



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

APRIL 19, 2023
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda - REVISED

Wednesday, April 19, 2023 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

The public may view the meeting in-person or on Facebook:

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Roussell)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of February 15, 2023 Meeting Minutes Tab 1

(1 minute/Roussell)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Roussell)

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Staff Report

(5 minutes/Longpine)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(10 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State, as well as provide an update on the FY 2024-2028 Statewide Transportation Improvement Program development process.

H. Committee Reports and Grant Opportunities

(5 minutes/Longpine, Parks)

Staff will provide an update on OTO Committee work activities and grant opportunities.

II. New Business

A. FY 2023-2026 TIP Administrative Modifications Two and Three..... Tab 3

(2 minutes/Longpine)

Changes have been made to the FY 2023-2026 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. Public Participation Plan Annual Evaluation..... Tab 4

(15 minutes/Faucett)

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

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. FY 2024 Unified Planning Work Program..... Tab 5

(10 minutes/Parks)

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
FY 2024 UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS**

D. March 31, 2023 Federal Funds Balance Report..... Tab 6

(5 minutes/Longpine)

OTO has updated the Federal Funds Balance Report, which will be sent under separate cover, for the time period ending March 31, 2023. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. Bicycle and Pedestrian Funding Guidebook and Application Tab 7

(10 minutes/Longpine)

An Application and associated Guidebook are available for bicycle and pedestrian infrastructure using STBG-U Set-Aside (TAP) and Carbon Reduction Program Funding.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE BICYCLE AND
PEDESTRIAN FUNDING GUIDEBOOK AND APPLICATION FOR A FUNDING ROUND TO BEGIN
APRIL 20, 2023**

- F. Electric Vehicle Charger Funding Guidebook and Application Tab 8**
(10 minutes/Longpine)
An Application and associated Guidebook are available for electric vehicle chargers using Carbon Reduction Program Funding.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE ELECTRIC VEHICLE CHARGER GUIDEBOOK AND APPLICATION FOR A FUNDING ROUND TO BEGIN APRIL 20, 2023

- G. FY 2023-2026 TIP Amendment Five..... Tab 9**
(2 minutes/Longpine)
One change is requested as part of FY 2023-2026 Transportation Improvement Program Amendment 5.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2024 UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS

III. Other Business

- A. Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. Transportation Issues for Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.
- C. Articles for Technical Planning Committee Member Information..... Tab 10**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, June 21, 2023 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con Nicole Stokes 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 Nicole Stokes 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

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM I.C.

February 15, 2023 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the February 15, 2023 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee February 15, 2023 meeting minutes.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
FEBRUARY 15, 2023**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. Chair Roussell began the meeting at approximately 1:31 p.m.

The following members were present:

Garrett Brickner (a), City of Republic
Paula Brookshire (a), City of Springfield
Brandie Fisher (a), City Utilities
Adam Humphrey, Greene County
Kirk Juranas, City of Springfield
Tristan Losh, City of Battlefield
Mary Kromrey, Ozark Greenways

Frank Miller, MoDOT
Jeremy Parsons, City of Ozark
Jeff Roussell, City of Nixa (Chair)
Beth Schaller, MoDOT
Daniel Weitkamp, FHWA (non-voting)
Randall Whitman (a), City of Springfield
Todd Wiesehan, Christian County

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

The following members were not present:

Chris Boone, City of Strafford
Emily Denniston, Spfld Chamber of Commerce
Scott Hayes, City of Willard
Joel Keller (a), Greene County
John Matthews, MSU
Ahmad Mokhtee, FTA

David Schaumburg, Springfield-Branson Airport
Mark Schenkelberg, FAA
Jonathan Sheldon, Springfield Public Schools
Aishwarya Shrestha, SMCOG
Jeremy Wegner, BNSF

Others present were: Tommy VanHorn, City of Battlefield; Corey Becker, City of Nixa; King Coltrin and Tom Dancey, City of Springfield; Jacque Knight and Dallas Joplin, CMT; David Faucett, Sara Fields, Natasha Longpine, Debbie Parks, Libby Robinson, JD Stevenson, and Nicole Stokes, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Roussell welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for February 15, 2023. Jeremy Parsons seconded the motion. The motion passed.

C. Approval of December 21, 2022 Meeting Minutes

Adam Humphrey made a motion to approve the minutes from the December 21, 2022 Technical Planning Committee Meeting. Mary Kromrey seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Roussell advised there were public comments included in the packet. Chair Roussell asked for comments or questions.

E. Staff Report

Sara Fields stated the portion of the Chadwick Flyer Trail project on City Utilities property is expected to go out to bid in April. Staff continue to work with the City of Ozark on Phase II of the Chadwick Flyer Trail near Tracker Marine. A grant request was submitted to the Missouri DED for the Chadwick Flyer Overpass on US65. Staff continue to look for fundable pieces.

The Board of Directors voted to set aside \$750,000 for electric vehicle charging stations. Staff is planning to open up an application in April.

There will be an open call for projects for TAP funding. Staff will be looking for ready to go projects with right-of-way already acquired. Applications are open for Sidewalk Cost Shares and 5310 Human Service Vehicles.

Interviews for the open Planner position will be held the end of February.

Staff continue to look for transportation study needs. If any jurisdiction has an idea for a transportation study, please reach out to staff.

OTO project management services are still available. There will be a fee of \$4000 charged for this service in the next fiscal year.

Staff continue to work on a second request for a RAISE Grant for Highway MM with the City of Republic. It is due the end of the month and the ask is for \$25 million. The City of Springfield is working on a RAISE Grant for the Jefferson Avenue Footbridge.

Funding is still being sought for the I-44 project.

F. Legislative Report

There were no legislative representatives in attendance.

G. MoDOT Report

Frank Miller reported there will be a Statewide Transportation Improvement Program meeting immediately following the TPC meeting. Due to inflation, projects and bids are coming in at approximately 20% over the programmed amounts.

H. Committee Reports

Natasha Longpine shared that TAP applications would be coming out this spring. The Bicycle and Pedestrian Advisory Committee (BPAC) will be working with those applications. The MoDOT Cost Share Program will be discussed later in the meeting. The BPAC will be working on finalizing the pedestrian safety study and a map to show the gaps in the trail plan.

The Local Coordinating Board for Transit has solicited applications for 5310 Funding. This provides City Utilities funding for above and beyond ADA improvements and human service agencies access to vehicles for transportation. No applications have been received for vehicles.

II. New Business

A. Route FF Corridor Study

Sara Fields stated the Ozarks Transportation Organization (OTO) contracted with Crawford, Murphy & Tilly (CMT) in October of 2021 to conduct a study to determine the future function and classification of the Route FF Corridor through the City of Battlefield. In coordination with OTO, the City of Battlefield, and MoDOT, CMT has completed the study and developed a draft report of the findings that includes key recommendations for design, traffic calming, and planning. A 15-day public review and comment period was held January 24 through February 7, 2023.

Representatives from CMT presented the study to the Committee.

Kirk Juranas made a motion to recommend the Board of Directors accept the Route FF Corridor Study. Frank Miller seconded the motion. The motion passed.

B. OTO Growth Trends Report

Dave Faucett presented the Growth Trends report. The report is based on the most recent census data and building permit information collected from area jurisdictions. The report included information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk, and Webster counties).

This was informational only. No action was required.

C. MoDOT Sidewalk Cost Share Recommendations

Natasha Longpine shared the OTO Board of Directors voted to partner with MoDOT on a sidewalk cost share program to benefit the state system at their meeting on September 15, 2022. The Board approved the use of \$3 million from OTO's 2022-2026 Transportation Alternatives and Carbon Reduction Program funding, that when matched by the local jurisdictions, would cover 50 percent of proposed sidewalk projects along state routes, with MoDOT covering the other 50 percent.

OTO solicited projects between November 7, 2022 and January 10, 2023. The City of Ozark submitted four applications and the City of Strafford submitted one. A meeting was held between OTO staff, Ozark, and Strafford to discuss the details of each project. The Bicycle and Pedestrian Advisory Committee met February 1, 2023 to review the applications and make a recommendation for funding. MoDOT has also clarified that proposed sidewalk cost shares need to be part of an existing roadway project. Two projects were recommended for funding, while the remaining projects either need additional scoping or are not part of a planned roadway project.

The recommended projects include:

- City of Ozark – Route 14 (south) from 6th to 14th on both sides
- City of Strafford – Route OO from Route 125 to just east of Dollar General

The application will remain open for additional requests to be considered as they are received.

Todd Wiesehan made a motion to recommend the Board of Directors approve TAP/CRP funding for Ozark in the amount of \$134,836 for a sidewalk cost share with MoDOT along South Street from 6th to

14th and for Strafford in the amount of \$196,006 to construct sidewalk along Route OO between 125 and the east side of Dollar General. Jeremy Parsons seconded the motion. The motion passed.

D. FY 2023-2026 TIP Administrative Modification One

Natasha Longpine stated there were 2 items included as part of the Administrative Modification 1 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

1. Wilson's Creek Boulevard Trail (EN2205-23AM1)
Moving funding from Construction to Right-of-Way for temporary construction easements.
2. J-Turns on US65 at Bluegrass Road (SP2308-23AM1)
Moving funding from Construction to Right-of-Way for temporary construction easements.

This was informational only. No action was required.

E. FY 2023-2026 TIP Amendment Four

Natasha Longpine shared that there were four items included as part of Amendment Number Four to the FY 2023-2026 Transportation Improvement Program.

1. **Revised** Various ADA Enhancement Projects (CU2205-23A4)
City Utilities applied for FY 2021-2023 FTA 5310 funding, which will be considered for award by the OTO Board of Directors at their March meeting. Projects will address ADA enhancements throughout the CU Transit system for a total programmed amount of \$566,251.
2. **New** FY 220 5307 ARP Capital Funding (CU2304-23A4)
City Utilities is programming additional funding received through the FTA Section 5307 ARP apportionment for a total programmed amount of \$4,447,855.
3. **Revised** I-44 Pavement Improvements (GR2302-23A4)
MoDOT is programming additional funding to address an increase in construction costs due to pavement pricing and inflation for a new total programmed amount of \$4,708,200.
4. **New** Route OO East Sidewalks (ST2302-23A4)
Strafford has been recommended for TAP funds to construct sidewalks along Route OO from Route 125 to east of the Dollar General for a total programmed amount of \$245,008.

Kirk Juranas made a motion to recommend the Board of Directors approve Amendment 4 to the FY 2023-2026 Transportation Improvement Program. Garrett Brickner seconded the motion. The motion passed.

F. STBG-U Advance Agreement Revisions

Natasha Longpine reported that in an effort to reduce the OTO STBG-Urban fund balance, a policy was approved that allows for jurisdictions to spend up to three years funding in advance. This policy has been previously amended to allow jurisdictions receiving less than \$2 million per year to spend up to three years in advance, while those receiving more than \$2 million can spend up to one year in advance.

Staff is proposing an amendment to the policy to allow the OTO Executive Director to sign Advance Agreements, since the agreement itself states that the Board of Directors approval of the funding through the TIP demonstrates their concurrence. Additional text was modified for clarification.

Todd Wiesehan made a motion to recommend the Board of Directors approve the amended STBG-U Advance Policy. Mary Kromrey seconded the motion. The motion passed.

G. UPWP Committee

Debbie Parks requested appointments for the UPWP Subcommittee to assist in preparing the FY 2023 Unified Planning Work Program.

Todd Wiesehan made a motion to appoint Brandie Fisher, City Utilities; Britni O'Connor, MoDOT; Corey Becker, City of Nixa; Tom Dancey, City of Springfield; and Daniel Weitkamp, FHWA to the UPWP Subcommittee. Kirk Juranas seconded the motion. The motion passed.

H. TIP Committee

Natasha Longpine requested appointments for a subcommittee to prepare the FY 2024-2027 Transportation Improvement Program.

Beth Schaller made a motion to appoint Frank Miller, MoDOT; Brandie Fisher, City Utilities; Jeff Roussell, City of Nixa; and Jeremy Parsons, City of Ozark to the TIP Subcommittee. Kirk Juranas seconded the motion. The motion passed.

III. Other Business

A. Technical Planning Committee Member Announcements

Mary Kromrey shared Ozark Greenways' Annual Meeting will be held Thursday, February 23rd from 5:00-7:00pm at the Barley House at the Moon Town Crossing. Everyone is invited.

B. Transportation Issues for Technical Planning Committee Review

Jeff Roussell stated the City of Nixa has received more phone calls regarding the Old Castle and CC corridor.

C. Articles for Technical Planning Committee Member Information

Chair Roussell noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

The meeting was adjourned at approximately 2:37 p.m.

Jeff Roussell
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between February 15, 2023 and April 12, 2023.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Sidewalks and Crosswalks

City/County of concern: OTO MPO Area

Date received: 02/15/2023

Received through: Facebook

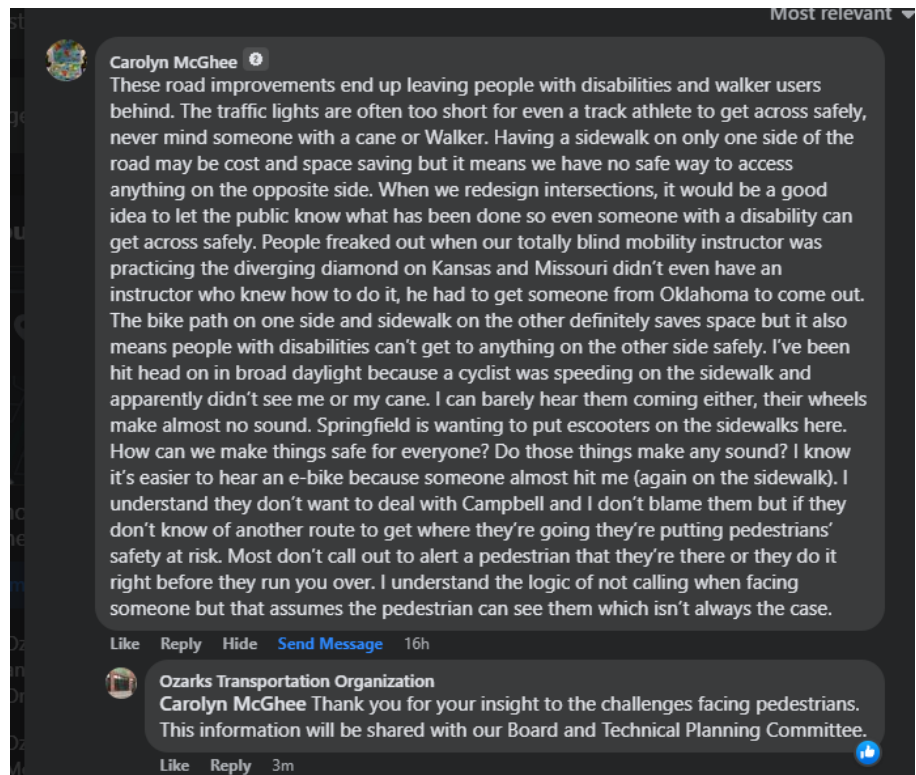
Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment





PUBLIC COMMENT



Area of concern: Farm Road 131 between Weaver & Elm

City/County of concern: Battlefield/Greene County

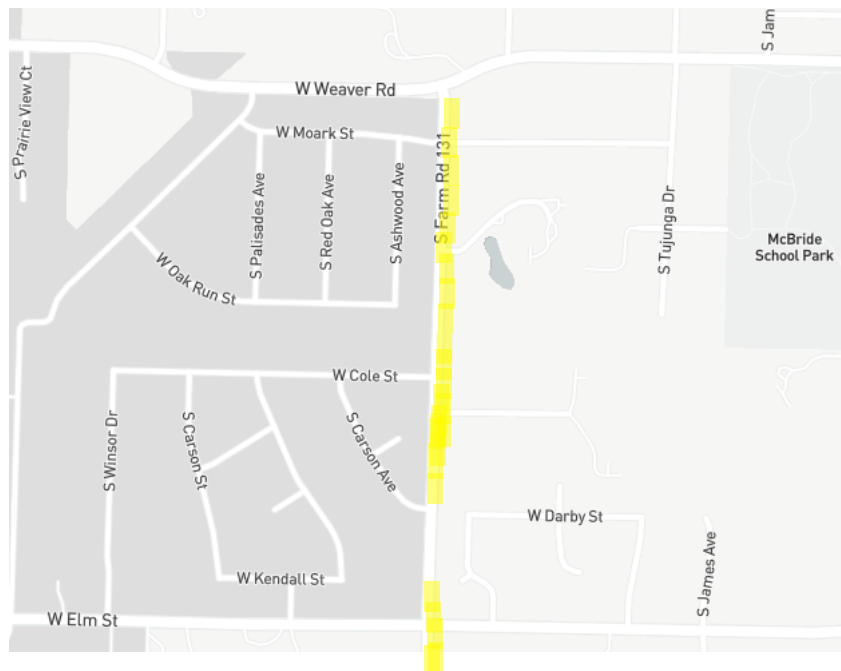
Date received: 02/20/2023 **Received through:** contact form at <http://map.ototrailstudy.com>

Contact Name: Edward Lipari **Contact Email/Ph #:** eddie@alimointimespringfieldmo.com

Comment: This is in regards to our hopes for a sidewalk along Farm Road 131 between Weaver Road and Plainview Road. We are asking for a sidewalk due to this being an extremely busy street traveled by many families in the area. This road leads to three different schools and the park. It is a dangerous road to walk or bike on and the sidewalk would improve the safety of many people. Please consider this improvement!! Thank you!!

Eddie Lipari

Map



OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: Farm Road 131 between Weaver & Elm

City/County of concern: Battlefield/Greene County

Date received: 02/16/2023

Received through: Email

Contact Name: Sheri Olson

Contact Email/Ph #: sheriamartin@hotmail.com

Comment:

Hi! We live off of Farm Rd 131 in Battlefield MO and are in desperate need of a sidewalk along Farm Rd 132 between Elm/Plainview and Weaver. It's a narrow road with several hills and many people use this road to walk/bike daily. More importantly, elementary and intermediate schools are not providing bus service to this neighborhood and children are expected to walk/bike on this road, which is sometimes very dark in the mornings. It is also very busy with traffic from cars and buses around the same time kids would be walking. It's been a concern of mine since I've lived in the area for about 10 years. We would greatly appreciate any assistance you could provide to help facilitate a sidewalk for this road. Feel free to contact me if needed.

Correction: sidewalk needed along Farm Rd 131, not 132.

Thank you,
Sheri Olson

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Board of Directors and Technical Planning Committee.



PUBLIC COMMENT



Area of concern: Farm Road 131 between Weaver & Elm

City/County of concern: Battlefield/Greene County

Date received: 02/15/2023

Received through: Email

Contact Name: Dianne Lipari

Contact Email/Ph #: edlipari@aol.com

Comment

Hello! I am proposing the grant (*possibly the SS4A*) go towards a sidewalk along Farm Road 131 between Farm Road 178/Weaver Rd and FR182/Plainview Rd. This is a very dangerous road for our children and families surrounding this area. It is a main road that leads to THREE different schools that are children attend. Many times I have had to jump onto the grass while walking this road to avoid getting hit by a car. I have seen mothers pushing their babies in strollers so they could go up to McBride School to walk along the path. I have seen small children having to walk in the grass almost as tall as they are along this pathway. A lot of children have to walk this pathway daily in order to get to and from school since they live so close and they don't qualify for the bus. PLEASE please consider this sidewalk to help improve the safety of our community!! Thank you for your consideration!

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: Trash at Richwood Road & Fremont

City/County of concern: Christian County

Date received: 02/24/2023

Received through: Email

Contact Name: Carl Hicks

Contact Email/Ph #: badnarc@gmail.com

Comment:

Someone dumped two old sectional couches and several old mattresses on the North side of Richwood Rd about 150 yards east of Fremont. I believe this is in the Stone Ridge Developement.

OTO Response:

That would be a concern, unfortunately we are not able to assist. We are a transportation planning organization for the Springfield region. Please contact Christian County to share this information. They should be able to direct you to the correct contact or agency.

Thank you!

(OTO forwarded the email to Christian County)



PUBLIC COMMENT



Area of concern: Fassnight Greenway

City/County of concern: Springfield/Greene County

Date received: 03/27/2023

Received through: Email

Contact Name: Greg Wadley

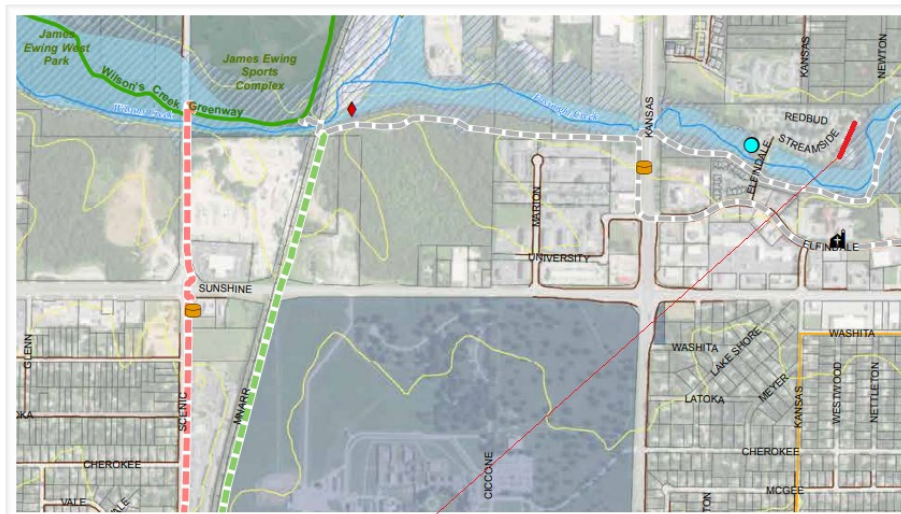
Contact Email/Ph #: gwadley80@gmail.com

Comment:

I see that a historic marker is on this map (attached) at Creekside in Elfindale. Please pass along my appreciation and thanks to the planners on the Fassnight Greenway Planning Team. The Indian, Pioneer, Telegraph, Butterfield Overland Mail Route, Military Road and Old Wire Road in its many names over the years is a place to be remembered and commemorated. That location on Elfindale Court St. close to the clubhouse would be honored and maintained by Creekside and would not fall victim to damage or graffiti.

Many of our ancestors traveled down the road to Booneville after being outfitted along the Missouri River and its tributaries. The easy part of the journey on the steamboats was over and their goods were placed into wagons for transport. Happily some decided to stay once they saw the beautiful Ozarks!

Greg



The Historic Old Wire Road location in Elfindale. As a child I remember playing along the creek and seeing what clearly was a road at one time. It did not line up with Kansas or Newton and the level swale area was bordered on both sides with a one foot embankment. I thought that a road going into the creek did not make any sense at all and wished now I would of told my parents and had them take a picture. I was too young to realize that the level wide area was the ford in the creek north of the spring there in the hillside. I have been back and all evidence is gone now with flood events and development of Creekside.

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Board of Directors and Technical Planning Committee.

