintain the recent focus on trail funding over the next 20 to 25 years. Some communities, such as Christian County, do not have dedicated trails/parks and recreation funding sources, nor do they have the transportation or capital improvements taxes many other communities have. The City of Ozark has a transportation sales tax, but it sunsets in five years. Greene County has two parks and recreation taxes, but one tax is fully sub-allocated to communities within the county, while the other funds basic operations and debt payments. The City of Springfield has more diverse range of funding mechanisms available to construct its expected portion of the 45-mile regional trail goal, but the city is also responsible for a much larger transportation system than other communities. Maintaining and growing the local funding base is critically important if the region is going to achieve its goal of **45 miles of new trails by 2045** and a trail system with continuous linkages that connects communities. OTO support could include assistance in developing project lists, creation of maps, or providing educational materials or presentations.

Support Establishment Trail Maintenance Program/funding

A properly funded trail maintenance program is necessary to keep the region's trail system in a state of good condition through 2045, and beyond. Maintenance has been deferred along many of the region's oldest trails. Each community must have funds available to repair old trails and maintain any new trails that are built within their jurisdiction. The region cannot be successful in creating a a trail system with continuous linkages that connects communities if many of the trails are deteriorated and dangerous to traverse. OTO support could include conducting trail condition inventories, creation of maps, or providing educational materials or presentations.

TAB 15

BOARD OF DIRECTORS AGENDA 5/20/2021; ITEM II.M.

2021 Action Items

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

DESCRIPTION:

In 2014, the OTO worked to develop a mission statement with and goals objectives as part of a strategic planning effort. Each year, the Executive Director and the Executive Committee work to develop action items to further the mission and goals of the organization. Implementation of these action items are reviewed annually, which ensures staff accountability to furthering the mission of the OTO. The proposed action items for calendar years 2021 are included for approval.

The proposed action items are developed from several different OTO plans. These plans include *Transportation 2040*, the Traffic Incident Management Plan, the Bicycle and Pedestrian Plan, as well as other community initiatives as needed.

EXECUTIVE COMMITTEE ACTION REQUESTED:

At its regular scheduled meeting held April 14, 2021, the Executive Committee recommended the Board of Directors approve the 2021 Action Items.

BOARD OF DIRECTORS REQUESTED:

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

“Move to approve the 2021 Action Items.”

Or

“Move to approve the 2021 Action Items with the following changes...”



CALENDAR YEAR 2021 Action Items

Action 1: Increase Involvement and Organizational Identification

- Continued activity in non-government groups
- Continue to use social media to engage a transportation dialogue

Action 2: Increase Legislative Education

- Adopt legislative priorities that are consistent with other local agency priorities
- Support legislative member education through visits to Jefferson City, letter writing and meetings with legislators
- Conduct a legislative event to educate legislators in transportation issues

Action 3: Continued Education of OTO Staff, Boards and Committees

- Continue professional development of staff through education
- Educate board and committees through outside speakers

Action 4: Implement Long and Short-Range Plans

- Continue to work with the Traffic Incident Management Committee, the Bicycle and Pedestrian Committee the Local Coordinating Board for Transit and other committees to implement plans
- Update the travel demand model to reflect current conditions

Action 5: Monitor transportation system performance

- Complete an annual State of Transportation Report
- Establish and monitor national transportation performance measures and targets

Action 6: Foster Collaboration in the Project Prioritization and Programming Process

- Provide opportunities for MoDOT to communicate project and programming issues
- Prioritize projects for annual STIP prioritization
- Work to identify partnership opportunities for transportation projects

Action 7: Aggressively Seek to Ensure the Timely Expenditure of Federal Funds

- Provide a bi-annual federal funds balance report
- Monitor reasonable progress to ensure no loss of federal funding
- Encourage partnerships to stretch limited resources
- Work to ensure all Fast-Act funds are obligated expeditiously

Action 8: Identify funding opportunities for regional transportation projects

- Identify projects for congressionally directed spending and other federal funding opportunities.
- Work with entities to apply for funding opportunities.
- Work to select project options for additional OTO allocated funding.