Greg Wadley Response: Thank you for your response as I grew up along the old trail and remember when you could still see visible signs before development came in. I remember riding with Mom coming from downtown on the way to Wickman Gardens seeing a celebration of the trail along Catalpha Street. There was an event tent north of Fassnight Creek west of Grant and Mom said history preservationists were trying to get a trail section re-installed to commemorate the road. I suspect funds never became available at the time but as a young child I did not have an interest in any of that at the time...Greg



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail

City/County of concern: Springfield/Greene County

Date received: 03/29/2023

Received through: Email

Contact Name: Elizabeth Fox

Contact Email/Ph #: pattywackfox@icloud.com

Comment:

Hello! I know that this bid section most likely is further south than our home 2316 S Oak Grove Avenue, 65804. My purpose with this message is to remind you to keep the lines of communication open with the homeowners along the route. On our street specifically, just south of Seminole, the tracks run directly behind our homes. Letting us know the specific plans and timeframe of the project would go a long way toward support for this project. Last year I reached out to the city to ask about the specifics of the design at our area; where does the property line lay, who will maintain the green space, what is required of us as homeowners? Even though we attended the open house those issues specific to our location were not answered. I understand that some of these things may not have been decided. My plea to you is to remember that you are literally going to be working in our back yards. The few neighbors I have spoken to support this project, but that doesn't mean we don't deserve to be informed about it's impact on our neighborhood. I welcome any discussion if it would be helpful.

Patty Fox
2316 S Oak Grove Avenue
417-840-4718

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Board of Directors and Technical Planning Committee.



PUBLIC COMMENT



Area of concern: North Highway 13 Corridor

City/County of concern: Springfield/Greene County

Date received: 03/31/2023

Received through: Facebook

Contact Name: Anand David

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments


Ozarks Transportation Organization
March 2, 2022 · 🌐

North Highway 13 Corridor Study Public Meeting: Reviewing Design Options

An in-person meeting will be held Tuesday, March 8th from 4:30-6:30 pm at the Library Station's Frisco Room, 2535 N Kansas Expressway

A Virtual Meeting will be available from March 8 to March 21. Community members will be able to watch a pre-recorded presentation, review project maps and renderings, and complete a public input survey. The Virtual Meeting will be available at <https://www.ozarkstransportation.org/north13study>.

Greene County, Missouri City of Springfield, MO - Connect with SGF MoDOT Southwest Missouri <https://www.ozarkstransportation.org/.../public-notice...>




OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

OZARKSTRANSPORTATION.ORG

Public Notice: North Hwy 13 Corridor Study Public Meeting &... | OTO
OTO is a metropolitan planning organization serving the Ozarks region. Find out more about o...

Anand David
Has there been any recent update?
Like Reply Hide [Send Message](#) 13h

Ozarks Transportation Organization
Anand David You can find updates here:
<https://www.ozarkstransportation.org/studies>



OZARKSTRANSPORTATION.ORG
Studies | OTO

Like Reply Remove Preview 4h

Anand David
Ozarks Transportation Organization Thank you! I see the final report from August 2022. Do you know if the project has been approved?
Like Reply Hide [Send Message](#) 1h

Ozarks Transportation Organization
Anand David Funding has not been identified for the full project yet. Thank you for your inquiry!
Like Reply 2m

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM II.A.

Administrative Modifications 2 and 3 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are 2 items included as part of Administrative Modification 2 and 1 item as part of Administrative Modification 3 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

Administrative Modification 2

1. ITS Operations and Management (MO2402-23AM2)

Moving funding from Construction to Right-of-Way for temporary construction easements.

Basis for Administrative Modification

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

2. TMC Signal Replacements, Various Locations (SP2202-23AM2)

Moving funding from Construction to Preliminary Engineering to coincide with the engineering services contract amount.

Basis for Administrative Modification

- *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.*

Administrative Modification 3

1. Chadwick Flyer US 65 Crossing (OK2304-23AM3)

Moving funding between phases to ensure each funding source is correctly associated with each phase.

Basis for Administrative Modification

- *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.*

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

7 March 2023

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 Two to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on March 7, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure



Administrative Modification 2 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There are 2 items included as part of Administrative Modification 2 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

1. ITS Operations and Management (MO2402-23AM2)

Moving funding from Construction to Right-of-Way for temporary construction easements.

Basis for Administrative Modification

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

2. TMC Signal Replacements, Various Locations (SP2202-23AM2)

Moving funding from Construction to Preliminary Engineering to coincide with the engineering services contract amount.

Basis for Administrative Modification

- *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.*

Project Overview

2 Projects Listed

MO2402-23AM2 - ITS OPERATIONS AND MANAGEMENT (2024)

| | | | |
|------------------------|---------------------------|----------------------------|---------------------------|
| Plan Revision 23AM2 | Section Cost Shares | Project Type Operations | Lead Agency MoDOT |
| County Area Wide | Municipality Area Wide | Status Programmed | Total Cost \$1,325,000 |
| MoDoT ID J8Q3231 | Federal ID - | Project From Various | Project To Various |

Project Considerations
Advance Construction

Project Description
Operations and management of Ozarks Traffic ITS.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|------------------|---------------|-------|--------|-------------|--------|--------|--------|-------------|
| Operations | Local | - | - | \$112,000 | - | - | - | \$112,000 |
| Operations | MoDOT | - | - | \$153,000 | - | - | - | \$153,000 |
| Operations | STBG-U (FHWA) | - | - | \$448,000 | - | - | - | \$448,000 |
| Operations | MoDOT-AC | - | - | \$612,000 | - | - | - | \$612,000 |
| Total Operations | | - | - | \$1,325,000 | - | - | - | \$1,325,000 |
| Total Programmed | | - | - | \$1,325,000 | - | - | - | \$1,325,000 |

CURRENT CHANGE REASON

Schedule / Funding / Scope- Update Changes in a project's programmed amount less than 25% (up to \$2,000,000)

PROJECT CHANGES

ID changed from "MO2402-22" to "MO2402-23AM2"
Plan Revision Name changed from "23Adopted" to "23AM2"

FUNDING CHANGES

STBG-U (FHWA)
+ Increase funds in FY 2024 in OPER from \$392,000 to \$448,000
Local
+ Increase funds in FY 2024 in OPER from \$98,000 to \$112,000

FEDERAL PROJECT COST

Increased from \$392,000 to \$448,000 (14.29%)

TOTAL PROJECT COST

Increased from \$1,255,000 to \$1,325,000 (5.58%)

SP2202-23AM2 - TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS

Plan Revision
23AM2

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Other

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,500,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Signal replacements at various locations in the City of Springfield.

Funding Source Notes
Non-Federal Funding Source: City of Springfield 1/8-cent sales tax and in-kind labor; FYI: Bike/Ped and EJ Needs Dependent on Locations

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|--------------------|---------------|-------|-----------|-------------|--------|--------|--------|-------------|
| Engineering | STBG-U (FHWA) | - | \$125,230 | - | - | - | - | \$125,230 |
| Engineering | Local | - | \$31,307 | - | - | - | - | \$31,307 |
| Total Engineering | | - | \$156,537 | - | - | - | - | \$156,537 |
| ROW | STBG-U (FHWA) | - | - | \$4,000 | - | - | - | \$4,000 |
| ROW | Local | - | - | \$1,000 | - | - | - | \$1,000 |
| Total ROW | | - | - | \$5,000 | - | - | - | \$5,000 |
| Construction | STBG-U (FHWA) | - | - | \$1,070,770 | - | - | - | \$1,070,770 |
| Construction | Local | - | - | \$267,693 | - | - | - | \$267,693 |
| Total Construction | | - | - | \$1,338,463 | - | - | - | \$1,338,463 |
| Total Programmed | | - | \$156,537 | \$1,343,463 | - | - | - | \$1,500,000 |

| | |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CURRENT CHANGE REASON | Schedule / Funding / Scope- Update 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 |
| PROJECT CHANGES | ID changed from "SP2202-20A5" to "SP2202-23AM2" Plan Revision Name changed from "23Adopted" to "23AM2" |
| FUNDING CHANGES | Local + Increase funds in FY 2023 in ENG from \$28,000 to \$31,307 - Decrease funds in FY 2024 in CON from \$271,000 to \$267,693 STBG-U (FHWA) + Increase funds in FY 2023 in ENG from \$112,000 to \$125,230 - Decrease funds in FY 2024 in CON from \$1,084,000 to \$1,070,770 |
| FEDERAL PROJECT COST | Stays the same \$1,200,000 |
| TOTAL PROJECT COST | Stays the same \$1,500,000 |

REVENUE

| Revenue Source | Carryover | 2023 | 2024 | 2025 | 2026 | Total |
|---------------------------------|---------------------|----------------------|----------------------|----------------------|---------------------|----------------------|
| MoDOT State/Federal | \$19,735,000 | \$113,486,000 | \$67,927,000 | \$93,213,000 | \$68,902,007 | \$363,263,007 |
| Suballocated STBG-U | \$13,862,865 | \$7,583,829 | \$7,735,505 | \$7,890,216 | \$8,048,020 | \$45,120,435 |
| Suballocated TAP | \$1,471,208 | \$1,534,360 | \$1,551,388 | \$1,568,998 | \$1,587,191 | \$7,713,145 |
| Suballocated CRP | \$867,833 | \$905,124 | \$923,226 | \$941,691 | \$960,525 | \$4,598,399 |
| Aviation - FAA | \$0 | \$13,212,000 | \$15,075,000 | \$6,255,000 | \$5,031,000 | \$39,573,000 |
| FTA 5307 | \$0 | \$3,547,752 | \$3,618,707 | \$3,691,081 | \$3,764,903 | \$14,622,442 |
| FTA 5310 | \$580,425 | \$435,799 | \$444,515 | \$453,405 | \$462,473 | \$2,376,618 |
| FTA 5339 | \$1,124,260 | \$348,762 | \$354,737 | \$360,832 | \$367,049 | \$2,555,640 |
| Transit MO HealthNet Contract | \$0 | \$103,000 | \$103,000 | \$103,000 | \$103,000 | \$412,000 |
| Transit State Operating Funding | \$0 | \$43,500 | \$43,500 | \$43,500 | \$43,500 | \$174,000 |
| CU Transit Utility Ratepayers | \$0 | \$8,655,203 | \$7,663,762 | \$8,489,801 | \$8,489,801 | \$33,298,567 |
| CU Transit Farebox and Ads | \$0 | \$951,750 | \$951,689 | \$951,891 | \$951,891 | \$3,807,221 |
| Human Service Agencies | \$100,246 | \$59,922 | \$61,121 | \$62,343 | \$63,590 | \$347,222 |
| TOTAL | \$37,741,837 | \$150,867,001 | \$106,453,151 | \$124,024,758 | \$98,774,950 | \$517,861,696 |

LOCAL PUBLIC AGENCY CAPACITY

| LPA Capacity | 2023 | 2024 | 2025 | 2026 | Total |
|-----------------------------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| CART All Jurisdictions (Projected) | \$15,216,048 | \$15,216,048 | \$15,216,048 | \$15,216,048 | \$60,864,192 |
| O&M (620.35 miles * \$5,291/mile) | (\$3,282,272) | (\$3,331,506) | (\$3,381,479) | (\$3,432,201) | (\$13,427,458) |
| TIP Programmed Funds All Jurisdictions | (\$16,680,122) | (\$11,189,488) | (\$1,162,170) | (\$1,077,005) | (\$30,108,785) |
| Other Committed Funds All Jurisdictions | \$53,997,353 | \$53,997,353 | \$53,997,353 | \$53,997,353 | \$215,989,412 |
| TOTAL | \$49,251,007 | \$54,692,407 | \$64,669,752 | \$64,704,195 | \$233,317,361 |

| Transit Capacity | 2023 | 2024 | 2025 | 2026 | Total |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Total System Operations | \$10,034,000 | \$10,234,000 | \$10,438,000 | \$10,647,000 | \$41,353,000 |
| Total System Maintenance | \$1,144,000 | \$1,166,900 | \$1,190,000 | \$1,214,000 | \$4,714,900 |
| Total Programmed O&M | (\$8,780,598) | (\$8,780,598) | (\$8,780,598) | (\$8,780,598) | (\$35,122,392) |
| Additional O&M Costs | \$2,397,402 | \$2,620,302 | \$2,847,402 | \$3,080,402 | \$10,945,508 |

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

| Fund Type | Programmed (2023) | Programmed (2024) | Programmed (2025) | Programmed (2026) | |
|----------------------|----------------------|---------------------|----------------------|---------------------|----------------------------|
| FEDERAL | | | | | |
| 130 (FHWA) | \$1,240,000 | \$0 | \$0 | \$0 | |
| BRO (FHWA) | \$924,000 | \$1,988,270 | \$48,000 | \$36,000 | |
| CRISI (FRA) | \$343,000 | \$0 | \$0 | \$0 | |
| CRP (FHWA) | \$880,000 | \$0 | \$0 | \$0 | |
| CRRSAA (FHWA) | \$2,684,230 | \$0 | \$0 | \$0 | |
| FLAP (FHWA) | \$870,000 | \$0 | \$0 | \$0 | |
| I/M (FHWA) | \$90,000 | \$90,000 | \$135,000 | \$135,000 | |
| NHPP (FHWA) | \$45,741,202 | \$16,161,600 | \$49,382,700 | \$22,444,000 | |
| SAFETY (FHWA) | \$21,365,243 | \$6,519,600 | \$815,100 | \$27,000 | |
| STAP (FHWA) | \$644,000 | \$331,000 | \$0 | \$0 | |
| STBG (FHWA) | \$8,894,671 | \$4,351,002 | \$179,200 | \$19,200 | |
| STBG-U (FHWA) | \$15,110,803 | \$10,912,350 | \$4,596,679 | \$268,018 | Pending in Green (23A3,A4) |
| TAP (FHWA) | \$2,810,970 | \$161,989 | \$374,000 | \$0 | |
| Federal Subtotal | \$101,598,119 | \$40,515,811 | \$55,530,679 | \$22,929,218 | |
| STATE | | | | | |
| MoDOT | \$20,537,221 | \$13,096,848 | \$15,013,701 | \$7,509,200 | |
| MoDOT-AC | \$20,923,791 | \$28,341,188 | \$30,275,208 | \$6,273,600 | |
| MoDOT-GCSA | \$653,000 | \$0 | \$0 | \$0 | |
| MoDOT O&M | \$5,935,528 | \$6,024,561 | \$6,114,930 | \$6,206,654 | |
| State Subtotal | \$48,049,540 | \$47,462,597 | \$51,403,839 | \$19,989,454 | |
| LOCAL/OTHER | | | | | |
| Local | \$16,680,122 | \$11,189,488 | \$1,162,170 | \$1,077,005 | |
| Other | \$10,356,010 | \$0 | \$0 | \$0 | |
| Local/Other Subtotal | \$27,036,132 | \$11,189,488 | \$1,162,170 | \$1,077,005 | |
| Total | \$176,683,791 | \$99,167,896 | \$108,096,688 | \$43,995,677 | |

| | Prior Year | FY 2023 | FY 2024 | FY 2025 | FY 2026 | TOTAL |
|----------------------------------------------|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|
| Available State and Federal Funding | \$19,735,000 | \$113,486,000 | \$67,927,000 | \$93,213,000 | \$68,902,007 | \$363,263,007 |
| Federal Discretionary Funding | \$1,213,000 | \$0 | \$0 | \$0 | \$0 | \$1,213,000 |
| Available Operations and Maintenance Funding | \$0 | \$5,935,528 | \$6,024,561 | \$6,114,930 | \$6,206,654 | \$24,281,673 |
| Funds from Other Sources (inc. Local) | \$0 | \$27,036,132 | \$11,189,488 | \$1,162,170 | \$1,077,005 | \$40,464,795 |
| Available Suballocated Funding | \$15,364,104 | \$9,352,020 | \$9,539,060 | \$9,729,841 | \$9,924,438 | \$53,909,464 |
| TOTAL AVAILABLE FUNDING | \$36,312,104 | \$155,809,680 | \$94,680,110 | \$110,219,941 | \$86,110,104 | \$483,131,939 |
| Carryover | | \$36,312,104 | \$15,437,993 | \$10,950,206 | \$13,073,460 | -- |
| Programmed State and Federal Funding | | (\$176,683,791) | (\$99,167,896) | (\$108,096,688) | (\$43,995,677) | (\$427,944,052) |
| TOTAL REMAINING | \$36,312,104 | \$15,437,993 | \$10,950,206 | \$13,073,460 | \$55,187,887 | \$55,187,887 |



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

12 April 2023

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 Three to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on April 12, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 3 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is 1 item included as part of Administrative Modification 3 to the FY 2023-2026 Transportation Improvement Program. This change does not affect Fiscal Constraint as the funding sources and funding years remain the same.

1. Chadwick Flyer US 65 Crossing (OK2304-23AM3)

Moving funding between phases to ensure each funding source is correctly associated with each phase.

Basis for Administrative Modification

- *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.*

Project Overview

1 Projects Listed

OK2304-23AM3 - CHADWICK FLYER US 65 CROSSING

| | | | |
|----------------------------|-----------------------------------------------|----------------------------------------|------------------------------|
| Plan Revision 23AM3 | Section Sponsored by Local Public Agencies | Project Type Bicycle and Pedestrian | Lead Agency City of Ozark |
| County Christian County | Municipality Ozark | Status No Status Available | Total Cost \$3,750,000 |
| MoDoT ID - | Federal ID 9901849 | Project From - | Project To - |

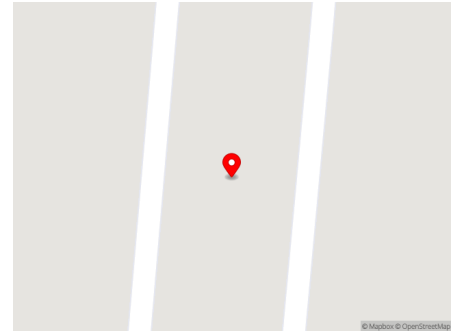
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes
Non-Federal Funding Source: Christian County (\$75,000) and City of Ozark (\$375,000); FYI: \$300,000 Christian County STBG-U

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|--------------------|---------------|-------|-------------|--------|--------|--------|--------|-------------|
| Engineering | Local | - | \$100,015 | - | - | - | - | \$100,015 |
| Engineering | STBG-U (FHWA) | - | \$300,000 | - | - | - | - | \$300,000 |
| Engineering | TAP (FHWA) | - | \$100,059 | - | - | - | - | \$100,059 |
| Total Engineering | | - | \$500,074 | - | - | - | - | \$500,074 |
| ROW | Local | - | \$56,000 | - | - | - | - | \$56,000 |
| ROW | TAP (FHWA) | - | \$224,000 | - | - | - | - | \$224,000 |
| Total ROW | | - | \$280,000 | - | - | - | - | \$280,000 |
| Construction | MO-ARPA | - | \$1,500,000 | - | - | - | - | \$1,500,000 |
| Construction | Local | - | \$293,985 | - | - | - | - | \$293,985 |
| Construction | TAP (FHWA) | - | \$1,175,941 | - | - | - | - | \$1,175,941 |
| Total Construction | | - | \$2,969,926 | - | - | - | - | \$2,969,926 |
| Total Programmed | | - | \$3,750,000 | - | - | - | - | \$3,750,000 |

| | |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CURRENT CHANGE REASON | Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources |
| PROJECT CHANGES | ID changed from "OK2304-23A3" to "OK2304-23AM3" Plan Revision Name changed from "23A3" to "23AM3" |
| FUNDING CHANGES | <p>Local</p> <p>+ Increase funds in FY 2023 in ENG from \$55,570 to \$100,015</p> <p>- Decrease funds in FY 2023 in ROW from \$280,000 to \$56,000</p> <p>+ Increase funds in FY 2023 in CON from \$114,430 to \$293,985</p> <p>STBG-U (FHWA)</p> <p>+ Increase funds in FY 2023 in ENG from \$0 to \$300,000</p> <p>- Decrease funds in FY 2023 in CON from \$300,000 to \$0</p> <p>TAP (FHWA)</p> <p>- Decrease funds in FY 2023 in ENG from \$111,129 to \$0</p> <p>- Decrease funds in FY 2023 in CON from \$120,000 to \$0</p> <p>- Decrease funds in FY 2023 in ENG from \$111,129 to \$100,059</p> <p>+ Increase funds in FY 2023 in ROW from \$0 to \$224,000</p> <p>+ Increase funds in FY 2023 in CON from \$1,157,742 to \$1,175,941</p> <p>MO-ARPA</p> <p>- Decrease funds in FY 2023 in ENG from \$138,905 to \$0</p> <p>- Decrease funds in FY 2023 in ENG from \$138,911 to \$0</p> <p>+ Increase funds in FY 2023 in CON from \$1,222,184 to \$1,500,000</p> |
| FEDERAL PROJECT COST | Stays the same \$1,800,000 |
| TOTAL PROJECT COST | Stays the same \$3,750,000 |



TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM II.B.

Public Participation Plan Annual Evaluation

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

AGENDA DESCRIPTION:

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

Public Participation Plan 2022 Annual Evaluation



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 1, 2023

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 2022 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

- Develop printed materials, such as business cards with information about comment opportunities on the OTO website and acquire swag items for distribution at events and expos in anticipation of increased in-person opportunities to engage the public at community-based functions.
- Expand the use of social media to promote the OTO and solicit comments using ads and "boosted" content to target segments of the public for their input on studies and projects that directly affect them.
- Continue to annually update and maintain the OTO interested parties and stakeholder group contacts list/database.

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

Performance Measures

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

Facebook Participation

| Date | Followers | Men/Women (%) |
|-------------|-----------|---------------|
| August 2013 | 51 | Not Available |
| August 2014 | 108 | 56/43 |
| April 2015 | 137 | 52/45 |
| July 2016 | 175 | 54/43 |
| March 2017 | 177 | 55/43 |
| March 2018 | 220 | 56/43 |
| March 2019 | 234 | 53/45 |
| March 2020 | 437 | 44/55 |
| March 2021 | 541 | 43/56 |
| March 2022 | 550 | 44.5/55.5 |
| March 2023 | 744 | 40/48 |

Facebook Participation by Location

| Date | Battlefield | Springfield | Nixa | Ozark | Republic | Willard | Strafford |
|-------------|-------------|-------------|------|-------|----------|---------|-----------|
| August 2014 | - | 60 | 4 | 2 | 2 | - | - |
| April 2015 | - | 82 | 4 | 4 | 3 | - | - |
| July 2016 | 15 | 72 | 5 | 11 | 7 | - | - |
| March 2017 | 13 | 66 | 5 | 11 | 5 | - | - |
| March 2018 | 3 | 117 | 8 | 13 | 4 | - | - |
| March 2019 | 2 | 129 | 7 | 15 | 5 | - | - |
| March 2020 | 3 | 207 | 21 | 41 | 13 | - | - |
| March 2021 | 4 | 212 | 23 | 46 | 9 | - | - |
| March 2022 | 20 | 208 | 30 | 47 | 38 | - | - |
| March 2023 | 23 | 250 | 42 | 57 | 37 | 12 | 9 |

Twitter Participation

| Date | Followers | Following | Tweets |
|-------------|-----------|-----------|--------|
| August 2014 | 57 | 241 | 284 |
| April 2015 | 91 | 218 | 628 |
| July 2016 | 149 | 216 | 1,503 |
| March 2017 | 169 | 214 | 1,648 |
| March 2018 | 185 | 219 | 1,712 |
| March 2019 | 217 | 289 | 1,743 |
| March 2020 | 264 | 308 | 1,881 |
| March 2021 | 264 | 309 | 1,964 |
| March 2022 | 286 | 351 | 2,052 |
| March 2023 | 280 | 344 | 2,137 |

Number of Meetings Open to the Public

The OTO attempts to hold six meetings annually for the Board of Directors and Technical Planning Committee. Quarterly meetings are usually the standard for other standing 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 |
|------|-----|-----|------|------|
| 2013 | 6 | 6 | 6 | 6 |
| 2014 | 7* | 7* | 9 | 5 |
| 2015 | 8* | 8* | 5 | 6 |
| 2016 | 7* | 8 | 4 | 6 |
| 2017 | 9*† | 8* | 6 | 11 |
| 2018 | 8* | 7* | 3 | 6 |
| 2019 | 6 | 7* | 3 | 2 |
| 2020 | 6 | 7* | 4 | 6 |
| 2021 | 6 | 8* | - | 6 |
| 2022 | 6 | 8* | 4 | 4 |

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

Press Releases Sent

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

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

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

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

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

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

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

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

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

Press releases sent out for **2021 – 23**

Press releases sent out for **2022 - 43**

Media Coverage of OTO

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

- Media coverage from October 2014 to December 31, **2014 – 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 – 13**
- Media Coverage from January 1, 2020 to December 31, **2020 – 15**
- Media Coverage from January 1, 2021 to December 31, **2021 – 20**
- Media Coverage from January 1, 2022 to December 31, **2022 – 23**

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 2022.

Analytics for the OTO website

| Year | Sessions | Users | Page Views | Avg. Session Duration | Male/Female | Percent New Visitors |
|------|----------|--------|------------|-----------------------------|-------------|----------------------------|
| 2015 | 7,454 | 4,918 | 14,926 | 2:19 | 54/45 | 63.3 |
| 2016 | 7,816 | 4,873 | 17,339 | 2:15 | N/A | 61.3 |
| 2017 | 6,189 | 3,677 | 14,041 | 2:06 | 57/43 | 83.9 |
| 2018 | 6,559 | 3,869 | 13,911 | 2:13 | 58/42 | 98.1 |
| 2019 | 7,300 | 4,413 | 17,338 | 2:13 | 55/44 | 88.8 |
| 2020 | 7,558 | 5,000 | 19,160 | 2:25 | N/A | 98 |
| 2021 | 14,171 | 9,987 | 28,128 | 1:24 | N/A | 100 |
| 2022 | 17,623 | 13,041 | 33,562 | 1:24 | N/A | 90.2 |

Legal Ads

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

| Year | No. of Ads Printed |
|------|--------------------|
| 2012 | 4 |
| 2013 | 7 |
| 2014 | 3 |
| 2015 | 3 |
| 2016 | 6 |
| 2017 | 3 |
| 2018 | 3 |
| 2019 | 4 |
| 2020 | 1 |
| 2021 | 4 |
| 2022 | 3 |

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 individual's:

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

OTO Logged Comments

| Year | Comments Received |
|------|-------------------|
| 2013 | 70 |
| 2014 | 195 |
| 2015 | 63 |
| 2016 | 22 |
| 2017 | 40 |
| 2018 | 16 |
| 2019 | 20 |
| 2020 | 37 |
| 2021 | 187 |
| 2022 | 255 |

Action Items for 2023

The following action items were identified to enhance Public Participation in 2023. 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 the coming year. The OTO staff will work towards accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Expand and enhance the use of virtual tools to broaden the reach of meaningful public engagement efforts by making participation more convenient, affordable, and enjoyable for greater numbers of people.
- Expand the use of social media to promote the OTO and solicit comments using ads and “boosted” content to target segments of the public for their input and prioritize intentional outreach to members of underserved communities.
- Provide information at a reading level that will allow people of varying levels of education to participate. Writing at the eighth grade reading level or lower is generally accepted.
- Utilize the OTO Equity Index to understand the demographics of affected communities within the OTO that have disproportionate numbers of transportation disadvantaged or vulnerable populations with the intent of tailoring outreach efforts to include them in the planning process.

Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2022 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 2022, 255 comments were logged compared to 197 in 2021. 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 2022 using Google analytics.
- The OTO sent out 43 press releases in 2022, resulting in 23 news articles which represents the most media coverage enjoyed by the OTO since tracking began in 2012.

- The number of followers on the OTO Facebook account has steadily increased. In 2022, the number of users following the Ozarks Transportation Page has increased 35% from 2021. 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 the Sunshine Law. Several comments have been received during these meetings via social media.

The OTO staff will continue to work toward 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 5

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM II.C.

FY 2024 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 – Ad Hoc Studies and Projects
- Task 7 – Operations and Demand Management
- Task 8 – MoDOT Studies and Data Collection
- Task 9 – 2.5% Set Aside Safe and Accessible Transportation Options
- Task 10 – Studies and Project Administration (STBG eligible)
- Task 11 – CU Transit Planning (shown in Appendix A, but not included in OTO UPWP Budget)
- Task 12 – Safe Streets and Roads for All Grant (shown in Appendix A, but not included in OTO UPWP Budget)

The UPWP contains the proposed budget for FY 2024 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 2023 and FY 2024 is shown below:

| | Adopted FY 2023 | Proposed FY 2024 |
|-------------------------------------------|------------------------|-------------------------|
| OTO Consolidated FHWA/FTA PL Funds | \$925,953 | \$1,037,729 |
| Surface Transportation Block Funds | \$231,525 | \$243,101 |
| Local Jurisdiction Match Funds | \$170,564 | \$162,954 |
| Local Jurisdiction Studies & Project Fees | N/A | \$19,969 |
| In-Kind Match | \$36,000 | \$36,000 |
| MoDOT “Direct Costs” | \$82,806 | \$97,670 |
| Total OTO Revenue | \$1,446,848 | \$1,597,423 |

The total budget amount for FY 2024 UPWP is \$1,597,423. The UPWP also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$168,000. City Utilities is providing the local match in the amount of \$42,000.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance. The budgeted federal reimbursement rate is 86.23%.

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

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Traffic Incident Management Subcommittee meetings
- Long Range Transportation Plan Implementation
- FY 2025 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
- Annual Listing of Obligated Projects
- Award suballocated funding via competitive process
- Statewide Transportation Improvement Program (STIP) Prioritization Process
- Congestion Management Process Monitoring
- Special Transportation Studies
- Title VI Update
- Discretionary grant applications
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2025-2028 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance
- CRRSSAA Trail Project Administration
- Local Jurisdiction Project Administration as needed
- Data acquisition for grants, plans, and performance measures
- Regional Electric Vehicle Plan
- ITS Coordination

UPWP SUBCOMMITTEE ACTION TAKEN:

The UPWP Subcommittee reviewed the draft FY 2024 UPWP at its March 21, 2023 meeting. The subcommittee recommended the Technical Planning Committee review the FY 2024 draft at its April 6, 2023, electronic meeting.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 12, 2023, the Executive Committee recommended that the FY 2024 Unified Planning Work Program move forward through the approval process by the Technical Planning Committee and the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the FY 2024 Unified Planning Work Program be approved by the Board of Directors.”

OR

“Move to recommend the FY 2024 Unified Planning Work Program to the Board of Directors for approval with the following changes...”



Ozarks Transportation Organization

UNIFIED PLANNING WORK PROGRAM

Fiscal Year 2024

(July 1, 2023 - June 30, 2024)



OUR MISSION

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



Contact Us

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

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Springfield, MO 65807

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By fax: 417-862-6013

By email: staff@ozarkstransportation.org

Online: www.ozarkstransportation.org

Ozarks Transportation Organization



POLICY STATEMENTS

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 they or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, they 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.

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 stylized graphic of a mountain range in the bottom left corner, rendered in green and grey.

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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 2024 (July 2023 - June 2024). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

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

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization’s Public Participation Plan may be found on the OTO website:

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

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

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

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

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

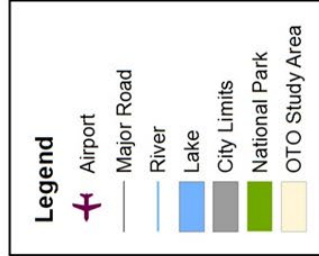
| Planning Factors UPWP Tasks | | | | | | | | | | |
|---------------------------------------------------|----------------------|-----------|-------------|-----------------------------|----------------|-----------------|----------------------------|------------------------|-----------------------------|----------------------|
| | 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 – Ad Hoc Studies & Projects | | | | | | | | | | |
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| Task 8 – MoDOT Studies & Data Collection | | | | | | | | | | |
| Task 9 – Safe & Accessible Transportation Options | | | | | | | | | | |
| Task 10 – Studies and Project Management | | | | | | | | | | |
| Task 11 – CU Transit Planning | | | | | | | | | | |
| Task 12 – Safe Streets and Roads for All | | | | | | | | | | |

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

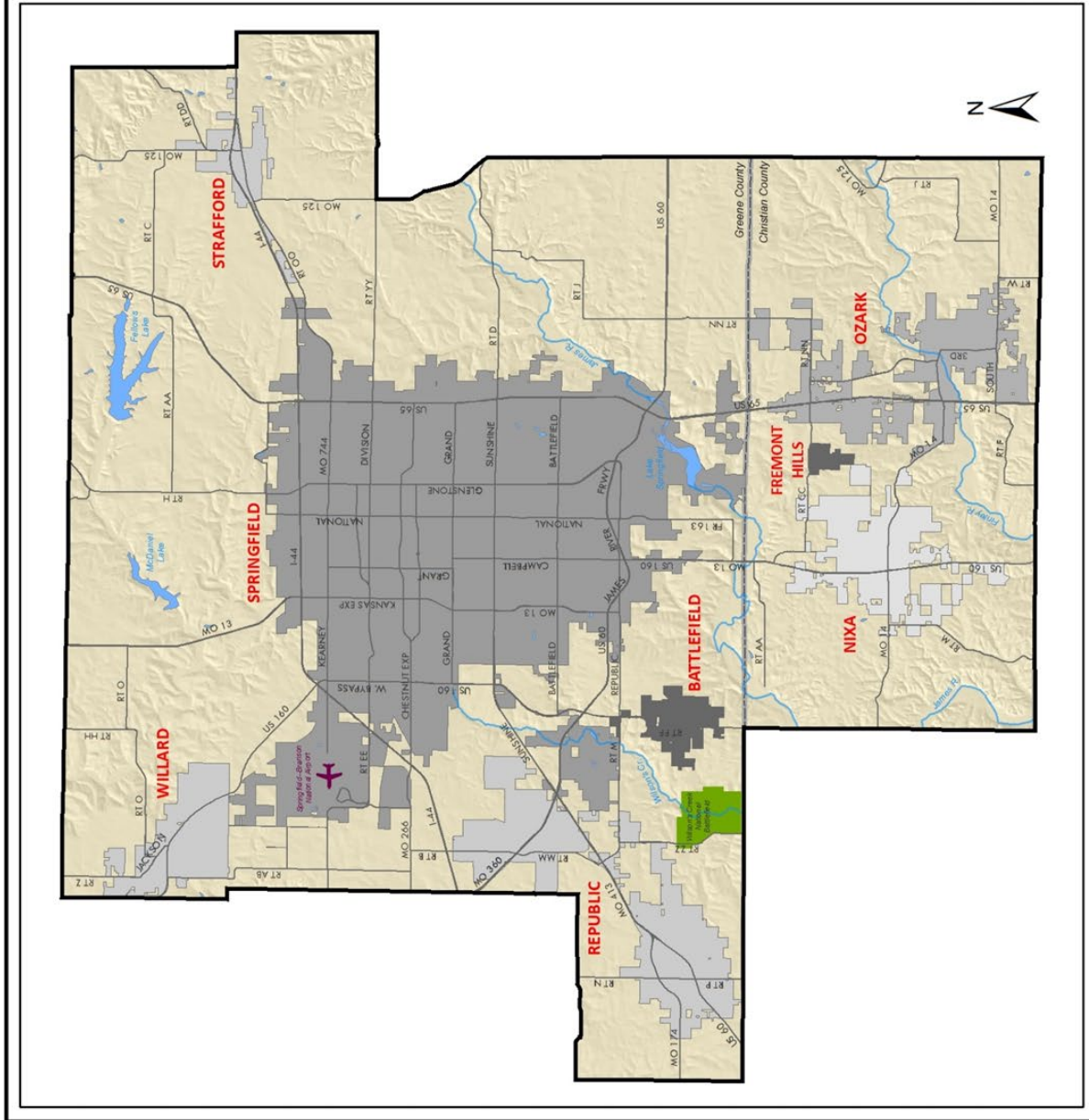
The OTO also considered the Planning Emphasis Areas in the development of the FY 2024 UPWP. The Planning Emphasis Areas alignment with the UPWP work program is shown below.

| <div> <div>Planning Emphasis Areas</div> <div>UPWP Tasks</div> </div> | 1. Transition to a Clean Energy, Resilient Future | 2. Equity and Justice40 in Transportation Planning | 3. Complete Streets | 4. Public Involvement | 5. STRAHNET/DOD Coordination | 6. FLMA Coordination | 7. Planning and Environment Linkages | 8. Data in Transportation Planning |
|-----------------------------------------------------------------------|---------------------------------------------------|----------------------------------------------------|---------------------|-----------------------|------------------------------|----------------------|--------------------------------------|------------------------------------|
| Task 1 – General Administration | | | | | | | | |
| Task 2 – Coordination & Public Engagement | | | | | | | | |
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| Task 12 – Safe Streets and Roads for All | | | | | | | | |

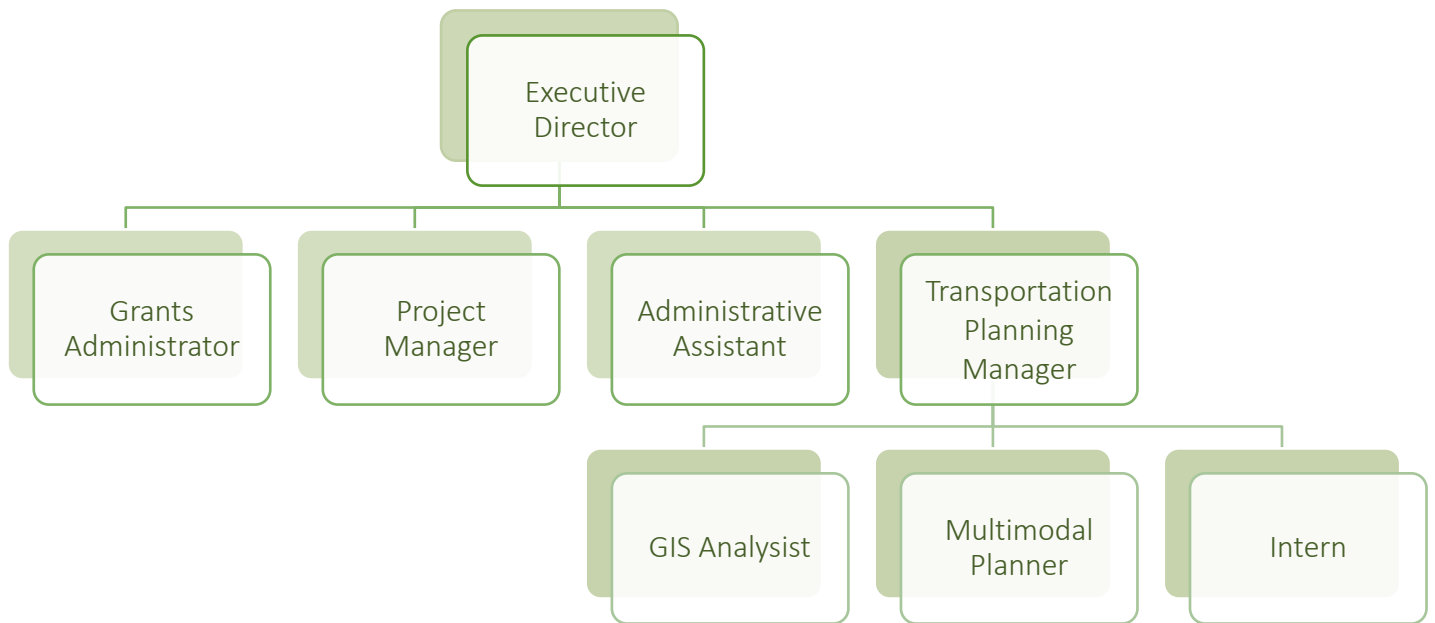
Approved by the
Governor of Missouri
2/8/2002



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



Important Issues Facing the Ozarks Transportation Organization

The OTO adapted the planning process throughout the COVID-19 pandemic and subsequent recovery. Logistical challenges were tackled by incorporating virtual tools and conducting hybrid meetings. These changes have received positive feedback and have been incorporated into OTO processes for broader participation. OTO has stayed on mission and continued advancing the planning process and cooperative decision-making. The region is continuing its work toward a more multi-modal, aesthetically pleasing transportation system, but it continues to struggle with funding challenges. The OTO planning partners remain focused on ways to fund the transportation system with the continued threat of increased inflation in the upcoming transportation improvement program and statewide transportation improvement program. OTO staff and planning partners continue to seek additional US DOT grant assistance to bridge the funding gap.

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. Recurring 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 2024 will also continue to implement the recommendations contained within *Destination 2045 (adopted in 2021 and amended in 2022)*, as well as the *Regional Bicycle and Pedestrian Trail Investment Study*. Work products include studies and the ongoing effort to pursue discretionary funding for the region.

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

OTO will also continue to embrace the new tools that have more recently become available and necessary. The region stands ready to utilize additional transportation investment as it becomes available to the region.

Major Activities and Tasks

The Unified Planning Work Program is divided into tasks and work elements identifying how OTO's time and expenses will be allocated over the fiscal year. Appendix A outlines planning activities in the region that are outside the OTO's Unified Planning Work Program. 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 2023 UPWP Year-End Report, which will be incorporated upon completion in July 2023.

OTO UPWP Work Program (CPG)

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, executing 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 2023 to June 2024

- 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 2023 to December 2023

- Conduct an annual, and if necessary, single audit of FY 2023 and report to Board of Directors
- Implement measures as suggested by audit

1.3 Unified Planning Work Program

Timeframe – July 2023 to June 2024

- Amendments to the FY 2024 UPWP as necessary
- Development of the FY 2025 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 2023 to June 2024

- Travel to meetings and trainings regionally, statewide, and nationally
 - MoDOT Planning Partner Meetings
 - Missouri Trails Advisory Board
 - Missouri Highways 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

- Southwest Missouri Council of Governments
- 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 2023 to June 2024

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

1.6 Electronic Support for OTO Operations

Timeframe – July 2023 to June 2024

- 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 and cybersecurity

1.7 MPO Compliance and Certification

Timeframe – July 2023 to June 2024

- Continue to address items contained in 2021 joint FHWA and FTA federal certification review of the MPO Planning Process
- Monitor guidance from state and federal agencies on the regional transportation process and provide feedback as necessary through the federal register or other engagement process

Anticipated Outcomes

- Implementation of the FY 2024 UPWP
- Regular reimbursement requests and quarterly progress reports
- FY 2023 Year-End Report
- Adoption of the FY 2025 UPWP and execution of associated agreements

- Financial reporting to the Board of Directors
- FY 2023 Audit
- Legal services and contracts
- Grant Administration
- Attendance of OTO staff and members at relevant meetings and trainings
- Relevant policy and bylaws updates and necessary legal services
- Revisions to inter-local agreements and contracts as needed
- Continued grant administration of multiple DOT grants
- Contract services performed by HR, Legal, and Auditing professionals

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Quarterly progress reports, payment requests and year-end report for FY 2022
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY 2022 Single Audit
- FY 2023 UPWP amendments and administrative modifications as needed through June 2023
- FY 2024 UPWP development and approval
- Conferences and training for staff
- Employment management
- Legal services and contracts
- Property Control Management Policy
- Grant Administration
- Conflict of Interest Policy and Certifications
- Updated Continuity of Operations Plan
- Addressed items contained in 2021 joint FHWA and FTA federal certification review of the MPO Planning Process
- Contract services performed by HR, Legal and Auditing professionals

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 2023 to June 2024

- 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 2023 to June 2024

- Participate in and encourage collaboration among various community committees directly related to transportation and planning
- Continued coordination through the planning process with the Federal Land Management Agency representatives in the MPO area
- Coordination with MoDOT staff at District and Statewide levels

2.3 Public Involvement

Timeframe – July 2023 to June 2024

- 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
- Continue integration of Virtual Public Involvement tools into the public involvement process

2.4 Civil Rights Compliance

Timeframe – July 2023 to June 2024

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA)
- 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
- Update OTO Title VI Plan

2.5 Member Attendance at OTO Meetings

Timeframe – July 2023 to June 2024

- 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
- Continuously updated websites
- Social media engagement
- 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
- Continued integration of Virtual Public Involvement Tools
- Coordination with MoDOT and FLMA
- Updated Title VI Plan

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Meetings, agendas, and minutes for OTO Board of Directors, Committees, and Subcommittees
- Document meeting attendance for in-kind reporting
- Community committee participation
- Annual PPP Evaluation
- Management of public input
- Social media engagement
- DBE and Title VI reports submitted to MoDOT
- Monthly website maintenance and associated updates
- Public Input Websites for the Route FF Corridor Study and 2023 Highway MM Corridor RAISE Discretionary Grant Application
- Public meeting conducted for the Route FF Corridor Study and Community Open House for the Chadwick Flyer Trail
- Integration of Virtual Public Involvement Tools

Task 3 – Planning and Implementation

Purpose

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

Work Elements

3.1 Long Range Transportation Plan

Timeframe – July 2023 to June 2024

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

3.2 Performance Measures

Timeframe – July 2023 to June 2024

- 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 2023 to June 2024

- Coordinate system performance monitoring, including data collection and analysis
- Review goals and implementation strategies to ensure effective system evaluation
- Conduct before and after analysis of completed projects and their effects on the system
- Continue to integrate Planning and Environmental Linkages (PEL) into the CMP Process
- Finalize CMP update

3.4 Federal Function Classification Maintenance and Updates

Timeframe – July 2023 to June 2024

- Annual call for updates
- Facilitate change requests as necessary

3.5 Freight Planning

Timeframe – July 2023 to June 2024

- Participate in MoDOT freight planning efforts, including the implementation of statewide freight and rail plan
- Continue to identify and review essential freight corridors throughout the region
- Maintain participation in the Heartland Freight Technology Plan Consortium
- Annual review of the STRAHNET system to identify routes in the OTO boundary

3.6 Alternative Fuel and Air Quality Planning

Timeframe – July 2023 to June 2024

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

3.7 Demographic and Geographic Data Management

Timeframe – July 2023 to June 2024

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

3.8 Support for Jurisdictions' Plans

Timeframe – July 2023 to June 2024

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

3.9 Active Transportation Planning and Implementation

Timeframe – July 2023 to June 2024

- Implement strategies for active transportation as identified in OTO bicycle and pedestrian plans, including *Towards A Regional Trail System*, *Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure*, and *Regional Bicycle and Pedestrian Trail Investment Study*.
- Coordinate and monitor regional activities through the Bicycle and Pedestrian Advisory Committee
- Work with member jurisdictions to identify funding and timelines for potential trail projects

3.10 Planning and Environment Linkages (PEL)

Timeframe – July 2023 to June 2024

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

Anticipated Outcomes

- Amendments to the LRTP as necessary
- Performance target updates
- Annual call for updates to the Federal Functional Classification System and other updates as requested
- CMP monitoring
- Participation in statewide freight planning efforts
- Continued air quality attainment status monitoring
- Report on growth trends and other relevant demographics
- GIS maintenance and mapping, including transportation data
- Travel demand model updates as needed and associated model runs
- Annual review of STRAHNET system
- Regional Electric Vehicle Plan
- LRTP Implementation Report
- Annual Bicycle/Pedestrian Implementation Report
- Resources for active transportation best practices and any associated trainings
- Continued development of trail projects for eventual construction
- Bicycle and Pedestrian Safety Analysis
- Trail Dashboard Maintenance and Maps
- Other projects as needed

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- *Amended Destination 2045*
- Performance target updates adopted
- Annual State of Transportation Report
- Annual Federal Functional Classification call for projects
- Federal Functional Classification update requests
- Participation in Ozarks Clean Air Alliance
- GIS maintenance and mapping
- OTO data sharing policy
- Trail ordinance distributed to member jurisdictions
- Bike/Ped Implementation Report
- Trail dashboard update