Action 9: Identify Areas of Special Transportation Study

- Identify areas that need further study with OTO planning funds
- Conduct planning studies as appropriate

Action 10: Complete the Long Range Transportation Plan Update

- Adopt updated Long Range Transportation Plan by end of year

Action 11: Monitor federal bills and state bills that fund and regulate transportation

- Participate in opportunities to learn about new legislation.
- Provide Input on policy when possible.

Action 12: Complete USDOT Transportation Planning Certification to ensure continued eligibility for federal funding

- Complete required materials and meeting for certification review
- Address any concerns and comments arising from review

Action 13: Conduct a Staffing and Technology Needs Assessment

- Evaluate current and future staffing needs
- Monitor and evaluate additional technology options to increase efficiencies.

TAB 16



Republican members of the House of Representatives Committee on Transportation and Infrastructure issued a bill on April 14 (https://republicans-transportation.house.gov/uploadedfiles/builder_act_2021_text.pdf) that seeks to make infrastructure project reviews more efficient and reduce project costs while spurring economic recovery for the nation.

[Above photo by the Architect of the Capitol.]

They maintain the focus of Building U.S. Infrastructure through Limited Delays and Efficient Reviews or BUILDER Act is to “shrink the bureaucratic footprint” that inhibits many infrastructure projects from moving forward “in a timely and cost-effective manner.”

Key provisions of the bill include:

Ensuring rigorous environmental scrutiny for proposed actions without delays or excessive costs.

Ensuring practical project review timelines.

Clarifying duties of federal, state, tribal and local governments when conducting an environmental review and ensuring project applicants and the public are informed.

Establishing and clarifying the threshold determinations for preparing an environmental document under the National Environmental Policy Act or NEPA.

Emphasizing early coordination with stakeholders and federal agencies.

Eliminating vague, outdated provisions to make compliance easier.

Permitting a project sponsor to assist agencies in conducting environmental reviews to help speed up the process and to resolve issues.

Requiring agencies to make use of reliable existing data sources.

Requiring litigants to have participated meaningfully in the NEPA process before filing suit and provide a reasonable timeline to file those lawsuits.

Ensuring that, when determining whether the effects of a federal action are significant, agencies will only consider reasonably foreseeable effects with a reasonably close causal relationship to the proposed action.

“The National Environment Policy Act was enacted in 1970 to ensure the productive coexistence between the environment and the American people, but ... it has become an unproductive obstacle that is failing the very people and resources it is supposed to be serving,” explained Rep. Garret Graves, R-La., the lead author of the BUILDER Act, in a statement (<https://republicans-transportation.house.gov/news/documentsingle.aspx?DocumentID=405330>).

“NEPA review is project purgatory, taking orders of magnitude longer to study projects than the time needed to complete them,” he added.


“Our bill fixes this broken approach – while protecting the environment – and updates NEPA so it can fulfill its purpose and deliver to taxpayers the infrastructure enhancements, coastal wetlands restoration, flood protection and other improvements it currently impairs,” he said.

“By approving needed infrastructure projects more efficiently, we can make our limited resources go much further while maintaining strong environmental protections,” added Rep. Sam Graves, R-Mo., the ranking member on the House T&I committee.

“I commend Congressman Garret Graves for his leadership in this effort, and I look forward to working on bipartisan measures to rebuild our infrastructure with smart, achievable policies,” Rep. Graves said.