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 2023 to June 2024

- 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 2024-2027 Transportation Improvement Program
- Develop and draft FY 2025-2028 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 2023 to June 2024

- 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 2023 to June 2024

- 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 2024-2027 Transportation Improvement Program
- Development of the draft FY 2025-2028 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
- Award suballocated funding via competitive process

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Amendments and Administrative Modifications to the FY 2023-2026 Transportation Improvement Program
- Draft FY 2024-2027 Transportation Improvement Program
- Semiannual Federal Funds Balance Reports
- Annual Listing of Obligated Projects
- MoDOT STIP Prioritization
- Developed and solicited applications for Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP) and FTA 5310 projects

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 2023 to June 2024

- 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 2023 to June 2024

- Transit Coordination Plan Implementation with one-page report on status of action items
- 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 2023 to June 2024

- Continue to implement the Program Management Plan
- Conduct call for projects for Section 5310 funding
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds
- Finalize and approve update of Program Management Plan for OTO Section 5310 Human Services Vehicle program administration

5.4 Data Collection and Analysis

Timeframe – July 2023 to June 2024

- 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 2023 to June 2024

- 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 Association Board meetings

5.6 ADA/Title VI Appeal Process

Timeframe – July 2023 to June 2024

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

Anticipated Outcomes

- Transit agency coordination
- Continued Transit Coordination Plan implementation
- Special studies
- Committee meetings, agendas, and minutes
- CU Transit ADA/Title VI Appeals as requested
- Data collection
- Approved Program Management Plan
- Monitor FTA 5310 vehicle delivery and OTO balance
- Regional paratransit coordination
- Let's Go Smart Transportation Collaborative participation
- CU Transit Fixed Route Analysis assistance
- Conduct Call for Projects and award funding

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- LCBT meetings, agendas, and minutes
- Transit agency coordination
- Let's Go Smart Transportation Collaborative participation
- Call for Projects and Award of FTA 5310 Funding
- Updated Program Management Plan to include OTO Section 5310 program administration ready for approval in FY 2024

Task 6 – 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

6.1 Transportation Consultant/Modeling Services

Timeframe – July 2023 to June 2024

- Travel demand model scenarios to assist with long range transportation plan development and implementation
- Contracted data collection efforts to support OTO planning projects, signal timing, and transportation decision-making
- Benefit cost analysis and grant data services
- Manage consultant contracts for studies for scoping and design of future transportation projects
- Manage consultant contracts for scoping, design and possible construction of trail projects

6.2 Grant Applications

Timeframe – July 2023 to June 2024

- 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
- Maintain grant website page and newsletter with grant resources for local jurisdictions
- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning

6.3 Other Studies in Accordance with LRTP

Timeframe – July 2023 to June 2024

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

Anticipated Outcomes

- Grant applications and support letters as requested
- Travel demand model scenarios as requested
- Consultant contracts for studies and grant agreements
- Other studies as requested

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- Continued support for area comprehensive plan updates
- Grant application review and support letters

- Reviewed RAISE Grant/INFRA Grant opportunities
- 2023 Highway MM RAISE Discretionary Grant submitted
- Chadwick Flyer Overpass grant application submitted
- Route 66 Trail Alignment Study
- Route FF Extension Alignment Study

Task 7 – Operations and Demand Management

Purpose

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

Work Elements

7.1 Traffic Incident Management Planning

Timeframe – July 2023 to June 2024

- Coordinate meetings of Traffic Incident Management Committee

7.2 Intelligent Transportation Systems Coordination

Timeframe – July 2023 to June 2024

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

7.3 Intelligent Transportation Systems Architecture

Timeframe – July 2023 to June 2024

- Continue to coordinate with MoDOT and members to implement and develop ITS solutions

7.4 Travel Sensing and Travel Time Services

Timeframe – July 2023 to June 2024

- Ongoing maintenance of OTO Wi-Fi travel time units

7.5 Coordinate Employer Outreach Activities

Timeframe – July 2023 to June 2024

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

7.6 Collect and Analyze Data to Determine Potential Rideshare Demand

Timeframe – July 2023 to June 2024

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

7.7 Van Pool Program

Timeframe – July 2023 to June 2024

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

Anticipated Outcomes

- ITS coordination
- Travel time unit maintenance
- Annual report of TDM activities
- Van Pool Program Development (multi-year process)
- Recommendations for ITS solutions

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities
- Maintenance of OTO travel time collection units
- TIM committee meetings including self-assessment

Task 8 – 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

8.1 MoDOT Transportation Studies and Data Collection

Timeframe – July 2023 to June 2024

- 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 conducted to provide accident data for use in the Congestion Management Process
- Speed studies 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 MoDOT travel time collection units

| MoDOT Position | Annual Salary | Annual Fringe | Annual Additive | Total | % Time | Eligible |
|-----------------------------------------------|---------------|---------------|-----------------|------------|--------|------------------|
| Traffic Center Manager | \$ 112,730 | \$ 81,831 | \$ 13,156 | \$ 207,716 | 5% | \$ 10,386 |
| Traffic Study Specialist | \$ 63,310 | \$ 45,957 | \$ 7,388 | \$ 116,655 | 20% | \$ 23,331 |
| Senior Traffic Study Specialist | \$ 73,844 | \$ 53,603 | \$ 8,618 | \$ 136,065 | 30% | \$ 40,819 |
| Senior Traffic Study Specialist | \$ 73,844 | \$ 53,603 | \$ 8,618 | \$ 136,065 | 5% | \$ 6,803 |
| Intermediate Information Systems Technologist | \$ 59,086 | \$ 42,891 | \$ 6,895 | \$ 108,872 | 15% | \$ 16,331 |
| Total | | | | | | \$ 97,670 |

Anticipated Outcomes

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

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

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

2.5% Set Aside Work Program

Task 9 - Safe and Accessible Transportation Options

Purpose

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

This section contains additional tasks for developing safe and accessible transportation options. This task is utilizing the 2.5% (\$14,458) set aside of Safe and Accessible Transportation Options Planning funds for the OTO. Incorporate planning processes that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The OTO currently works towards safe and accessible transportation options as demonstrated by work tasks throughout the UPWP.

Work Elements

9.1 Transportation Options Best Practices

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

9.2 Complete Streets

- Maintain complete streets toolbox

9.3 Bicycle and Pedestrian Transportation

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

Anticipated Outcomes

- Enhanced Complete Streets toolbox
- Bicycle and Pedestrian Crash Maps
- Draft best practices for active transportation

Prior Year Accomplishments

- Maintain Complete Streets Toolbox
- Pedestrian Safety Analysis

Surface Transportation Block Grant Work Program

Task 10 – Studies and Project Administration

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. These are studies and projects utilizing Surface Transportation Block Grant funding.

Work Elements

10.1 Other Transportation Studies

Timeframe – July 2023 to June 2024

- Studies requested by member jurisdictions to examine trail or road alignments, traffic, safety, walkability or land use

10.2 Administration of CRRSAA funded projects

Timeframe – July 2023 to June 2024

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

10.3 Administration of Local Jurisdiction Projects

- Oversee the project administration of local jurisdiction projects as needed

Anticipated Outcomes

- CRRSAA funded project management
- Project administration
- Other studies completed as needed

Prior Year

Formerly part of Task 6 Ad Hoc Studies and Projects

Funding Tables

The work contained in the FY 2024 UPWP is supported by financial grants and in-kind resources from federal, state, and local government sources, as well as OTO surplus funding. The total estimated costs for the FY 2024 UPWP is \$1,597,423; with \$1,280,830 in federal dollars and \$316,593 in state, local, and in-kind dollars. The use of in-kind dollars allows the OTO to utilize an 86.23% federal reimbursement rate. Funding details are found in seven tables, described below.

- Table 1 – Task Budget Summary
- Table 2 - Funding Totals – this table presents the funding from all sources for all of the work elements of the UPWP
- Table 3 - Anticipated Contracts by Cost & Equipment Over \$5,000
- Table 4 - Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2024
- Table 5 - Budgeted Revenue for Actual Costs FY 2024
- Table 6 - Total Available Revenue for FY 2024 UPWP Work Activities
- Table 7 – FY 2024 UPWP Budget

Table 1
Task Budget Summary

Consolidated Planning Grant PL

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|---------------------------------------------------------------|----------------------|--------------------|---------------------|
| Task 1 – General Administration | \$265,933 | | |
| 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 | \$296,467 | | |
| 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 | \$302,296 | | |
| 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 Freight Planning | | OTO | No |
| 3.6 Alternative Fuel and Air Quality Planning | | OTO | Yes |
| 3.7 Demographic and Geographic Data Management | | OTO | Yes |
| 3.8 Support for Jurisdictions' Plans | | OTO | No |
| 3.9 Active Transportation Planning and Implementation | | OTO | No |
| 3.10 Planning and Environment Linkages (PEL) | | OTO | No |
| Task 4 – Project Selection and Programming | \$108,185 | | |
| 4.1 Project Programming | | OTO | Yes |
| 4.2 Federal Funds Tracking | | OTO | No |
| 4.3 STIP Prioritization and Scenarios | | OTO | No |
| Task 5 – OTO Transit Planning | \$38,359 | | |
| 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 |

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|----------------------------------------------------------|----------------------|-----------------------------|---------------------|
| Task 6 – Ad Hoc Studies and Projects | \$155,585 | | |
| 6.1 Transportation Consultant/Modeling Services | | OTO | Yes |
| 6.2 Grant Applications | | OTO | Potentially |
| 6.3 Other Studies in Accordance with LRTP | | OTO | Potentially |
| Task 7– Operations and Demand Management | \$14,594 | | |
| 7.1 Traffic Incident Management Planning | | OTO | No |
| 7.2 Intelligent Transportation Systems Coordination | | OTO | No |
| 7.3 Intelligent Transportation Systems Architecture | | OTO | No |
| 7.4 Travel Sensing and Travel Time Services | | OTO Springfield MoDOT | Yes |
| 7.5 Coordinate Employer Outreach Activities | | OTO Springfield | No |
| 7.6 Collect & Analyze Data to Determine Potential Demand | | OTO | No |
| 7.7 Van Pool Program | | OTO | No |
| Task 8 – MoDOT Studies and Data Collection | \$97,670 | | |
| 8.1 MoDOT Transportation Studies and Data Collection | | MoDOT SW | No |
| TOTAL | \$1,279,089 | | |

2.5% Set Aside

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|---------------------------------------------------------------------------|----------------------|--------------------|---------------------|
| Task 9– 2.5 % Set Aside Safe and Accessible Transportation Options | \$14,458 | OTO | |
| 9.1 Transportation Options Best Practices | | OTO | No |
| 9.2 Complete Streets | | OTO | No |
| 9.3 Pedestrian Transportation | | OTO | No |
| TOTAL | \$14,458 | | |

STBG

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|-----------------------------------------------------|----------------------|--------------------|---------------------|
| Task 10 – Studies and Project Administration | \$303,876 | | |
| 10.3 Other Transportation Studies | | OTO | Potentially |
| 10.4 Administration of CRRSSAA Funded Projects | | OTO | No |
| 10.5 Administration of Local Jurisdiction Projects | | OTO | No |
| TOTAL | \$303,876 | | |

FTA 5303 (City Utilities) – Appendix A

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|----------------------------------------------------------|----------------------|--------------------|---------------------|
| Task 11 – CU Transit Planning | \$210,000 | | |
| 11.1 Operational Planning | | City Utilities | No |
| 11.2 ADA Accessibility Planning | | City Utilities | No |
| 11.3 Transit Fixed Route/Regional Service Analysis Imp. | | City Utilities | No |
| 11.4 Service Planning | | City Utilities | No |
| 11.5 Financial Planning | | City Utilities | No |
| 11.6 Competitive Contract Planning | | City Utilities | No |
| 11.7 Safety, Security, and Drug/Alcohol Control Planning | | City Utilities | No |
| 11.8 Transit Coordination Plan Implementation | | City Utilities | No |
| 11.9 Program Management Plan Implementation | | City Utilities | No |
| 11.10 Data Collection and Analysis | | City Utilities | No |
| 11.11 Transit Fixed Route Analysis | | City Utilities | Yes |
| TOTAL | \$210,000 | | |

Safe Streets and Roads for All Grant – Appendix A

| | | | |
|--------------------------------------------------|------------------|-----|-----|
| Task 12 – Safe Streets and Roads for All | \$286,000 | | |
| 12.1 Data Collection and Analysis | | OTO | Yes |
| 12.2 Public Input | | OTO | Yes |
| 12.3 Travel Model Updates | | OTO | Yes |
| 12.4 Safe Streets and Roads for All Subcommittee | | OTO | No |
| 12.5 Safety Plan Development | | OTO | No |
| TOTAL | \$286,000 | | |

Table 2

Funding Totals

| | Local Funding | | | Federal Funding | | | | | | |
|---------------------------------------|------------------------------|----------------|--------------------|-----------------|------------------|------------------------------------------|--------------------------------|------------|--------------|-------------|
| Task | Local Match 13.7659% | City Utilities | In-Kind 2.4238% | CPG 69.8668% | STBG 16.3672% | 2.5% Set Aside Safe & Access Trans | SS4A Discretionary Grant | 5307 | Total | Percent (%) |
| 1 | \$ 36,608 | \$ - | \$ - | \$ 229,325 | \$ - | \$ - | \$ - | \$ - | \$ 265,933 | 17.73% |
| 2 | \$ 4,811 | \$ - | \$ 36,000 | \$ 255,656 | \$ - | \$ - | \$ - | \$ - | \$ 296,467 | 19.77% |
| 3 | \$ 41,614 | \$ - | \$ - | \$ 260,682 | \$ - | \$ - | \$ - | \$ - | \$ 302,296 | 20.16% |
| 4 | \$ 14,893 | \$ - | \$ - | \$ 93,292 | \$ - | \$ - | \$ - | \$ - | \$ 108,185 | 7.21% |
| 5 | \$ 5,280 | \$ - | \$ - | \$ 33,079 | \$ - | \$ - | \$ - | \$ - | \$ 38,359 | 2.56% |
| 6 | \$ 21,418 | \$ - | \$ - | \$ 134,167 | \$ - | \$ - | \$ - | \$ - | \$ 155,585 | 10.37% |
| 7 | \$ 2,009 | \$ - | \$ - | \$ 12,585 | \$ - | \$ - | \$ - | \$ - | \$ 14,594 | 0.97% |
| 9 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,458 | \$ - | \$ - | \$ 14,458 | 0.96% |
| 10 | \$ 60,775 | \$ - | \$ - | \$ - | \$ 243,101 | \$ - | \$ - | \$ - | \$ 303,876 | 20.26% |
| Total | \$ 187,408 | \$ - | \$ 36,000 | \$ 1,018,786 | \$ 243,101 | \$ 14,458 | \$ - | \$ - | | |
| Total of CPG/STBG Expenses | | | | | | | | | \$ 1,499,753 | 100.00% |
| 8 | Value of MoDOT "Direct Cost" | | | | | | | | \$ 97,670 | |
| Total of CPG/STBG Work Program | | | | | | | | | \$ 1,597,423 | |
| 11 | \$ - | \$ 42,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 168,000 | \$ 210,000 | |
| 12 | \$ 57,200 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 228,800 | \$ - | \$ 286,000 | |
| Totals | \$ 57,200 | \$ 42,000 | \$ - | \$ - | \$ - | \$ - | \$ 228,800 | \$ 168,000 | | |
| Total of Transportation Planning Work | | | | | | | | | \$ 2,093,423 | |

Table 3

Anticipated Contracts by Cost & Equipment Over \$5,000 (Tasks 1-10)

| Cost Category | Budgeted Amount FY 2023 | Equipment Purchase |
|----------------------------------------------------------------------------------------------------------------------|-------------------------|--------------------|
| Building Lease | \$ 54,060.00 | No |
| Cleaning Services | \$ 4,500.00 | No |
| Data Acquisition | \$ 25,000.00 | No |
| ESRI Licensing | \$ 6,363.00 | No |
| Insurance (Directors & Officers, Errors & Omissions, Professional Liability, Workers Compensation, Network Defender) | \$ 12,190.00 | No |
| IT Managed Services | \$ 13,000.00 | No |
| Maintenance | \$ 2,000.00 | No |
| Online TIP Tool | \$ 15,684.00 | No |
| Payroll Services/Cafeteria Plan Administration | \$ 4,000.00 | No |
| Professional Services for Operations (Accounting, Audit, HR, Legal) | \$ 45,000.00 | No |
| Transportation Consultant/Modeling Services: | | No |
| Grant Applications and Other Studies As Needed | \$ 240,000.00 | No |
| Travel Demand Model Update | \$ 15,000.00 | No |
| Travel Sensing | \$ 5,000.00 | No |
| Vehicle | \$ 35,000.00 | Yes |
| Webhosting | \$ 4,000.00 | No |

Table 4

CPG/STBG Eligible Funding FY 2024

| | |
|--------------------------------------------------------------------------|--------------|
| Total Value of OTO/Springfield Metropolitan Transportation Planning Work | |
| Tasks 1-8 & 10 | \$ 1,485,295 |
| Actual Total Ozarks Transportation Organization Expenditures | \$ 1,485,295 |
| Plus Value of Task 9 MoDOT Direct Costs Credit * | \$ 97,670 |
| Total Value of OTO/Springfield Metropolitan Transportation Planning Work | \$ 1,582,965 |
| Federal Pro-Rata Share | 80% |
| Federal CPG & STBG Funding Eligible | \$ 1,266,372 |
| Federal CPG 2.5% Set Aside | \$ 14,458 |
| Federal Pro-Rata Share | 100% |
| Additional Federal 2.5% Set Aside CPG Funding Eligible | \$ 14,458.00 |

*The value of MoDOT Direct Costs (Traffic Studies) makes an additional \$78,112 ($\$97,670 \times .80$) of Federal CPG funding available for budgeted actual cost. The total direct cost value amount of \$97,670 allows the actual cost of CPG funded transportation planning costs to be funded at 86.23% federal.

Table 5

Budgeted Revenue for Actual CPG/STBG Costs FY 2024

| Ozarks Transportation Organization Revenue | Total Amount Budgeted |
|--------------------------------------------------------|-----------------------|
| Federal CPG Funding Eligible | \$ 1,023,271 |
| Federal CPG 2.5% Set Aside (added in CPG revenue line) | \$ 14,458 |
| Total CPG Revenue | \$ 1,037,729 |
| Surface Transportation Block Grant | \$ 243,101 |
| Local Match to be Provided | \$ 182,923 |
| Value of In-Kind Match | \$ 36,000 |
| MoDOT Direct Costs | \$ 97,670 |
| Total OTO Revenue | \$ 1,597,423 |

Table 6

Consolidated Planning Grant Available Balance

| | |
|-------------------------------------------------------------------------------|---------------------|
| OTO CPG Fund Balance as of 6/30/2023 (includes FY 2023 estimated allocation)* | \$1,417,886.40 |
| Less Remaining Expenses to be Billed for FY 2023 | (\$509,011.19) |
| PLUS FY 2024 CPG Expected Allocation** | \$772,148.00 |
| TOTAL Estimated CPG Funds Available for FY 2024 UPWP | \$1,681,023.21 |
| LESS CPG Funds Programmed for FY 2024 | (\$1,037,729) |
| Remaining Unprogrammed Balance | \$643,294.21 |

*Previously allocated, but unspent CPG funds through 1/31/2023

Justification for Carryover Balance

The projected carryover balance of \$643,294.21 represents less 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.

Table 7

UPWP FY 2024 Budget

| | FY 2024 |
|------------------------------------------------------|-------------------------|
| | Jul '23 - Jun 24 |
| Ordinary Revenue/Expenditures | |
| Revenue | |
| Other Types of Income | |
| In-Kind Match, Donated Direct Cost | \$ 133,670 |
| Total Other Types of Income | \$ 133,670 |
| OTO Revenue | |
| Consolidated Planning Grant (CPG) FHWA & FTA | \$ 1,037,729 |
| Local Jurisdiction Match Funds | \$ 162,954 |
| Local Jurisdiction Studies and Project Match | \$ 19,969 |
| Surface Transportation Block Grant | \$ 243,101 |
| Total OTO Revenue | \$ 1,463,753 |
| Total Revenue | \$ 1,597,423 |
| Expenditures | |
| Personnel | |
| Mobile Data Plans | \$ 3,120 |
| Payroll Services | \$ 4,000 |
| Salaries and Fringe | \$ 864,564 |
| Professional Services (Accounting, Audit, HR, Legal) | \$ 45,000 |
| Total Personnel | \$ 916,684 |
| Operating | |
| Dues/Memberships | \$ 9,500 |
| Education/Training/Travel | \$ 28,000 |
| Food/Meeting Expense | \$ 8,500 |
| Legal/Bid Notices | \$ 1,500 |
| Postage/Postal Services | \$ 200 |
| Printing/Mapping Services | \$ 3,500 |
| Public Input Event Registration | \$ 200 |
| Staff Mileage Reimbursement | \$ 3,500 |
| Telephone/Internet | \$ 7,000 |
| Vehicle Purchase | \$ 35,000 |
| Vehicle Maintenance/Fuel | \$ 2,400 |
| Total Operating | \$ 99,300 |

| | |
|-------------------------------------------------|---------------------|
| Commodities | |
| Office Supplies/Furniture | \$ 7,500 |
| Public Input Promotional Items | \$ 2,500 |
| Publications | \$ 1,000 |
| Total Commodities | \$ 11,000 |
| Information Technology | |
| Computer Upgrades/Equipment Replacement | \$ 8,500 |
| GIS Licenses | \$ 7,000 |
| IT Maintenance Contract | \$ 13,000 |
| Software | \$ 7,000 |
| Webhosting | \$ 3,000 |
| Total Technology | \$ 38,500 |
| Insurance | |
| Directors and Officers | \$ 2,600 |
| Errors and Omissions | \$ 3,300 |
| Professional Liability | \$ 3,000 |
| Workers Compensation | \$ 2,500 |
| Automobile Insurance | \$ 2,000 |
| Network Defender | \$ 290 |
| Total Insurance | \$ 13,690 |
| Service/Projects | |
| Data Acquisition | \$ 25,000 |
| Rideshare | \$ 500 |
| TIP Tool Maintenance | \$ 15,684 |
| Transportation Consulting Services | \$ 240,000 |
| Travel Demand Model Update | \$ 12,000 |
| Travel Sensing and Travel Time Service Projects | \$ 5,000 |
| Total Service/Projects | \$ 298,184 |
| Building | |
| Building Lease | \$ 54,060 |
| Common Area Maintenance Expense | \$ 22,635 |
| Maintenance | \$ 2,000 |
| Office Cleaning | \$ 4,500 |
| Utilities | \$ 3,200 |
| Total Building | \$ 86,395 |
| In-Kind Match Expense | |
| Direct Cost - MoDOT Salaries | \$ 97,670 |
| Membership Attendance at Meetings | \$ 36,000 |
| Total In-Kind Match Expense | \$ 133,670 |
| Total Expenditures | \$ 1,597,423 |
| Net Revenue Over Expenditures | \$ 0 |

Appendix A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 11 – 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

11.1 Operational Planning

Timeframe – July 2023 to June 2024

- 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)

11.2 ADA Accessibility Planning

Timeframe – July 2023 to June 2024

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

11.3 Transit Fixed Route/Regional Service Analysis Implementation

Timeframe – July 2023 to June 2024

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

11.4 Service Planning

Timeframe – July 2023 to June 2024

- 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

11.5 Financial Planning

Timeframe – July 2023 to June 2024

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

11.6 Competitive Contract Planning

Timeframe – July 2023 to June 2024

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

11.7 Safety, Security, and Drug/Alcohol Control Planning

Timeframe – July 2023 to June 2024

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

11.8 Transit Coordination Plan Implementation

Timeframe – July 2023 to June 2024

- 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

11.9 Program Management Plan Implementation

Timeframe – July 2023 to June 2024

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

11.10 Data Collection and Analysis

Timeframe – July 2023 to June 2024

- 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

11.11 Transit Fixed Route Analysis

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

Anticipated Outcomes

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

- Transit Fixed Route Analysis

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2023 year-end report, which will be incorporated upon completion in July 2023.

- 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

FHWA Discretionary Grant

Task 12 – Safe Streets and Roads for All Grant

Purpose

The OTO has been awarded a Safe Streets and Roads for All discretionary grant for the development of a regional safety action plan. This grant is directly with FHWA and is shown in the UPWP as a planning document. The Safe Streets and Roads for All Grant will be added to the TIP programming.

Work Elements

12.1 Data Collection and Analysis

Timeframe – July 2023 to June 2025

- Data Acquisition
- Consulting firm to analyze data
- Contracted data collection efforts to support safety plan prioritization

12.2 Public Input

Timeframe – July 2023 to June 2025

- Public input consultant to ensure engagement and targeted materials for diverse population engagement

12.3 Travel Model Updates

Timeframe – July 2023 to June 2025

- Travel demand model scenarios to assist with safety plan prioritization

12.4 Safe Streets and Roads for All Advisory Committee

Timeframe – July 2023 to June 2025

- Stakeholder committee of various community groups, OTO member jurisdictions, safety advocates, and safety experts
- Guide analysis and priorities of the plan

12.5 Safety Plan Development

Timeframe – July 2023 to June 2025

- Review of existing policies, programs, and engineering solutions
- Development of evaluation process
- Development of performance targets
- Identification of education programs and behavioral modifications that can accompany engineered improvements
- Development of engineering improvements

Anticipated Outcomes (New Task)

- Data acquisition
- Public Input
- Safe Streets and Roads for All Advisory Committee meetings
- Scoping and Schedule Development of Safety Plan (full plan anticipated in FY 2025)

Location of Referenced Documents

FY 2023 UPWP, as amended – <https://www.ozarkstransportation.org/uploads/documents/UPWP-FY2023-Amend1-Revised.pdf>

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

Public Participation Plan Annual Evaluation - <https://www.ozarkstransportation.org/uploads/documents/PPPeval2021.pdf>

Transportation Plan 2045 - https://www.ozarkstransportation.org/uploads/documents/Amendment2_Destination2045_07212022.pdf

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

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

Title VI Program - <https://www.ozarkstransportation.org/uploads/documents/Title-VI-ADA-Program-2021-Approved.pdf>

Limited English Proficiency Plan - <https://www.ozarkstransportation.org/uploads/documents/LEP-2021.pdf>

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

Bicycle and Pedestrian Report - https://www.ozarkstransportation.org/uploads/documents/CY21Report-09132022_230324_190643.pdf

State of Transportation Report – https://www.ozarkstransportation.org/uploads/documents/SOT-2021-12_220916_184341.pdf

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

FY 2023-2026 Transportation Improvement Program and Amendments - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>

Annual Listing of Obligated Projects - https://www.ozarkstransportation.org/uploads/documents/FY2022ALOPReport_220916_182711.pdf

Federal Funds Balance Report -

https://www.ozarkstransportation.org/uploads/documents/FundsBalanceReport10122022_221228_144558.pdf

Transit Coordination Plan - <https://www.ozarkstransportation.org/uploads/documents/TCP-2022-Approved.pdf>

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

Year End UPWP Progress Report – To be updated upon year end.

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM II.D.

Federal Funds Balance Report – March 31, 2023

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

AGENDA DESCRIPTION:

The Federal Funds Balance Report will be provided under separate cover ahead of the 4/19/23 meeting.

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

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, 2023.

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. To continue to maximize funding statewide through the August redistribution, MoDOT has requested that funding be obligated in the year it is allocated. OTO asks that members continue planning to make use of funds as they become available, as well as work ahead using the OTO STBG-U Advance policy. OTO commends those who have taken action to plan for the use of available funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official action requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM II.E.

Bicycle and Pedestrian Funding Guidebook and Application

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

AGENDA DESCRIPTION:

The Bicycle and Pedestrian Advisory Committee has developed application and scoring guidelines for the purpose of awarding Bicycle and Pedestrian Infrastructure Funding through the TAP and Carbon Reduction funding programs.

Available Funding:

\$5,930,000

Eligible Projects:

Construction, planning, and design of transportation-related bicycle and pedestrian off-road trails and sidewalks, and associated infrastructure: crosswalk enhancements, including under- and over-passes, and up to \$100,000 federal toward trailheads.

There is no minimum or maximum project size.

Due Date:

| | |
|---------------------------------------------------------|--------------|
| For review by OTO Grant Administrator ahead of due date | May 19, 2023 |
| Application Due Date | June 1, 2023 |

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

At its March 14, 2023 meeting, the Bicycle and Pedestrian Advisory Committee recommended the application and scoring guidelines. A draft application was shared for review with BPAC and TPC members, which resulted in minor changes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Bicycle and Pedestrian Funding Guidebook and Application for a funding round to begin April 20, 2023.”

OR

“Move to approve the Bicycle and Pedestrian Funding Guidebook and Application with these changes...”

2023 OTO Sidewalk/Trail Funding Guidebook





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Quick Facts

Available Funding

The estimated amount of funding available through FY 2026 is just under \$6 million. The amount awarded through this call for projects will be dependent upon the types of applications received.

| | |
|-------------------------------|--------------------|
| Approximate Remaining TAP/CRP | \$5,930,000 |
|-------------------------------|--------------------|

Eligibility Requirements

Projects: Construction, planning, and design of transportation-related bicycle and pedestrian off-road trails and sidewalks, and associated infrastructure: crosswalk enhancements, including under- and over-passes, and up to \$100,000 federal toward trailheads.

Project Sponsors:

Eligible project sponsors are defined in 23 USC 133 (h) –

- i. a local government;
- ii. a regional transportation authority;
- iii. a transit agency;
- iv. a natural resource or public land agency;
- v. a school district, local education agency, or school;
- vi. a tribal government;
- vii. a metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer;
- viii. a nonprofit entity;
- ix. any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of this subsection; and
- x. a State, at the request of an entity described in clauses (i) through (ix).

Timeline

The table below represents the latest possible timeline for trail construction project completion. Projects may proceed more quickly.

| | |
|----------------------------------------------------|---------------|
| OTO Review | May 19, 2023 |
| Applications Due | June 1, 2023 |
| Award Notification post TIP Amendment | August 2023 |
| Programming Data Form | October 2023 |
| Engineering Services Contract Approval | March 2024 |
| Preliminary & Right-of-Way Plans Submittal | July 2024 |
| Plans, Specifications, & Estimate (PS&E) Submittal | November 2024 |
| Plans, Specifications, & Estimate (PS&E) Approval | December 2024 |
| Construction Contract Award | February 2025 |
| Final Project Closeout | Variable |



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Project Selection

Selection criteria are drawn from the Vision, Goals, and Policies, and the *Bicycle and Pedestrian Facilities Map* outlined in *Destination 2045*. Criteria have also been drawn from the *Regional Bicycle and Pedestrian Trail Investment Study*, a recent effort to refine proposed trail alignments and develop cost estimates. The final selection criteria were cooperatively determined through the Bicycle Pedestrian Advisory Committee.

Additional Information Available Through:

Natasha Longpine
Ozarks Transportation Organization
2208 W Chesterfield Blvd., Suite 101
Springfield, MO 65807
(417) 865-3042 x 103
nlongpine@ozarkstransportation.org

Garrett Evans
MoDOT Southwest District
PO Box 868
3025 E. Kearney
Springfield, MO 65801
(417) 895-7638
Garrett.Evans@modot.mo.gov

NOTE: This application handbook is for use in applying for funds allocated to the Ozarks Transportation Organization for projects located within the OTO area (see page 3).

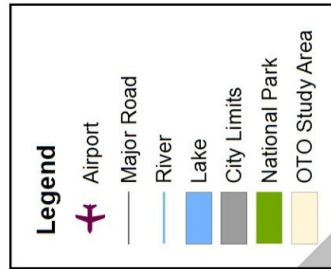
Application Deadline: 4 pm (CST), June 1, 2023



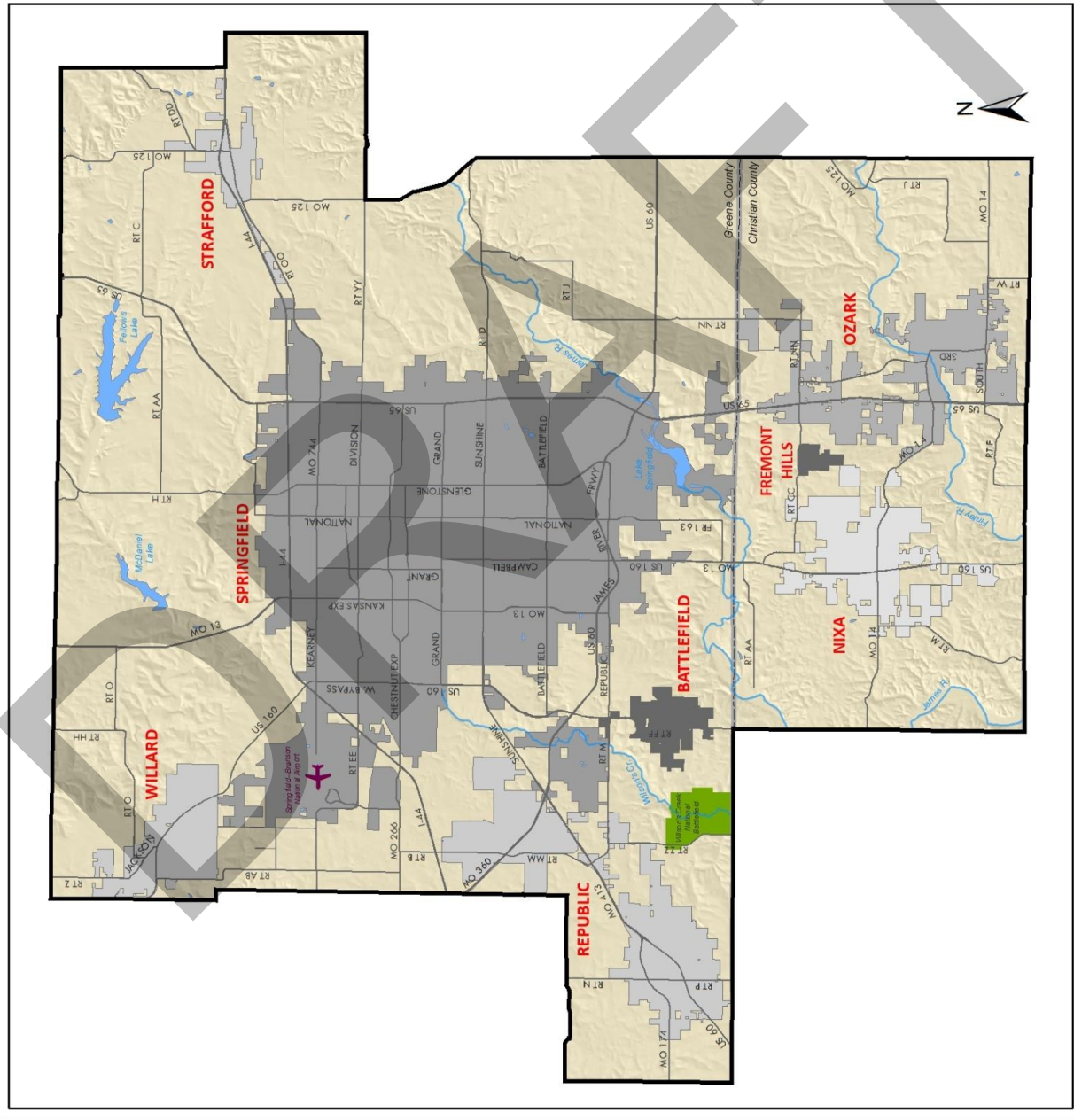
OZARKS TRANSPORTATION ORGANIZATION A METROPOLITAN PLANNING ORGANIZATION

Ozarks
Transportation
Organization
Metropolitan
Planning Area

Approved by the
Governor of Missouri
2/8/2002



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

A METROPOLITAN PLANNING ORGANIZATION

Available Funding

OTO is making available funds through the STBG-U Set Aside (also known as TAP) and the Carbon Reduction Program. These funding sources will be applied to each project by OTO staff when programmed in the Transportation Improvement Program.

The estimated amount of funding available through FY 2026 is just under \$6 million. The amount awarded through this call for projects will be dependent upon the types of applications received.

| | |
|-------------------------------|--------------------|
| Approximate Remaining TAP/CRP | \$5,930,000 |
|-------------------------------|--------------------|

Regulations Associated with Available Funds

All aspects of projects (including right-of-way acquisition) paid for with federal funds are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at <https://www.modot.org/local-public-agency>.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Eligibility Requirements

Eligible Projects

The following activities have been selected by OTO as eligible projects for this call-for-projects. These activities are directly related to the region's surface transportation system.

Construction, planning, and design of transportation-related bicycle and pedestrian facilities, including:

1. Trails
2. Sidewalks
3. Crosswalks, Overpasses, Underpasses, and related improvements
4. Trailheads – maximum \$100,000 federal award

These funds cannot be used for (1) state or MPO administrative purposes, (2) general recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc, or (3) Routine maintenance and operations. OTO has chosen not to fund right-of-way, though it is understood that ROW acquisition may be necessary to complete the proposed project.

Project Award Size Restrictions

There are no preliminary award size restrictions, however members are encouraged to be responsible with federal funds. The scoring committee will have the discretion to consider award size in recommending funding. Generally, projects over \$100,000 are preferred.

Eligible Project Sponsors

Eligible project sponsors are defined in 23 USC 133 (h) –

- i. a local government;
- ii. a regional transportation authority;
- iii. a transit agency;
- iv. a natural resource or public land agency;
- v. a school district, local education agency, or school;
- vi. a tribal government;
- vii. a metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer;
- viii. a nonprofit entity;
- ix. any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of this subsection; and
- x. a State, at the request of an entity described in clauses (i) through (ix).

Project sponsors must adopt a resolution support the proposed project and its implementation should the project be funded. Sponsors should also have a person of responsible charge who has completed MoDOT's LPA Basic Training prior to any funds being obligated. Here is a link to learn more and to find the training - <https://www.modot.org/training-opportunities>.

Match Requirements

Project Sponsors must provide a minimum local match of 20% of total project costs for a project to be eligible for funding. In most cases, this match must be a cash match. In-kind contributions in the form of construction labor by local forces are not eligible. If an applicant chooses to provide a local match in excess of 20%, the OTO reserves the right to substitute federal funds for the pledged local match in excess of 20% if sufficient federal funds are available.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Timelines

Projects funded through this call-for-projects must comply with application timeline outlined below. Trail Construction applications must comply with programming, design, and construction procedures outlined in the Trail Application section below. Below, these two procedures are outlined.

Application Process

April 20, 2023 Application Posted
May 19, 2023 Deadline to Submit for Optional Review by OTO Staff
June 1, 2023 Application Deadline
June 13, 2023 TAP Selection Committee to select projects
June 21, 2023 TPC meeting to recommend TIP amendments for selected projects
July 20, 2023 Board of Directors meeting to approve TIP amendments for selected projects
August 2023 Programmed in TIP following TIP Amendment Approval by FHWA

Programming, Design, Construction Process

The time frames shown represent maximum expected times for implementation approvals and concurrences; schedules will vary depending on project type. Actual progress towards implementation will be measured against the schedule submitted by the entity.

| Phase | Maximum Time Frame | Projected Schedule | Funds Obligated |
|--------------------------------------------------------|--------------------|--------------------|----------------------------------------|
| 1. Award Notification post TIP Amendment | 0 Months | August 2023 | No |
| 2. Programming Data Form ¹ | 2 Months | October 2023 | No |
| 3. Engineering Services Contract Approval ² | 7 Months | March 2024 | Yes |
| 4. Preliminary & Right-of-Way Plans Submittal | 11 Months | July 2024 | No |
| 5. Plans, Specifications, & Estimate (PS&E) Submittal | 15 Months | November 2024 | No |
| 6. Plans, Specifications, & Estimate (PS&E) Approval | 16 Months | December 2024 | Yes |
| 7. Construction Contract Award | 18 Months | February 2025 | Obligation Can be Modified |
| 8. Final Project Closeout ³ | Variable | Variable | Obligation Can be Modified (as needed) |

¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

²The evaluation of environmental and cultural impacts on the project must begin immediately after Preliminary Engineering (PE) authorization. The LPA must submit [Fig. 136.6.4 LPA Request for Environmental Review \(RER\)](#) to the MoDOT district contact within 60 days of preliminary engineering (PE) authorization for all federal-aid projects as discussed in [EPG 136.6 Environmental and Cultural Requirements](#).

³The time lapse between construction contract award and project closeout will depend on project type. Final certifications as discussed in [EPG 136.11 Local Public Agency Construction](#) must be submitted to the appropriate MoDOT district representative 60 days after final inspection.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Reasonable Progress Requirements

This policy is to ensure the OTO is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown on page 6. OTO has adopted a reasonable progress policy specific to TAP projects, which can be found here - [Reasonable Progress BPPF 2023.pdf](#). A one-time extension may be requested and approved by the OTO Board of Directors, which would result in a newly established timeline.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep the OTO and MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then, only with the approval of MoDOT.

In the event that a project does not meet the required deadlines, funds will be suspended and awarded to another project with a different project sponsor.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Project Selection

All project applications which are received by the application deadline will be considered for funding. The Ozarks Transportation Organization Bicycle and Pedestrian Advisory Committee will review and select projects in accordance with the evaluation criteria and funding guidelines for recommendation to the Technical Planning Committee and Board of Directors. The OTO Board of Directors will make the final project selection.

Evaluation Criteria

The evaluation criteria used in rating pedestrian and bicycle infrastructure applications draw from several sources, including *Destination 2045* and the *Regional Bicycle and Pedestrian Trail Investment Study*.

- Match (up to 5 points)
 - Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of 3 points. Any match that exceeds 30%, or 35%, qualifies for additional points.
- Project previously submitted for REI or Sidewalk Cost Share (2 points)
- Prior Planning (up to 5 points)
 - A project will earn 5 points if it is located on one of the corridors evaluated in the Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS)
 - A project will earn 3 points if it is specifically mentioned in a community plan.
- Connectivity (up to 15 points)
 - Points will be award to projects based on the types on connections made and the progress made towards creating a system that makes walking and bike more feasible.
 - Connections could include neighborhood-to-neighborhood, neighborhood-to-commercial district, or connections to an existing trail or bus stop.
 - Feasibility can be shown by highlighting obstacles or impediments the new connectivity overcomes. These could include major arterials, narrow streets, railroads, ADA-accessibility issues, transit, or system gaps.
- Public Participation (up to 5 points)
 - Points will be awarded based on the level of citizen participation. Participation can range from plan approval by city council and/or planning commission to a Facebook poll to a community meeting or open house.

Important Notes on Project Selection

If projects receive the same rating, the project will be awarded to the jurisdiction that has not had a project awarded in the most recent funding cycle.

Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the Ozarks Transportation Organization's desire to spend all the allocated funds, projects may be selected which will best obligate the funds available.

Projects which do not meet the intent this call for projects may not be funded.



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FAQs

- How will I receive the grant monies I am awarded?
This program **reimburses** the project sponsor for costs incurred. It does not provide money up front.
- What if my project goes over budget?
The funds allocated to a project are fixed. The project sponsor is responsible for and must pay all costs incurred in excess of the funding allocated to the project; therefore, it is important to develop a good estimate for the project application.
- Will my project have to go out for bid?
The majority of projects will go through a competitive bid process for construction. In some cases, volunteers may do construction.
- Are there specific rules I have to follow if I am awarded funding for my project?
All projects (including right-of-way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at:
<https://www.modot.org/local-public-agency>
- What happens after I find out my project is approved for funding?
Once approved by the Ozarks Transportation Organization Board of Directors and placed in the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Form and submit it to MoDOT. The programming form may be found at
http://epg.modot.org/files/3/36/136.3.1_Sept_2017.doc
- When can I start construction on my project?
No work may begin on the project until MoDOT and FHWA/FTA approves the project and a notice to proceed is issued. Costs incurred before a notice to proceed are not eligible for reimbursement.
- Will I have to complete my project within a certain timeframe?
All projects must comply with OTO's and MoDOT's Reasonable Progress Policies (see pages 6-7). In the event a project is not progressing in accordance with the reasonable progress policy, the funds may be reallocated to the next highest rated project that has not yet received funding.
- Will I have to maintain my project after it is built?
All projects are required to have a project maintenance plan for a minimum of 25 years.



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Application Instructions

In completing the responses to each Section, please refer to how the project addresses the relevant Evaluation Criteria listed on the Funding Score Sheet found on Page 15 of this application or page 8 of the Guidebook.

The application is to be submitted online. Please review all required information before completing the application. The following items will need to be uploaded as part of the application process and these are identified throughout these instructions as well as each relevant point in the application itself. Unless otherwise specified, the following file types are allowed, but may not be larger than 10 MB each – Excel (xls,xlsx), Acrobat (pdf), Word (doc, docx), PowerPoint (ppt, pptx), and Text (txt). These items will also be **highlighted** throughout these application instructions.

- Resolution of Support – The primary sponsor and all co-sponsors each need to provide a resolution of support from their governing body.
- Project Details – Provide detailed drawings of the project, including property lines, expected easement locations, landscaping details, and typical cross sections.
- Schedule – Detailed project implementation schedule that shows how the timeline in this Guidebook will be achieved.
- Map and Photos – Documentation showing the project location, existing conditions, and location of proposed improvements.
- If project is in a community plan – Page(s) from Plan where proposed project is mentioned.
- Detailed Budget – Download/Save a Local Copy, [complete this Budget spreadsheet](#), and upload in an Excel (xls, xlsx) format only.
- Budget Cost Backup Details – Provide additional sheet detailing costs outlined in the budget spreadsheet ([Example](#)).
- Right-of-Way Documentation – Include copies of recorded deed, lease, or easement documents.
- Public Outreach Documentation – Provide evidence of public outreach.

Section A Project Sponsor (No Points)

It is important to accurately list the project sponsor's contact information so that they may be contacted with questions relating to the project proposal. Please include a **resolution of support** from the project sponsor and any co-sponsors. Eligible Project Sponsors include:

- i. a local government;
- ii. a regional transportation authority;
- iii. a transit agency;
- iv. a natural resource or public land agency;
- v. a school district, local education agency, or school;
- vi. a tribal government;
- vii. a metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer;
- viii. a nonprofit entity;
- ix. any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of this subsection; and



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- x. a State, at the request of an entity described in clauses (i) through (ix).

Sponsors should also have a person of responsible charge who has completed MoDOT's LPA Basic Training prior to any funds being obligated. Here is a link to learn more and to find the training - <https://www.modot.org/training-opportunities>.

Section B Project Description (No Points)

Applicants are asked to provide a brief project description and provide information on project length, width, and surface material. Please include a landscaping drawing, expected locations of easements, property lines, and typical cross-sections, as applicable. The landscaping drawing should show the type and placement of street trees/other landscaping. Applicants will also need to upload a detailed implementation schedule.