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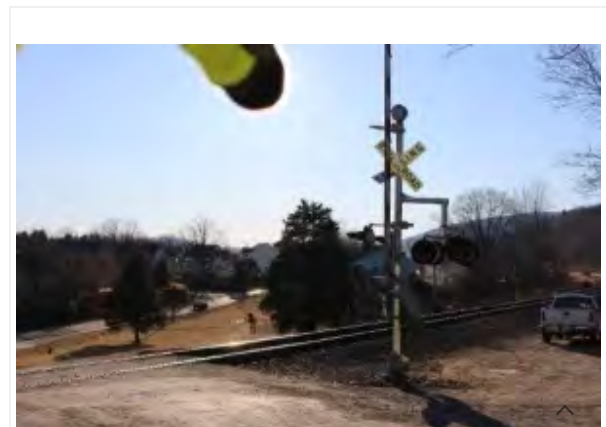
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Key members of the Senate Committee on Commerce, Science, and Transportation introduced legislation (<https://www.commerce.senate.gov/services/files/19989660-618B-4E46-A4DF-8DD0C175CE2E>) on April 29 that seeks to provide \$500 million annually for five years to improve safety and reduce congestion at railroad crossings.

That bill – authored by Sen. Maria Cantwell, D-Wash., (*above at right*) the committee’s chair, and Sen. Roy Blunt, R-Mo. (*above at left*) – noted that incidents at railroad crossings account for about 30 percent of all rail-related fatalities. That is why the bill seeks to help states, cities, and tribal authorities fund grade crossing separation projects as well as other track relocation projects to improve safety or reduce traffic congestion.

“Too many people are injured or killed at at-grade crossings, and the safest crossing is one that does not exist,” Sen. Cantwell said in a statement (<https://www.commerce.senate.gov/2021/4/cantwell-blunt-introduce-bill-to-address-dangerous-and-costly-at-grade-crossing-delays>).



"Crossings can also delay the movement of people and goods, hurting our [nation's] competitiveness," she noted. "With the volume of freight shipments projected to increase 17 percent by the year 2030, it is critical we act now to address this urgent infrastructure need."

"As a state with the 10th largest number of railroad miles in the nation, Missourians are no stranger to the safety issues and inconveniences caused by rail crossings," added Sen. Blunt.



Photo by NTSB

"Getting rid of rail crossings will reduce traffic jams, improve the quality of life, and – most importantly – increase safety in communities across the state," he said. "In addition, removing crossings will increase the reliability of our rail network and strengthen Missouri's role as a national transportation hub."

The American Association of State Highway and Transportation Officials voiced its support for this proposed legislation, noting that, "reducing the number of highway and railway at-grade crossings blocked by trains is crucial for highway and pedestrian safety, as well as better connecting communities separated by

railroad tracks."

The lack of funding for railroad crossing improvements has been an issue for some time.

Rep. Peter DeFazio, D-Ore., chair of the House of Representatives Committee on Transportation and Infrastructure, held a hearing on that issue in February 2020.

"States and localities have tried to address some of the grade crossing issues they face but have a hard time keeping up – often with little financial support from the federal government or railroads," he explained during that hearing (<https://aashtojournal.org/2020/02/14/improving-railroad-grade-crossing-safety-focus-of-house-ti-hearing/>). "While the railroads advocate for closing more grade crossings, these projects often aren't realistic solutions in densely populated communities that have been built around rail lines."




Rep. DeFazio


Rep. DeFazio noted that grade crossing separation projects could increase capacity and free-flowing movement for both trains and vehicles, while reducing vehicle-train conflict and increasing safety.

The U.S. Department of Transportation’s John A. Volpe National Transportation Systems Center added an interesting wrinkle to that discussion via a report (<https://railroads.dot.gov/sites/fra.dot.gov/files/2019-12/UAVs%20and%20Grade%20Crossings.pdf>) in January 2020 (<https://aashtojournal.org/2020/01/24/volpe-says-drones-should-gather-railroad-grade-crossing-data/>) touting the use of unmanned aerial vehicles – known as UAVs or drones – by the Federal Railroad Administration to produce accurate 3-D models of high-profile grade crossings.

Volpe’s report recommended that FRA pursue the development of a software tool that can analyze three-dimensional models of railroad grade crossings to produce a single number: the inches of ground clearance required for a vehicle with a 30-foot wheelbase to safely traverse a grade crossing.