Section C Location (5, 3, or 0 Points)

A concise project description will be needed and then an online map is available to mark the project location. Applicants will zoom in to the project location(s) and draw a line showing the extent of the project. Click once to start drawing and double-click to finish the line. Only one line can be submitted through this tool. If the application is for a bundle of projects, please draw a primary location and use the Map and Photos upload option in the next question to show the additional locations.

Applicants will have the opportunity to upload any additional documentation showing existing conditions and the location of proposed improvements. Please note that this question allows additional file types to be uploaded, including picture (jpg, jpeg, img, gif, png) formats. Up to 10 files may be uploaded. Applicants are encouraged to combine documentation into a single Adobe (pdf) document when possible.

Five points are available if the project corresponds to a corridor included in the Regional Bicycle and Pedestrian Trail Investment Study. The applicant will need to specify this corridor. Three points are available if the project is only listed in a community plan. The project in the community plan will need to be specifically named. A general reference to supporting trails or sidewalk improvements is not sufficient to earn the three points. The page(s) from the community plan will need to be uploaded.

Section D Basic Information (2 or 0 Points)

Two points are available if the project was previously submitted through the OTO Request for Expression of Interest. Applicants are also asked to address how the project is open to the public, who will be responsible for maintenance, and if there are any anticipated environmental concerns.

Section E Phasing (No Points)

Applicants are asked to describe if the project is a phase in a larger set of projects. If so, there is an opportunity to further describe the overall project and its phases.

Section F Project Budget and Match (5, 4, 3, or 0 Points)

This section requests details on project cost, amount of federal funds requested, local match provided, and the source(s) of that local match. Points are earned for contributing in excess of the 20% match requirement. The following chart outlines how points are awarded.



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| Match Amount | Points Earned |
|--------------|---------------|
| 25%-29.99% | 3 points |
| 30%-34.99% | 4 points |
| 35%+ | 5 points |

In the cost estimate section of the application, an [Excel spreadsheet is available for download](#).

Applicants are asked to save a local copy, provide amounts for the categories listed, separating federal and non-federal funding, and then **upload that spreadsheet back to the application**. Uploads will only allowed to be an Excel (xls, xlsx) format. Try to break down the project costs into the specific cost categories. For example, "\$80,000 for landscaping" without stating how much is for materials, labor, or equipment is not acceptable. If information submitted in a proposal is unclear, the application may not be scored correctly. Break down the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match), or a third party donation (as non-federal match).

Attach one additional sheet that details the costs. On this sheet, also explain the total cost and percentage of project total for each project element, i.e. landscaping, sidewalk, stormwater, paving, lighting. An example of what this should look like can be found [here](#).

Remember the federal transportation funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant's non-federal match. Non-federal match may come from private fund donations, city or county funds, force account, or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must be listed in the space provided.

Section G Right-of-Way Information (No Points)

Points will not be awarded for having right-of-way acquired, however the status of ROW acquisition may influence project selection in the event of a tie during scoring. ROW acquired within the 5 years preceding the project must also comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601 et seq.). If ROW has been required for the project, then prior to authorization to advertise the physical construction for bids, the Sponsor will need to submit a Clearance Certification Statement, [as described in the MoDOT EPG](#) (136.8.10). **Formal evidence of right-of-way acquisition is required and includes copies of recorded deed, lease, or easement documents.**

Section H Evaluation Criteria (Connectivity - Up to 15 Points, Public Outreach - Up to 5 Points)

Please describe how this project builds connectivity within the region and the region's trail network. Also include information on how this project makes biking and walking for transportation more feasible. A project can earn up to fifteen points for Connectivity, depending on the connections made and impediments addressed.

Applicants will also need to describe any methods used to involve the public and how the applicant has solicited public input. This involvement can range from a Facebook poll to a formally adopted plan with documented public involvement. Please **provide documentation of public outreach**.



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A project can earn up to five points for Public Outreach, depending on level of involvement and the size of the community.

Section J Signature

All applications must be signed to be considered.

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OZARKS TRANSPORTATION ORGANIZATION

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Submittal Instructions

Please submit application through online portal by 4 pm (CST), June 1, 2023.

Please use the **Application Checklist** on page 15 to help ensure your application is complete.

If you have questions or difficulty submitting your project, please contact Natasha Longpine at 417-865-3042 x103.

Application Deadline: 4 pm (CST), June 1, 2023



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

| Application Checklist | | |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| Included | Application Component | For More Information – |
| General Project Requirements | | |
| <input type="checkbox"/> | Does the proposed project meet at least one category of eligible activities, as chosen by OTO? | Eligible Projects, page 5 |
| <input type="checkbox"/> | Does the proposed project involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance? | Eligible Projects, page 5 |
| <input type="checkbox"/> | Is the project sponsor contributing at least 20% of total project costs? | Match Requirements, page 5 |
| <input type="checkbox"/> | Is the project sponsor an eligible sponsor? | Eligible Project Sponsors, page 5 |
| <input type="checkbox"/> | Does the sponsor have an identified Person of Responsible Charge? | Eligible Project Sponsors, page 5 |
| <input type="checkbox"/> | Is the proposed project compatible with the Ozarks Transportation Organization's Long Range Transportation Plan? | Evaluation Criteria, page 8 |
| Application Requirements | | |
| <input type="checkbox"/> | Does the application include an adopted local resolution of support is required from the sponsoring agency(ies)? | Section A: Project Sponsor, page 10 |
| <input type="checkbox"/> | Does the application include a landscaping drawing showing type and location of street trees/other landscaping? | Section B: Project Description, page 11 |
| <input type="checkbox"/> | Does the application include a project implementation schedule? (Is schedule reasonable?) | Section B: Project Description, page 11 |
| <input type="checkbox"/> | Does the application include photos and maps of the project site? | Section C: Location, page 11 |
| <input type="checkbox"/> | Does the application include a clear breakdown of the project's budget? | Section F: Project Budget and Match, pages 11-12 |
| <input type="checkbox"/> | Does the application include documentation of Right-of-Way acquisition (deed, lease, easement, letter of intent)? | Section G: Right-of-Way Information, page 12 |
| <input type="checkbox"/> | Does the application include all other required documentation? Application cannot be submitted without required questions answered. | Various |
| <input type="checkbox"/> | Is the application signed? | Section J: Signature, page 12 |



OZARKS TRANSPORTATION ORGANIZATION

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Funding Score Sheet

| Relevant Section | Evaluation Criteria | Scoring Guide | Points Received |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------|
| C | A project will earn 5 points if it is located on one of the corridors evaluated in the <i>Regional Bicycle and Pedestrian Trail Investment Study</i> (RBPTIS) A project will earn 3 points if it is specifically mentioned in a community plan. | RBPTIS= 5 pts OR Community Plan = 3 pts | |
| D | Project previously submitted for REI or Sidewalk Cost Share | Yes = 2 No = 0 | |
| F | Project sponsors that provide a total local match that exceeds 25% of the project's total cost are awarded a minimum of three points. Any match that exceeds 30%, or 35%, qualifies for additional points. | > 25% match = 3 pts OR > 30% match = 4 pts OR > 35% match = 5 pts | |
| H | Points will be award to projects based on the types on connections made and the progress made towards creating a system that makes walking and bike more feasible. Connections could include neighborhood-to-neighborhood, neighborhood-to-commercial district, or connections to an existing trail or bus stop. Feasibility can be shown by highlighting obstacles or impediments the new connectivity overcomes. These could include major arterials, narrow streets, railroads, ADA-accessibility issues, transit, or system gaps. | 0-15 points, subjective | |
| H | Points will be awarded based on the level of citizen participation. Participation can range from plan approval by city council and/or planning commission to a Facebook poll to a community meeting or open house. | 0-5 points, subjective | |
| TOTAL | | 32 Points Available | |

2023 TAP/CRP Funding Application

Applications Due by 4pm on June 1, 2023

Please refer to the Application Guidelines when answering each question, addressing how each answer relates to the point system on the Funding Score Sheet.

Application Date*



3/23/23

Please input a date between 4/20/23 and 6/1/23

Project Name*

A. Project Sponsor Information

Sponsor Name*

Contact First and Last Name*

Contact Phone Number*

Contact Email*

Does the Sponsor have a Person of Responsible Charge?*

Visit [MoDOT's website](#) to learn more about the Person of Responsible Charge Requirement and to find the most recent list of certified individuals and available training. Sponsors must have a certified person before any funding is obligated.

☐ Yes

☐ No

Required Resolution of Support*

Please upload Project Sponsor Resolution of Support.

Drop file here or select file (pdf, doc, docx, xls, xlsx, pptx, ppt, txt)

Co-Sponsors

Please list any additional sponsors for this project.

Co-Sponsor Resolutions of Support

Please upload resolutions of support from the above-listed co-sponsors.

1

Drop file here or select file (pdf, doc, docx, xls, xlsx, pptx, ppt, txt. Maximum number of files allowed: 10)

B. Project Description

Project Description*

Please provide a concise overview of the project.

Status of Engineering

At what level has the project been engineered? Please describe any conceptual engineering, preliminary design, or final engineering that has been completed.

Project Details*

Provide detailed drawings of the project, including property lines, expected locations of easements, landscaping details, and typical cross sections. Also, provide any engineering drawings, if available.

1

Drop file here or select file (xls, xlsx, pdf, doc, docx, pptx, ppt, txt. Maximum number of files allowed: 10)

Project Length (in feet)

Trail/Sidewalk Width

Construction Material (asphalt, concrete, etc.)

Schedule*

Please upload a detailed project implementation schedule that shows how you will meet the timeline outlined in the Application Guidebook.

Drop file here or select file (xls, xlsx, pdf, doc, docx, pptx, txt, ppt)

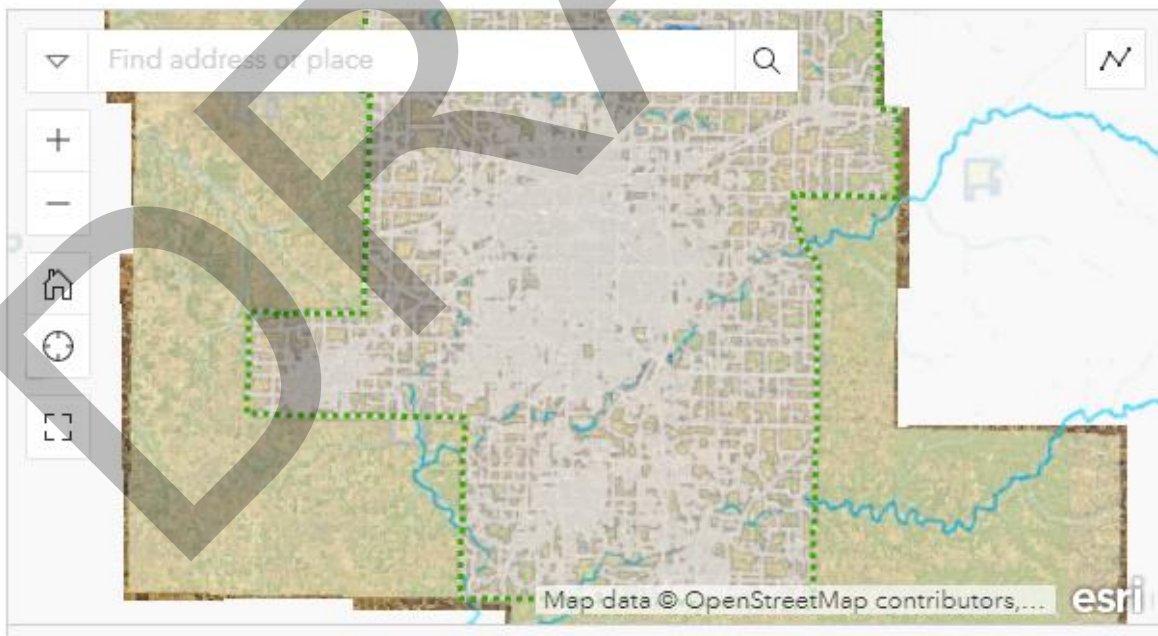
C. Location

Describe Project Location. Please indicate if project will connect OTO jurisdictions.*

Project Location*

Please draw a line/lines that relates to all locations within the proposed project.

Applicants will zoom in to the project location(s) and draw a line showing the extent of the project. Click once to start drawing and double-click to finish the line. Only one line can be submitted through this tool. If the application is for a bundle of projects, please draw a primary location and use the Map and Photos upload option in the next question to show the additional locations.



Map and Photos

Please provide any additional documentation showing existing conditions and location of proposed improvements.

Please note that this question allows additional file types to be uploaded, including picture (jpg, jpeg, img, gif, png) formats. Up to 10 files may be uploaded. Applicants are encouraged to combine documentation into a single Adobe (pdf) document when possible.

1

Drop file here or select file (maximum number of files allowed: 10)



Is this project located along a corridor evaluated in the OTO's Regional Bicycle and Pedestrian Trail Investment Study (RBPTIS)?*

☐ Yes

☐ No

23



Name of Corridor (as referenced in RBPTIS)

A copy of [RBPTIS](#) can be found on the OTO website.

 27 26

Is project mentioned specifically in a community plan?*

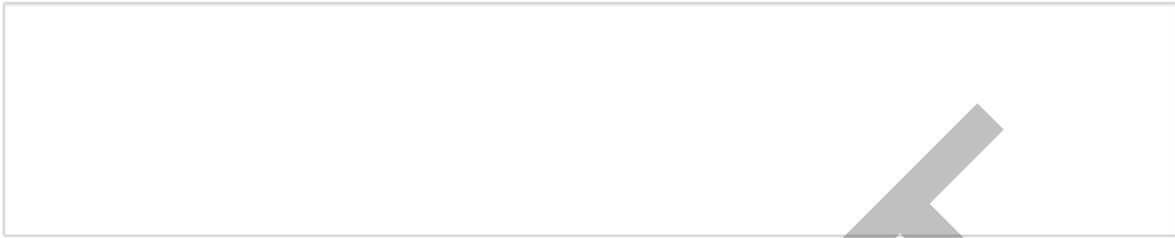
A general reference to supporting trails or sidewalk improvements is not sufficient to answer yes.

☐ Yes

☐ No

25 

Describe Plan and the reference to the propose project.



25 

Provide copy of page(s) from Plan where proposed project is mentioned.

Drop file here or select file (xls, xlsx, pdf, doc, docx, pptx, txt, ppt)

D. Basic Information

Has project been previously submitted through the OTO Request for Expression of Interest?*

☐ Yes ☐ No

Will the project be open to the public for at least 25 years?*

☐ Yes ☐ No

Will a fee be charged for public access?*

☐ Yes ☐ No

 32 31

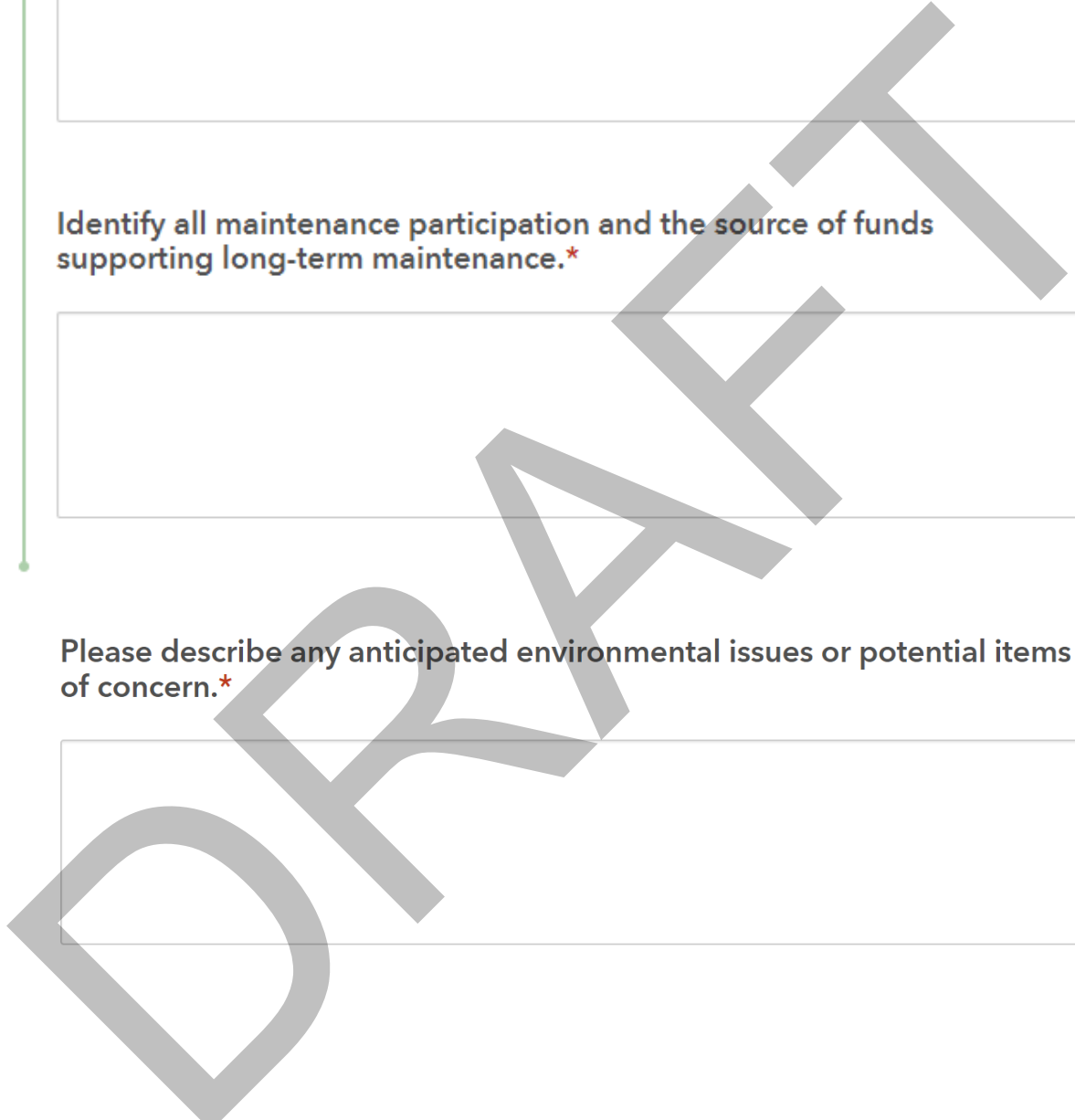
30 

If yes, how much?

30 

If yes, explain how fees charged will be used.

What governmental entity will be responsible for short- and long-term maintenance?*



Identify all maintenance participation and the source of funds supporting long-term maintenance.*

Please describe any anticipated environmental issues or potential items of concern.*

E. Phasing

 39 38 37

Is this project phased?*

☐ Yes

☐ No

36 

How many phases does this project have?

1³

36 

Which phase is this project?

1³

36 

Describe the other project phases.

Include information on which parts are completed and estimated timeframes for completing remaining phases.

F. Project Budget and Match

Please describe budget information for only this phase of the project.

Total Project Cost*

Provide the total project cost in whole dollar amounts.

Total Federal Funds Requested*

Provide federal amount requested in whole dollar amounts.

Local Match*

Provide the total local match in whole dollar amounts.

Describe each local match source and provide the relevant amount from each source in whole dollar amounts.*

Include details on local revenue sources (i.e., general funds, special tax revenue).

Detailed Budget*

Please [download/save a local copy of this Excel Spreadsheet](#) and complete the detailed budget information by funding source and phase. Then upload completed Spreadsheet here, in Excel format.

Drop file here or select file (xls, xlsx)

Cost Estimate Prepared by (Name)*

Cost Estimate Prepared by (Agency/Firm)*

Date Cost Estimate Prepared*

Budget Cost Backup Details

You must upload an additional sheet detailing the costs described/attached above. Include with that detail, the total cost for each project element and the percentage of the total project cost for that element (i.e. landscaping, paving, sidewalks). [Example](#).

Drop file here or select file (xls, xlsx, pdf, doc, docx, pptx, txt, ppt)

Describe all local groups/agencies identified to complete work as part of the applicant's proposed project.

G. Right-of-Way Information

 55 54 53

Have all permanent and construction property rights needed for this project been acquired?*

☐ Yes

☐ No

52 

Has a portion of the permanent and construction property rights needed for this project been acquired?*

☐ Yes

☐ No

52 

Does the applicant possess (a) letter(s) of intent to provide permanent and construction property rights?*

☐ Yes

☐ No

52 

Is the applicant willing to exercise condemnation authority to acquire permanent and construction property rights?*

☐ Yes

☐ No

Have utilities been cleared or considered for the project?*

☐ Yes ☐ No

Was existing ROW acquired in compliance with the Uniform Relocation Act?*

ROW acquired within the 5 years preceding the project must also comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601 et seq.).

☐ Yes

☐ No

☐ N/A - Acquired more than 5 years ago

☐ N/A - Have not acquired any ROW or easements

☐ Other

ROW Documentation

Upload ROW documentation here. Formal evidence of right-of-way acquisition is required and includes copies of recorded deed, lease, or easement documents.

1 Drop file here or select file (pdf, doc, docx, xls, xlsx, pptx, ppt, txt. Maximum number of files allowed: 10)

H. Evaluation Criteria

Connectivity*

Please describe how this project builds connectivity within the region and the region's trail network. Also include information on how this project makes biking and walking for transportation more feasible.

Public Outreach*

Describe any methods the project sponsor has used to involve the public and how the sponsor has solicited public input. This involvement can range from a Facebook poll to a formally adopted plan with documented public involvement.

Public Outreach Documentation*

Upload the required documentation representing described outreach.

1

Drop file here or select file (xls, xlsx, pdf, doc, docx, pptx, txt, ppt. Maximum number of files allowed: 10)

Application Agreement ▼

We, the Undersigned:

- Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.
- Understand that the Funding for Pedestrian and Bicycle Infrastructure Program is not a grant program, and that funds are administered by MoDOT.
- Understand that payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.
- Hereby assure OTO and MoDOT that the required match will be available for all funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).
- Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in TAP/CRP funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.
- Hereby assure OTO and MoDOT that this project complies with, and/or will comply with, all provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601 et seq.).
- Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.
- By signing this application, the organization (local government, school district, or other eligible entity) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding and hereby assure OTO and MoDOT that this project complies with, and/or will comply with, all provisions of the National Environmental Policy Act of 1969 (42 USC 4321 et seq.).

Full Name (electronic signature)

Title

Date Signed

DRAFT

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM II.F.

EV Charger Guidebook and Application

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

AGENDA DESCRIPTION:

OTO has developed a funding program with Carbon Reduction Program funds for the installation of AC Level 2 Electric Vehicle Chargers.

Available Funding:

\$750,000

Eligible Projects:

Applicants must follow federal minimum standards regarding EV chargers installed with federal funding. These requirements can be found in 23 CFR 680. For this program, that also includes a minimum of 4 chargers at each location. OTO is willing to also fund eligible on-site utility and parking configuration costs. OTO will not fund warranty and subscription fees, off-site utility relocation, power generation such as solar, or site configuration that goes beyond parking stalls for charging vehicles (aka, repaving and striping an entire parking lot).

The maximum project size is \$300,000.

Due Date:

For review by OTO Grant Administrator ahead of due date
Application Due Date

May 19, 2023
June 1, 2023

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the EV Charger Funding Guidebook and Application for a funding round to begin April 20, 2023.”

OR

“Move to approve the EV Charger Funding Guidebook and Application with these changes...”



OTO 2023 EV Charging Application Guidelines

The Carbon Reduction Program provides funding opportunities for OTO member jurisdictions and eligible agencies within the OTO region to promote the use of electric vehicles (EVs) and reduce carbon emissions.

Funding Availability

This grant program offers up to \$750,000 in federal funding to support the installation of Level 2 charging stations for electric vehicles.

No one agency will receive more than \$300,000.

Eligible Projects

Projects eligible for funding under this program must meet the following criteria:

- Install network-connected AC Level 2 charging ports
- Have at least four charging ports per location (or *station* as defined in [federal guidance](#))
- Each charging port must have a continuous power delivery rating of at least 6 kW
- Charging stations must be capable of providing at least 6 kW per port simultaneously across all AC ports
- Charging stations must be able to conduct power sharing and/or participate in smart charge management programs while still meeting the EV's demand for power up to 6 kW, unless the EV charging customer consents to accepting a lower power level.
- Charging stations must have a permanently attached J1772 connector and charge any J1772-compliant vehicle
- Charging stations must be available for use and accessible to the public at least as frequently as the business operating hours of the site host.
- Comply with Buy America, Build America
- Other requirements as described in 23 CFR 680 (<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680?toc=1>)

Eligible Items

- AC Level 2 Charger(s) – in any configuration that supports the requirements
- On-Site Utility Supply and Relocation
- Other on-site work to support vehicle parking

Ineligible Items

- Warranty and Subscription Plan Fees
- Off-site Utility Supply and Relocation
- On-site power generation, such as solar
- Site configuration beyond what is deemed necessary for parking stalls of charging vehicles

Eligible Applicants

Since requirements for federal funding of electric vehicle chargers is a new process and requirements are still being implemented, this application round is limited to OTO jurisdictions and agencies. Project sponsors will work with MoDOT, as all projects will be administered through the local public agency process. Project sponsors will also need to comply with data reporting requirements as those details become more available through FHWA.

Match Requirements

Project Sponsors must provide a local match of 20% of total project costs for a project to be eligible for funding. In most cases, this match must be a cash match. In-kind contributions in the form of construction labor by local forces are not eligible. If an applicant chooses to provide a local match in excess of 20%, the OTO reserves the right to substitute federal funds for the pledged local match in excess of 20% if sufficient federal funds are available.

Application Process

Applicants must submit a completed application form and provide supporting documentation, including project descriptions, timelines, budgets, and technical specifications for the proposed charging station(s). Applicants may also be required to provide evidence of the site host's commitment to the project and any necessary permits or approvals.

Timelines

Projects funded through this call-for-projects must comply with application timeline outlined below. EV Charging applications must comply with programing, design, and construction procedures outlined below.

Application Process

| | |
|----------------|----------------------------------------------------------------------------|
| April 20, 2023 | Application Posted |
| May 19, 2023 | Deadline to Submit for Optional Review by OTO Staff |
| June 1, 2023 | Application Deadline |
| June 13, 2023 | Selection Committee to select projects |
| June 21, 2023 | TPC meeting to recommend TIP amendments for selected projects |
| July 20, 2023 | Board of Directors meeting to approve TIP amendments for selected projects |
| August 2023 | Programmed in TIP following TIP Amendment Approval by FHWA |

Programing, Design, Construction Process

The time frames shown represent maximum expected times for implementation approvals and concurrences; schedules will vary depending on project type. Actual progress towards implementation will be measured against the schedule submitted by the entity.

| Phase | Maximum Time Frame | Projected Schedule | Funds Obligated |
|--------------------------------------------------------|--------------------|--------------------|----------------------------------------|
| 1. Award Notification post TIP Amendment | 0 Months | August 2023 | No |
| 2. Programming Data Form ¹ | 2 Months | October 2023 | No |
| 3. Engineering Services Contract Approval ² | 7 Months | March 2024 | Yes |
| 4. Preliminary & Right-of-Way Plans Submittal | 11 Months | July 2024 | No |
| 5. Plans, Specifications, & Estimate (PS&E) Submittal | 15 Months | November 2024 | No |
| 6. Plans, Specifications, & Estimate (PS&E) Approval | 16 Months | December 2024 | Yes |
| 7. Construction Contract Award | 18 Months | February 2025 | Obligation Can be Modified |
| 8. Final Project Closeout ³ | Variable | Variable | Obligation Can be Modified (as needed) |

¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

²The evaluation of environmental and cultural impacts on the project must begin immediately after Preliminary Engineering (PE) authorization. The LPA must submit [Fig. 136.6.4 LPA Request for Environmental Review \(RER\)](#) to the MoDOT district contact within 60 days of preliminary engineering (PE) authorization for all federal-aid projects as discussed in [EPG 136.6 Environmental and Cultural Requirements](#).

³The time lapse between construction contract award and project closeout will depend on project type. Final certifications as discussed in [EPG 136.11 Local Public Agency Construction](#) must be submitted to the appropriate MoDOT district representative 60 days after final inspection.

Reasonable Progress Requirements

This policy is to ensure the OTO is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown on page 6. OTO has adopted a reasonable progress policy specific to TAP projects, which can be found here - [Reasonable Progress BFPF 2023.pdf](#). A one-time extension may be requested and approved by the OTO Board of Directors, which would result in a newly established timeline.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep the OTO and MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then, only with the approval of MoDOT.

In the event that a project does not meet the required deadlines, funds will be suspended and awarded to another project with a different project sponsor.

Selection Criteria

Projects will be scored on the following:

Local Funding Share

Projects that have a higher local funding share will receive more points.

| Match Amount | Points Earned |
|--------------|---------------|
| 25%-29.99% | 3 points |
| 30%-34.99% | 5 points |
| 35%+ | 10 points |

Value of Project

This criterion evaluates the cost-effectiveness of the project by looking at the cost per charging port installed, based on federal share requested. For example, a \$300,000 federal request to install 4 charging ports would be \$75,000 per port and would receive no points.

- Less than \$15,000 per charging port = 10 points
- \$15,000-24,999 per charging port = 7.5 points
- \$25,000-\$49,999 per charging port = 5 points
- \$50,000-\$74,999 per charging port = 2.5 points
- \$75,000 or more per charging port = 0 points

Number of People Served

Projects that serve more people will receive more points.

- 500 or more people served = 10 points
- 250-499 people served = 7.5 points
- 100-249 people served = 5 points
- 50-99 people served = 2.5 points
- Less than 50 people served = 0 points

Demonstrated Need

Projects that demonstrate a clear need for Level 2 charging stations will receive more points.

Points can be subjectively assigned based on the strength of the project's justification for the need for Level 2 charging stations, such as the availability of other charging options in the area, the number of EVs in the area, and the expected increase in EV use in the future.

- Strong justification for the need = 5 points
- Moderate justification for the need = 3 points
- Weak or no justification for the need = 0 points

Important Notes on Project Selection

Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the Ozarks Transportation Organization's desire to spend all the allocated funds, projects may be selected which will best obligate the funds available.

Projects which do not meet the intent this call for projects may not be funded.

Application Instructions

In completing the responses to each Section, please refer to how the project addresses the relevant Evaluation Criteria listed above

The application is to be submitted online. Please review all required information before completing the application. The following items will need to be uploaded as part of the application process and these are identified throughout these instructions as well as each relevant point in the application itself. Unless otherwise specified, the following file types are allowed, but may not be larger than 10 MB each – Excel (xls, xlsx), Acrobat (pdf), Word (doc, docx), PowerPoint (ppt, pptx), and Text (txt). These items will also be **highlighted** throughout these application instructions.

- Resolution of Support – The primary sponsor and all co-sponsors each need to provide a resolution of support from their governing body.
- Project Details – Provide detailed drawings of the project, including property lines, expected easement locations, landscaping details, and typical cross sections.
- Schedule – Detailed project implementation schedule that shows how the timeline in this Guidebook will be achieved.
- Map and Photos – Documentation showing the project location, existing conditions, and location of proposed improvements.
- Detailed Budget – Download/Save a Local Copy, [complete this Budget spreadsheet](#), and upload in an Excel (xls, xlsx) format only.
- Budget Cost Backup Details – Provide additional sheet detailing costs outlined in the budget spreadsheet ([Example](#)).
- Right-of-Way Documentation – Include copies of recorded deed, lease, or easement documents.
- Any final backup information the applicant wishes to provide.

Section A Project Sponsor Information (No Points)

It is important to accurately list the project sponsor's contact information so that they may be contacted with questions relating to the project proposal. Please include a **resolution of support** from the project sponsor and any co-sponsors. Eligible Project Sponsors are limited to OTO member jurisdictions and agencies.

Sponsors should also have a person of responsible charge who has completed MoDOT's LPA Basic Training prior to any funds being obligated. Here is a link to learn more and to find the training - <https://www.modot.org/training-opportunities>.

Section B Project Description (No Points)

Applicants are asked to provide a brief project description and provide information on number of charging ports and other work required for installation. Please include a **expected locations of easements**, **property lines**, and **typical cross-sections**, as applicable. Applicants will also need to upload a detailed **implementation schedule**.

Section C Location (No Points)

A concise project description will be needed and then an online map is available to mark the project location. Applicants will zoom in to the project location(s) and draw a line showing the extent of the project. Click once to start drawing and double-click to finish the line. Only one line can be submitted through this tool. If

the application is for a bundle of projects, please draw a primary location and use the Map and Photos upload option in the next question to show the additional locations.

Applicants will have the opportunity to [upload any additional documentation](#) showing existing conditions and the location of proposed improvements. Please note that this question allows additional file types to be uploaded, including picture (jpg, jpeg, img, gif, png) formats. Up to 10 files may be uploaded. Applicants are encouraged to combine documentation into a single Adobe (pdf) document when possible.

Section D Basic Information (No Points)

Applicants are also asked to address how the project is open to the public and who will be responsible for maintenance.

Section E Project Budget and Match (10, 5, 3, or 0 Points)

This section requests details on project cost, amount of federal funds requested, local match provided, and the source(s) of that local match. Points are earned for contributing in excess of the 20% match requirement. The following chart outlines how points are awarded.

| Match Amount | Points Earned |
|--------------|---------------|
| 25%-29.99% | 3 points |
| 30%-34.99% | 5 points |
| 35%+ | 10 points |

In the cost estimate section of the application, an [Excel spreadsheet](#) is available for download.

Applicants are asked to save a local copy, provide amounts for the categories listed, separating federal and non-federal funding, and then [upload that spreadsheet back to the application](#). Uploads will only allowed to be an Excel (xls, xlsx) format. Try to break down the project costs into the specific cost categories. If information submitted in a proposal is unclear, the application may not be scored correctly. Break down the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match), or a third party donation (as non-federal match).

[Attach one additional sheet that details the costs](#). On this sheet, also explain the total cost and percentage of project total for each project element, i.e. landscaping, sidewalk, stormwater, paving, lighting. An example of what this should look like can be found [here](#).

Remember the federal transportation funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant's non-federal match. Non-federal match may come from private fund donations, city or county funds, force account, or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must be listed in the space provided.

Section F Right-of-Way Information (No Points)

Points will not be awarded for having right-of-way acquired, however the status of ROW acquisition may influence project selection in the event of a tie during scoring. ROW acquired within the 5 years preceding the project must also comply with the Uniform Relocation Assistance and Real Property

Acquisition Policies Act of 1970 (42 USC 4601 et seq.). If ROW has been required for the project, then prior to authorization to advertise the physical construction for bids, the Sponsor will need to submit a Clearance Certification Statement, [as described in the MoDOT EPG \(136.8.10\)](#). *Formal evidence of right-of-way acquisition is required and includes copies of recorded deed, lease, or easement documents.*

Section G Evaluation Criteria (Value - Up to 10 Points, People Served - Up to 10 Points, Need – up to 5 Points)

Provide information on the number of ports and federal funding requested. The application will automatically calculate the value of the project.

Provide how many people the project is estimated to serve and be prepared to explain how this estimate was determined.

Provide justification for why this project is needed. This is an opportunity to explain the reasoning behind the application. Considerations may include proximity to other chargers or a unique demographic. *Applicants will have the ability to upload any additional documentation.*

Section H Signature

All applications must be signed to be considered.

2023 Electric Vehicle Charging Application

Applications Due by 4pm on June 1, 2023

Please refer to the Application Guidelines when answering each question, addressing how each answer relates to the point system on the Funding Score Sheet.

Application Date*

Please input a date between 4/20/23 and 6/1/23

Project Name*

A. Project Sponsor Information

Sponsor Name*

Contact First and Last Name*

Contact Phone Number*

Contact Email*

Does the Sponsor have a Person of Responsible Charge?*

Visit [MoDOT's website](#) to learn more about the Person of Responsible Charge Requirement and to find the most recent list of certified individuals and available training. Sponsors must have a certified person before any funding is obligated.

☐ Yes

☐ No

Required Resolution of Support*

Please upload Project Sponsor Resolution of Support.

Drop file here or select file (pdf, doc, docx, xls, xlsx, pptx, ppt, txt)

Co-Sponsors

Please list any additional sponsors for this project.

Co-Sponsor Resolutions of Support

Please upload resolutions of support from the above-listed co-sponsors.

1

Drop file here or select file (pdf, doc, docx, xls, xlsx, pptx, ppt, txt. Maximum number of files allowed: 10)

B. Project Description

Project Description*

Please provide a concise overview of the project, including number of charging ports and other work required for installation.

Status of Engineering

At what level has the project been engineered? Please describe any conceptual engineering, preliminary design, or final engineering that has been completed.

Project Details*

Provide expected locations of easements, property lines, and typical cross-sections, as applicable.

1

Drop file here or select file (xls, xlsx, pdf, doc, docx, pptx, ppt, txt. Maximum number of files allowed: 10)

Schedule*

Please upload a detailed project implementation schedule that shows how you will meet the timeline outlined in the Application Guidebook.

Drop file here or select file (xls, xlsx, pdf, doc, docx, pptx, txt, ppt)

C. Location

Describe Project Location. Please indicate approximate location of where chargers will be installed.*

Project Location*

Please draw a line/lines that relates to all locations within the proposed project.

Applicants will zoom in to the project location(s) and draw a line showing the extent of the project. Click once to start drawing and double-click to finish the line. Only one line can be submitted through this tool.



Map and Photos

Please provide any additional documentation showing existing conditions and location of proposed improvements.

Please note that this question allows additional file types to be uploaded, including picture (jpg, jpeg, img, gif, png) formats. Up to 10 files may be uploaded. Applicants are encouraged to combine documentation into a single Adobe (pdf) document when possible.

Drop file here or select file (pdf, doc, docx, xls,xlsx, pptx, ppt, txt)

D. Basic Information

 24 23

Will a fee be charged for public access?*

☐ Yes ☐ No

22 

If yes, how much?

22 

If yes, explain how fees charged will be used.

Please note requirements relating to fees in [23 CFR 680](#).

What governmental entity will be responsible for short- and long-term maintenance?*

Identify all maintenance participation and the source of funds supporting long-term maintenance.*

E. Project Budget and Match

Please describe budget information for only this phase of the project.

Total Project Cost*

Provide the total project cost in whole dollar amounts.

Total Federal Funds Requested*

Provide federal amount requested in whole dollar amounts.

Local Match*

Provide the total local match in whole dollar amounts.

Describe each local match source and provide the relevant amount from each source in whole dollar amounts.*

Include details on local revenue sources (i.e., general funds, special tax revenue).

Detailed Budget*

Please [download/save a local copy of this Excel Spreadsheet](#) and complete the detailed budget information by funding source and phase. Then upload completed Spreadsheet here, in Excel format.

Drop file here or select file (xls, xlsx)

Cost Estimate Prepared by (Name)*

Cost Estimate Prepared by (Agency/Firm)*

Date Cost Estimate Prepared*


Budget Cost Backup Details

You must upload an additional sheet detailing the costs described/attached above. Include with that detail, the total cost for each project element and the percentage of the total project cost for that element (i.e. landscaping, paving, sidewalks). [Example](#).

Drop file here or select file (xls, xlsx, pdf, doc, docx, pptx, txt, ppt)

Describe all local groups/agencies identified to complete work as part of the applicant's proposed project.

F. Right-of-Way Information

 42 41 40

Have all permanent and construction property rights needed for this project been acquired?*

| | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

39 

Has a portion of the permanent and construction property rights needed for this project been acquired?*

| | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

39 

Does the applicant possess (a) letter(s) of intent to provide permanent and construction property rights?*

| | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

39 

Is the applicant willing to exercise condemnation authority to acquire permanent and construction property rights?*

| | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

Have utilities been cleared or considered for the project?*

| | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

Was existing ROW acquired in compliance with the Uniform Relocation Act?*

ROW acquired within the 5 years preceding the project must also comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601 et seq.).

☐ Yes

☐ No

☐ N/A - Acquired more than 5 years ago

☐ N/A - Have not yet acquired any ROW or easements

☐ Other

ROW Documentation

Upload ROW documentation here. Formal evidence of right-of-way acquisition is required and includes copies of recorded deed, lease, or easement documents.

1

Drop file here or select file (pdf, doc, docx, xls,xlsx, pptx, ppt, txt. Maximum number of files allowed: 10)

G. Evaluation Criteria

Value of Project

This criterion evaluates the cost-effectiveness of the project by looking at the cost per charging port installed, based on federal share requested. For example, a \$300,000 federal request to install 4 charging ports would be \$75,000 per port and would receive no points.

Number of Ports*

Amount of Federal Funding Requested*

Calculated Value

Number of People Served*

Projects that serve more people will receive more points.

| | |
|-----------------------|---------------|
| <input type="radio"/> | 500 or more |
| <input type="radio"/> | 250-499 |
| <input type="radio"/> | 100-249 |
| <input type="radio"/> | 50-99 |
| <input type="radio"/> | Fewer than 50 |

How did you determine the number of people served?*

Explain and support your answer to the previous question.

Demonstrated Need*

Projects that demonstrate a clear need for Level 2 charging stations will receive more points.

Points can be subjectively assigned based on the strength of the project's justification for the need for Level 2 charging stations, such as the availability of other charging options in the area, the number of EVs in the area, and the expected increase in EV use in the future.

Additional Uploads

Any additional backup information not provided elsewhere or to help demonstrate need can be uploaded here.

1

Drop file here or select file (pdf, doc, docx, xls, xlsx, pptx, ppt, txt. Maximum number of files allowed: 10)

H. Application Agreement

We, the Undersigned:

- Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.
- Understand that the EV Charging Program is not a grant program, and that funds are administered by MoDOT.
- Understand that payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.
- Hereby assure OTO and MoDOT that the required match will be available for all funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).
- Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in CRP funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.
- Hereby assure OTO and MoDOT that this project complies with, and/or will comply with, all provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601 et seq.).
- Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.
- By signing this application, the organization (local government, school district, or other eligible entity) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding and hereby assure OTO and MoDOT that this project complies with, and/or will comply with, all provisions of the National Environmental Policy Act of 1969 (42 USC 4321 et seq.).

Full Name (electronic signature)

Title

Date Signed

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 4/19/2023; ITEM II.G.

Amendment Number Five to the FY 2023-2026 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Five to the FY 2023-2026 Transportation Improvement Program.

1. ***New*** ARPA 5310 Funding (OA2301-23A5)
OATS was previously awarded \$50,792 of Section 5310 funding through the American Rescue Plan for operations. This funding needs to be reflected in the TIP. No match is required.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 5 to the FY 2023-2026 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 5 to the FY 2023-2026 Transportation Improvement Program, with these changes...”

Project Overview

1 Projects Listed

OA2301-23A5 - ARPA 5310 FUNDING

| | | | |
|-------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|------------------------|
| Plan Revision 23A5 | Section Transit | Project Type Transit Operations | Lead Agency OATS |
| County Christian County, Greene County | Municipality Area Wide | Status Programmed | Total Cost \$50,792 |
| MoDoT ID - | Federal ID - | Project From - | Project To - |
| Project Considerations Environmental Justice Area | | | |
| Project Description Pandemic transportation support for seniors and individuals with disabilities. | | | |
| Funding Source Notes - | | | |

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|------------------|-----------------------|-------|----------|--------|--------|--------|--------|----------|
| Operations | 5310-Operating (FTA) | - | \$50,792 | - | - | - | - | \$50,792 |
| Total Operations | | - | \$50,792 | - | - | - | - | \$50,792 |
| Total Programmed | | - | \$50,792 | - | - | - | - | \$50,792 |

| | |
|-----------------------|-------------------------|
| CURRENT CHANGE REASON | New Project |
| FEDERAL PROJECT COST | Stays the same \$50,792 |
| TOTAL PROJECT COST | Stays the same \$50,792 |

REVENUE

| Revenue Source | Carryover | 2023 | 2024 | 2025 | 2026 | Total |
|---------------------------------|---------------------|----------------------|----------------------|----------------------|---------------------|----------------------|
| MoDOT State/Federal | \$19,735,000 | \$113,486,000 | \$67,927,000 | \$93,213,000 | \$68,902,007 | \$363,263,007 |
| Suballocated STBG-U | \$13,862,865 | \$7,583,829 | \$7,735,505 | \$7,890,216 | \$8,048,020 | \$45,120,435 |
| Suballocated TAP | \$1,471,208 | \$1,534,360 | \$1,551,388 | \$1,568,998 | \$1,587,191 | \$7,713,145 |
| Suballocated CRP | \$867,833 | \$905,124 | \$923,226 | \$941,691 | \$960,525 | \$4,598,399 |
| Aviation - FAA | \$0 | \$13,212,000 | \$15,075,000 | \$6,255,000 | \$5,031,000 | \$39,573,000 |
| FTA 5307 | \$0 | \$3,547,752 | \$3,618,707 | \$3,691,081 | \$3,764,903 | \$14,622,442 |
| FTA 5310 | \$631,217 | \$435,799 | \$444,515 | \$453,405 | \$462,473 | \$2,427,410 |
| FTA 5339 | \$1,124,260 | \$348,762 | \$354,737 | \$360,832 | \$367,049 | \$2,555,640 |
| Transit MO HealthNet Contract | \$0 | \$103,000 | \$103,000 | \$103,000 | \$103,000 | \$412,000 |
| Transit State Operating Funding | \$0 | \$43,500 | \$43,500 | \$43,500 | \$43,500 | \$174,000 |
| CU Transit Utility Ratepayers | \$0 | \$8,655,203 | \$7,663,762 | \$8,489,801 | \$8,489,801 | \$33,298,567 |
| CU Transit Farebox and Ads | \$0 | \$951,750 | \$951,689 | \$951,891 | \$951,891 | \$3,807,221 |
| Human Service Agencies | \$100,246 | \$59,922 | \$61,121 | \$62,343 | \$63,590 | \$347,222 |
| TOTAL | \$37,792,629 | \$150,867,001 | \$106,453,151 | \$124,024,758 | \$98,774,950 | \$517,912,488 |

LOCAL PUBLIC AGENCY CAPACITY

| LPA Capacity | 2023 | 2024 | 2025 | 2026 | Total |
|-----------------------------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| CART All Jurisdictions (Projected) | \$15,216,048 | \$15,216,048 | \$15,216,048 | \$15,216,048 | \$60,864,192 |
| O&M (620.35 miles * \$5,291/mile) | (\$3,282,272) | (\$3,331,506) | (\$3,381,479) | (\$3,432,201) | (\$13,427,458) |
| TIP Programmed Funds All Jurisdictions | (\$16,680,122) | (\$11,189,488) | (\$1,162,170) | (\$1,077,005) | (\$30,108,785) |
| Other Committed Funds All Jurisdictions | \$53,997,353 | \$53,997,353 | \$53,997,353 | \$53,997,353 | \$215,989,412 |
| TOTAL | \$49,251,007 | \$54,692,407 | \$64,669,752 | \$64,704,195 | \$233,317,361 |

| Transit Capacity | 2023 | 2024 | 2025 | 2026 | Total |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Total System Operations | \$10,034,000 | \$10,234,000 | \$10,438,000 | \$10,647,000 | \$41,353,000 |
| Total System Maintenance | \$1,144,000 | \$1,166,900 | \$1,190,000 | \$1,214,000 | \$4,714,900 |
| Total Programmed O&M | (\$8,780,598) | (\$8,780,598) | (\$8,780,598) | (\$8,780,598) | (\$35,122,392) |
| Additional O&M Costs | \$2,397,402 | \$2,620,302 | \$2,847,402 | \$3,080,402 | \$10,945,508 |