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Riley Beggin | The Detroit News

May 5, 2021 4:00 PM, EDT

Bill Would Create National EV Charging Network in Five Years



Electric vehicle chargers in a New Greenfield, Mass., parking garage. (greenfield-ma.gov)

[Stay on top of transportation news: Get TTNNews in your inbox.]

WASHINGTON — Rep. Andy Levin (D-Mich.) is reintroducing legislation that seeks to build a nationwide electric vehicle charging network within five years.

President Joe Biden has promised to roll out half a million new public charging stations nationwide at the cost of at least \$15 billion in federal investment. The bill, dubbed the EV Freedom Act, “is the comprehensive policy we need to make President Biden’s request a reality,” Levin said in a statement.

There are just under 103,000 electric vehicle charging outlets in the country, according to the Department of Energy, and experts have estimated it will cost \$50 billion to \$60 billion to reach the president’s goal. Industry analysts also have found that range anxiety — concern that they wouldn’t be able to go longer distances in an EV — is one of the main barriers to people buying electric vehicles.

— Rep. Andy Levin **I’m so excited to announce the EV Freedom Act with @RepAOC, @Earthjustice, @LCVoters and @ELPCenter RIGHT NOW on Facebook Live. Tune in!**
<https://t.co/XqunsjyJR9>
(@RepAndyLevin) May 5, 2021

The bill directs the Departments of Transportation and Energy to create a plan to build out a network of public electric vehicle charging stations placed far enough apart to allow drivers to drive anywhere in the country without their battery running out.

The plan would be due to Congress within one year of the bill passing. A funding plan would be due two years after passing and the plan would have to be completed five years afterward.

At least half of the funding made available through the program would be required to go to vulnerable communities and grant recipients would be required to pay at least prevailing wage. Priority would go to projects in “frontline, vulnerable and disadvantaged communities” and to projects hiring workers trained in EV charger installment by labor organizations.

“Imagine the new avenues for economic and community success we’ll create by setting clear goals on the road to a low-carbon economy,” Levin said. “Tackling the climate crisis is going to be a tremendous job-creating proposition and our government has a crucial role to play in guiding the transition to a green future.”

Rep. Alexandria Ocasio-Cortez (D-N.Y.) will co-sponsor the legislation.

— Rep. Alexandria Ocasio-Cortez (@RepAOC)
May 5, 2021

.@POTUS pledged to install 500k electric vehicle charging stations. The EV Freedom Act will do that, and:

Create good-paying union jobs
Allow us to recharge a vehicle in the same time it takes to refill a tank
Dedicate 50% of funding to frontline communities pic.twitter.com/qYfLIUrigm

The Department of Transportation would be able to set minimum charging speed requirements every two years based on the best available technology. Levin said the bill seeks to enable high-speed charging “as we look toward a future where you can charge your vehicle in the time it takes to fill up your gas tank.”

Current charging speeds are far from that: The fastest and most expensive chargers can bring an EV battery up to around 80% in less than an hour. The second-fastest and most common charger does the same thing over the course of several hours and is most frequently used by EV drivers overnight.

Experts say ready access to both types of chargers, placed in locations that fit easily into people’s lives, would be needed to prompt widespread EV adoption.

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From: [Association of Metropolitan Planning Organizations](#)
To: [Sara Fields](#)
Subject: Policy Alert from the House Committee on Transportation and Infrastructure
Date: Tuesday, May 11, 2021 3:11:36 PM



Association of Metropolitan Planning Organizations

May 11, 2021

POLICY ALERT

Dear AMPO Members,

From the House Committee on Transportation and Infrastructure and for Immediate Release.

Member Designated Projects: Committee Receives More than 2,000 Submissions for Consideration as Part of Surface Transportation Bill

WASHINGTON, DC— Two months after announcing a reformed process for Members of the U.S. House of Representatives to submit projects in their districts for consideration to be included in the upcoming surface transportation reauthorization bill, Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR) and Ranking Member of the Committee Sam Graves (R-MO) today announced 318 members have submitted more than 2,000 projects for consideration.

(To view a list of all submissions, [click here](#).)

The Committee intends to move a five-year surface transportation reauthorization bill in the coming weeks to provide critical investments in our nation's roads, bridges, rail, and public transit to help communities in every state and territory in the U.S. move forward on badly-needed infrastructure projects.

A closer look at the project submissions:

Total number of project submissions: 2,380

From Democratic Members: 1,775
From Republican Members: 605

Total number of House Members Participating in Member Designated Projects:
318

From Democratic Members: 213
From Republican Members: 105

“I commend my colleagues and their staff who went through the rigorous steps to submit Member Designated Projects under the reformed system, which we adopted to ensure transparency in the process and viability of the projects,” **Chair DeFazio said**. “It’s not an easy process, but it is important because I strongly believe elected representatives—working with their communities—know the specific infrastructure needs of their district far better than most people in D.C. and can serve as their constituents’ best advocates as Congress crafts infrastructure legislation. I was pleased by the high level of participation, on a bipartisan basis, in this process. Now I look forward to advancing our surface bill soon, complete with Member Designated Projects, and working with all my colleagues to send a transformational bill that creates jobs and improves our communities to the president’s desk.”

“The Committee established a thorough set of requirements for any Members choosing to submit requests, and now posting all submissions in one location will help ensure the highest level of transparency,” **said Graves**.

As part of the process, Chair DeFazio and Ranking Member Graves asked their colleagues to submit projects with community support that help advance the goals of the surface bill. The Committee also required all member submissions to include the following information for each project requested:

- Documentation of whether the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP), if applicable
- Sources of funding for the full share of the cost of the project beyond the amount requested
- Letter(s) of support from the state department of transportation, or local government, transit agency, or other non-federal sponsor
- A description of the process that has been or will be followed to provide an opportunity for public comment on the project
- Project phase (e.g. Planning, Final Design, Construction)
- NEPA category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)
- Status of environmental review
- Whether the project has received federal funding previously, and if so the source and amount
- Certification that the member, their spouse, and other immediate family members do not have a financial interest in the project.

[Kerry Arndt](#) (Majority)
[Justin Harclerode](#) (Minority)

Please contact staff@ampo.org with any questions.

Thank you,
AMPO Staff

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Variable speed limits coming to I-95 south of Fredericksburg

May 5, 2021



The Virginia Department of Transportation is set to begin construction this spring for variable speed limits on Interstate 95 northbound between Caroline and Spotsylvania counties.

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Crashes have occurred when northbound vehicles traveling at speed unexpectedly encounter stopped or slowing traffic flow due to congestion or lane closures for incidents and highway work zones, VDOT said.

New signs displaying variable speed limits between 35 mph and 65-70 mph will be paired with dynamic message boards along I-95 north between the 115 and 130 mile markers.

"Drivers will adjust their speed based on real-time information about delays and conditions on the road ahead," VDOT said in a news release. "Gradually slowing traffic as it approaches congestion will help to reduce the risk of crashes, and stop-and-go travel conditions.

Speed limits will be reduced only when necessary, VDOT said. Vehicle detectors will collect traffic speed and volume data, which will be fed into a software program to recognize when traffic is approaching unstable conditions (for example, very high volume and fast speed) and assign incrementally lower speeds.

Once traffic flow stabilizes, the posted speed limit will return to the maximum speed. Speeds can also be lowered manually by operators at VDOT's Traffic Operations Center to create safer conditions in work zones, in weather events, and around traffic crashes.

Speed limits posted on variable equipment are enforceable just like regular speed limit signs, VDOT says. Enforcement authorities will have access to real-time changes in posted speed limits along the VSL corridor.

Variable speed limits were recommended for this section of I-95 northbound as part of the I-95 Corridor Improvement Plan. The \$10.6 million project is expected to begin this fall.

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