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

| | Federal Funding Source | | | Local | MoDOT | TOTAL |
|-------------------|------------------------|---------------|--------------|---------------|------------|----------------|
| | 5307 | 5310 | 5339 | | | |
| PRIOR YEAR | | | | | | |
| Balance | \$ 6,081,054 | \$ 1,027,963 | \$ 1,124,260 | \$ - | \$ - | \$ 8,233,277 |
| FY 2023 | | | | | | |
| Funds Anticipated | \$ 3,547,752 | \$ 435,799 | \$ 298,762 | \$ 5,840,824 | \$ 50,000 | \$10,173,137 |
| Funds Programmed | (\$9,559,242) | (\$1,233,540) | (\$311,756) | (\$5,840,824) | (\$43,500) | (\$16,988,862) |
| Running Balance | \$69,564 | \$230,222 | \$1,111,266 | \$0 | \$6,500 | \$1,417,552 |
| FY 2024 | | | | | | |
| Funds Anticipated | \$ 3,618,707 | \$ 444,515 | \$ 304,737 | \$ 5,688,980 | \$ 50,000 | \$10,106,939 |
| Funds Programmed | (\$3,478,188) | (\$225,124) | (\$720,000) | (\$5,688,980) | (\$43,500) | (\$10,155,792) |
| Running Balance | \$210,083 | \$449,613 | \$696,003 | \$0 | \$13,000 | \$1,368,699 |
| FY 2025 | | | | | | |
| Funds Anticipated | \$ 3,691,081 | \$ 453,405 | \$ 310,832 | \$ 5,794,733 | \$ 50,000 | \$10,300,051 |
| Funds Programmed | (\$3,478,188) | (\$277,081) | (\$880,000) | (\$5,794,733) | (\$43,500) | (\$10,473,502) |
| Running Balance | \$422,975 | \$625,938 | \$126,835 | \$0 | \$19,500 | \$1,195,248 |
| FY 2026 | | | | | | |
| Funds Anticipated | \$ 3,764,903 | \$ 462,473 | \$ 317,049 | \$ 5,575,980 | \$ 50,000 | \$10,170,405 |
| Funds Programmed | (\$3,478,188) | (\$282,622) | \$0 | (\$5,575,980) | (\$43,500) | (\$9,380,290) |
| Running Balance | \$709,690 | \$805,789 | \$443,884 | \$0 | \$26,000 | \$1,985,363 |



American Recovery Plan Act of 2021

Section 5310: Special Appropriation for Operations

Project Data Form

Sponsor Information

Organization: OATS, Inc. Contact Person: Dorothy Yeager, Executive Director
Street Address: 2501 Maguire Blvd. Suite: 101
City: Columbia State: MO
Phone: 573-443-4516 Fax: 573-874-1914
Email: djyeager@oatstransit.org Website: www.oatstransit.org
DUNS: 20361762 FEIN: 43-1016961
Congressional District: 1 through 8

Does sponsoring agency annual gross revenue exceed 80%
or more in federal awards?: NO

Does the sponsoring agency's annual revenue equal or
exceed \$25,000,000?: YES

Have your operations been impacted by the
COVID-19 Pandemic?: YES

Project Data

Project Title: Pandemic Transportation Support for Seniors & Individuals with Disabilities

Section 5310 ARP funds for operational-type projects cover 100% of
project costs. Please provide the amount of federal operational funding
required for this project: \$ 50,792

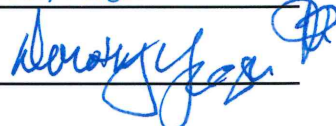
Project Description: OATS Transit currently supports multiple service projects across the MPO area involving transport of senior citizens & disabled. This grant would further support current services while facilitating development of closer partnerships with agencies and family units currently unable to access affordable transportation otherwise. It may also facilitate expansion services with multiple county senior tax boards, Senate Bill 40 boards, & DMH support services within the OTO area.

Project's Relation to
the OTO's *Transit*
Coordination Plan: The third strategy outlined in the OTO's Transit Coordination Plan is "Expand Mobility Services and Infrastructure." This project will allow OATS to continue expanding support for Seniors and Individuals with Disabilities in the OTO region.

Signature

Printed Name: Dorothy Yeager

Title: Executive Director

Signature: 

Date: 4/7/2022

TAB 10

MODOT SOUTHWEST DISTRICT 2023 CONSTRUCTION GUIDE

CHRISTIAN AND GREENE COUNTIES

CHRISTIAN COUNTY

Route 14: Widen Mount Vernon Street to five lanes, add turn lanes and drainage, add and improve sidewalks and improve traffic signals between Fort Street and Tiffany Boulevard in Nixa

Route 14: Sidewalk (ADA) improvements between Cherokee Trail and Thyme Road in Clever

Route 14: Sidewalk (ADA) improvements between Wilson Court and east of Route PP in Sparta

Route 60: Sidewalk (ADA) improvements between Howcroft Avenue and east of Terrill Creek Road in Billings

Route 65: Widen to six lanes between Route CC and Route F and rehabilitate bridge over Finley River in Ozark. Completed in 2024.

Route 160: Add turn lanes and replace signals at Route CC north of Nixa

Route 160: Rehabilitate northbound bridge over James River and add turn lanes and replace signals at Route AA north of Nixa

Route K: Sidewalk (ADA) improvements between Route 14 and Brown Street in Clever

Route P: Resurface pavement between County Road 194 in Republic and Route 14 in Clever

Route AA: Seal coat between Route 160 and Blue Springs Road

Route JJ: Seal coat between Route 125 and Route 14 east of Ozark

Route PP: Sidewalk (ADA) improvements between Route 14 and Cherry Street in Sparta

GREENE COUNTY

I-44: Pavement repairs on westbound lanes around Route 125 near Strafford

I-44: Replace westbound bridge over Pickerel Creek west of Springfield

Route 13: Resurface pavement and sidewalk (ADA) improvements between north of I-44 and Route 60 in Springfield

Route 13: Add lanes and sidewalk (ADA) improvements at Sunset Street and Walnut Lawn Street in Springfield

Route 60: Build interchange at Route 125 in Rogersville. Completed in 2024.

Route 60: Widen James River Freeway to six lanes and improve ramps between National Avenue and Route 13/Kansas Expressway in Springfield. Completed in 2024.

Route 60: Build a sound wall between National Avenue and Route 160/Campbell Avenue in Springfield

Route 60: Resurface pavement between Highland Springs Boulevard east of Springfield and Route VV in Rogersville

Route 60: Pavement improvements between County Road 194 near Republic and Route 125 in Rogersville

Route 60: Railroad safety improvements between County Road 194 west of Republic and O'Neal Street, at Main Street, Hampton Avenue, Hines Street and Route 174 in Republic

Route 60: Resurface pavement between County Road 194 and Illinois Street in Republic

Route 65: Resurface pavement at the Sunshine Street (Route D) interchange in Springfield

Route 65: Pavement improvements between Route A/KK and Route F in Ozark

Route 160: Seal northbound bridge over James River south of Springfield

Route 174: Sidewalk (ADA) improvements between Lindsey Avenue and Walnut Avenue in Republic

Route 744: [Resurface pavement between Springfield-Branson National Airport and Mulroy Road and Route OO and I-44 in Springfield. Completed in 2024.](#)

Route 744: [Add lanes and signal work between Springfield-Branson National Airport and LeCompte Road. Completed in 2024.](#)

Route 744: [Sidewalk \(ADA\) improvements between Route 160 \(West Bypass\) and LeCompte Road in Springfield. Completed in 2024.](#)

Route H: Resurface pavement between Stoneridge Street north of Springfield and McClernon Street in Springfield

Route P: Resurface pavement between Route 60 and County Road 194 in Republic

Route P: Sidewalk (ADA) improvements between Route 60 and Grace Street in Republic

Route BB: [Replace bridge over Little Sac River north of Willard](#)

Route ZZ: Build roundabout on Wilson's Creek Boulevard at County Road 182 east of Republic

Route ZZ: Sidewalk (ADA) improvements between Route M in Republic and County Road 182

Outer Road 60: Add outer roads between Route 125 and County Road 243 in Rogersville

Battlefield Road: Resurface pavement between Moulder Avenue and Ruskin Avenue in Springfield

Cherry Street: Resurface pavement and sidewalk (ADA) improvements between Ingram Mill Avenue and Eastgate Avenue and bridge rehabilitation over Route 65 in Springfield

Glenstone Avenue: [Resurface pavement and sidewalk \(ADA\) improvements between Evergreen Street and Route 60 in Springfield. Completed in 2024.](#)

Nature Center Way: Resurface pavement at Reed Avenue in Springfield. Completed in 2024.

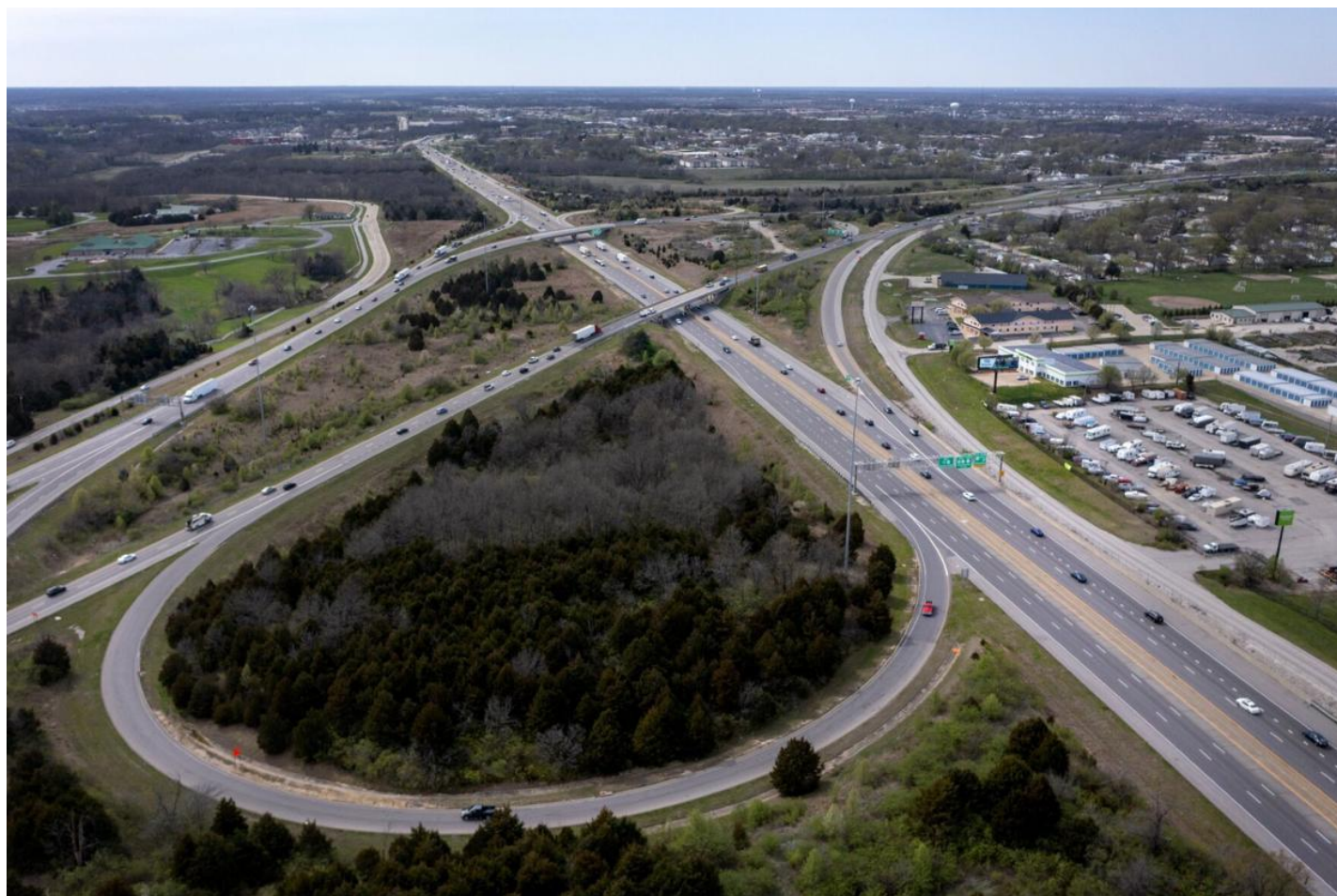
Nature Center Way: Sidewalk (ADA) improvements between Republic Road and end of state maintenance in Springfield. Completed in 2024.

https://www.stltoday.com/news/local/govt-and-politics/missouri-house-budget-backs-push-to-widen-interstate-70-renovate-powell-symphony-hall/article_bb7972b4-5264-58f3-a8b0-bee3b314b65d.html

Missouri House budget backs push to widen Interstate 70, renovate Powell Symphony Hall

Kurt Erickson

Apr 11, 2023



Various plans from the state Legislature and Gov. Mike Parson call for parts of Interstate 70 to be widened, including the interchange of Interstate 70, center, Highway 40 (Interstate 64), left, and Highway 61, right, seen in Wentzville on Thursday, April 6, 2023.

Michael Clubb

Kurt Erickson

JEFFERSON CITY — Gov. Mike Parson's push to widen traffic-clogged sections of Interstate 70 remains on track as members of the Missouri House are poised to begin debate on a key piece of the state budget.

House Budget Committee Chairman Cody Smith, R-Carthage, unveiled the latest list of brick-and-mortar projects Tuesday, including \$15 million for a manufacturing innovation center in St. Louis, \$3 million for Kirkwood's community center, \$1 million for Powell Symphony Hall — and \$859 million to upgrade the interstate near Wentzville, Columbia and Kansas City.

Earlier versions had taken some of that amount **for projects on Interstate 44**, but in the latest spending blueprint, those also are funded at about \$48 million.

People are also reading...

- 1 **Family of canoeist who drowned in Missouri River near Chesterfield sues state**
 - 2 **Hochman: What we've learned about Tyler O'Neill. And Cardinals manager Oliver Marmol.**
 - 3 **BenFred: As St. Louis again proves to be XFL's star city, let's get the facts straight**
 - 4 **Neman: Thank you, St. Louis city police, for pulling me over and giving me a traffic ticket**
-

All told, the construction spending outlined in the plan amounts to \$2.8 billion.

The state is currently sitting on a surplus estimated at about \$5 billion. And new revenue figures show the state could add another \$1 billion in unspent tax receipts before the end of the fiscal year, giving budget writers even more of a cushion heading into the final weeks of the legislative session.

Under Parson's plan, crews would add lanes to I-70 through Boone County in central Missouri and extend the sections with three lanes west of St. Louis and east of Kansas City.

The widening of those perpetually busy segments is a cheaper alternative than the estimated \$2.7 billion it would cost to widen the entire stretch across the state from four lanes to six lanes.

Smith acknowledged that the widening projects will not be completed in one year and said that could open the door to an influx of federal funding to help defray the costs.

"Hopefully over the course of some years we can pick up some federal assistance," Smith said.

Rep. Peter Merideth, D-St. Louis, who is the ranking minority member of the budget committee, said he believes the funding for I-70 is part of a negotiating point between the House and the Senate.

He said the Senate is likely to add additional projects to the construction list using some of the surplus that has built up in the state treasury.

If that is the case, he said House Democrats likely will push their colleagues in the upper chamber to add more local projects.

"I'd love to see some investment in public transit as well," Merideth said, pointing to a **north-south MetroLink line** under discussion in the region.

While the Missouri Department of Transportation will see an influx of dollars for the interstate project, the agency will not be selling its historic headquarters adjacent to the Capitol for \$44 million.

Smith said he axed the building purchase because **there is not a plan for the building** if MoDOT moves out.

"We should have a coherent plan," Smith said.

Another road project included in the proposal is a \$6.6 million earmark to upgrade Missouri Route 370 and Salt River Road in St. Peters.

The plan also proposes \$15 million in matching funds for a manufacturing innovation center in St. Louis and \$7.5 million to build a psychiatric hospital for children in St. Louis County.

St. Charles County could receive \$7 million in matching funds to upgrade the emergency dispatch call and phone system.

Kirkwood will receive \$3 million to help improve the city's community center.

The plan also includes \$1 million in matching funds to renovate Powell Symphony Hall in St. Louis.

*The legislation is **House Bill 19**.*



The Culver House, the 19th-century home in the footprint of the St. Louis Symphony Orchestra's \$100 million expansion, is demolished Tuesday afternoon, July 19, 2022. Preservationists hoped to move the vacant 1880s Queen Anne at a cost cited by the symphony as \$2.4 to \$3.2 million, but no one stepped forward to pay the relocation cost. Video by David Carson, dcarson@post-dispatch.com



(<https://aashtojournal.org/>)



The Federal Highway Administration recently issued a notice of funding opportunity (<https://www.grants.gov/web/grants/view-opportunity.html?oppld=346798>) for its new Charging and Fueling Infrastructure or CFI discretionary grant program to fund electric vehicle or EV charging and alternative-fueling infrastructure in communities across the country and along designated highways, interstates, and major roadways.

[Above image via the FHWA]

FHWA said this grant program represents a “key step” towards achieving President Biden’s goals of building a national network of 500,000 public EV charging stations by 2030.

The CFI grant program, established by the \$1.2 trillion Infrastructure Investment and Jobs Act enacted in November 2021 (<https://aashtojournal.org/2021/11/19/biden-signs-infrastructure-bill-outlines-implementation-priorities/>), will provide \$2.5 billion over five years to a wide range of applicants, including cities, counties, local governments, and tribes.

This initial round of funding makes up to \$700 million from fiscal years 2022 and 2023 funding available to “strategically deploy” EV charging and other alternative vehicle-fueling infrastructure projects in publicly accessible locations in urban and rural communities, as well as along designated Alternative Fuel Corridors



Image via FHWA

(https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/) or AFCs.

The IIJA divides the CFI program into two distinct grant funding categories, requiring that 50 percent of the funding over five years is made available for each.



Photo by the Colorado DOT

The first is the “Community Program,” which will provide \$1.25 billion to deploy publicly accessible EV charging infrastructure, and hydrogen, propane, or natural gas fueling infrastructure in communities. Infrastructure may be located on any public road or in other publicly accessible locations such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity.

The second is the “Corridor Program,” which will provide \$1.25 billion to deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated AFCs.

The CFI program builds on the \$5 billion National Electric Vehicle Infrastructure or NEVI formula program, launched in February 2022 (<https://aashtojournal.org/2022/02/11/usdot-doe-launch-ev-infrastructure-formula-program/>), for which FHWA recently finalized minimum standards (<https://aashtojournal.org/2023/02/17/next-steps-unveiled-for-national-ev-charging-network/>).

[Editor's note: State departments of transportation provided key feedback in January 2022

(<https://aashtojournal.org/2022/01/28/aashto-provides-ev-charging-feedback-to-fhwa/>) to FHWA to help craft those new EV charging standards.]

EV chargers constructed with CFI funds must adhere to those same standards, a requirement that supports a consistent charging experience for users and ensures that the U.S. EV charging network is “convenient, reliable, and ‘Made in America,’” according to FHWA Administrator Shailen Bhatt.

He added that a “priority” of the CFI program is bringing EV charging into urban and rural communities, downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities, as well as to designated alternative fuel corridors.



Shailen Bhatt. Photo via FHWA.

“FHWA is committed to helping towns and cities, large and small, build modern, sustainable infrastructure that promotes equity and opportunity for their local economies and net-zero emissions for the nation by 2050,” Bhatt said in a statement (<https://highways.dot.gov/newsroom/biden-harris-administration-opens-applications-first-round-25-billion-program-build-ev>).

“By encouraging the adoption and expansion of EV charging and alternative fuels, CFI program investments have the potential to significantly address the transportation sector’s outsized contributions to climate change,” he noted.

031723 ([HTTPS://AASHTOJOURNAL.ORG/TAG/031723/](https://AASHTOJOURNAL.ORG/TAG/031723/))

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(<https://aashtojournal.org/>)



The U.S. Department of Transportation recently began what it calls a “first-of-its-kind” pilot program to prevent wildlife-vehicle collisions and improve habitat connectivity.

[Above image by the Colorado DOT]

Created and funded by the \$1.2 trillion Infrastructure Investment and Jobs Act or IIJA enacted in November 2021 (<https://aashtojournal.org/2021/11/19/biden-signs-infrastructure-bill-outlines-implementation-priorities/>), that pilot program – dubbed the “Wildlife Crossings Pilot Program” and managed by the Federal Highway Administration – will make grant funding available to states and communities to construct wildlife crossings over or below busy roads, add warning signs for drivers, acquire mapping and tracking tools, and more.

FHWA is making a total of \$350 million available over five years, including more than \$111 million in grants through its first round of funding in 2023. The agency also noted that roughly 200 people are killed – and many more are injured – annually in the United States in more than one million collisions involving wildlife and vehicles.

“There are proven practices to prevent crashes between vehicles and wildlife, and with this investment, we’re going to take commonsense steps to reduce collisions and make roads safer for rural and urban communities alike,” FHWA Administrator Shailen Bhatt said in a statement (<https://www.transportation.gov/briefing->

room/biden-harris-administration-launches-first-ever-program-improve-safety-americas).



Shailen Bhatt. Photo by AASHTO.

“Communities that may not previously have had access to funding for these critical projects can finally make roads safer while protecting wildlife and their movement corridors,” he added.



Photo by Colorado DOT

FHWA noted that grants are available for all wildlife-vehicle collision prevention activities, including but not limited to research, planning, design, and construction.

The agency added that it seeks to award funds for both non-construction and construction projects via the new program, including research on safety innovations, mapping and tracking tools, and the design and construction of overpasses and underpasses.

A recent blog post (<https://aashtojournal.org/2023/02/17/pew-wildlife-crossing-projects-drawing-more-interest/>) by the Pew Trusts highlights how the growing success of wildlife crossings – bridges, underpasses, and culverts designed to help animals avoid vehicle traffic – across the U.S. is drawing a surge of interest from policymakers seeking to reduce wildlife-vehicle collisions and protect animals.

Meanwhile, state departments of transportation have already been working on a variety of wildlife-vehicle collision prevention initiatives over the last several years.

For example, to date, Colorado DOT said it has built more than 60 wildlife mitigation structures crossing above or under highways throughout the state. Additionally, it has installed 400 miles of high big game fencing along state and U.S. highways or next to the interstates.

In August 2022 (<https://aashtojournal.org/2022/08/05/colorado-dot-completes-highway-wildlife-crossing/>), the agency completed a wildlife overpass and underpass on U.S. Highway 160 in the southwestern part of the state; a stretch of road where more than 60 percent of all crashes are due to wildlife-vehicle collisions.



Photo by the Colorado DOT

In April 2022 (<https://aashtojournal.org/2022/04/01/oregon-legislature-issues-wildlife-corridor-funding/>), the Oregon Department of Transportation received a special one-time allocation of \$7 million in general funds from the Oregon legislature to invest in wildlife corridor projects statewide.



Photo via the Oregon DOT

The Oregon DOT said it has had “great success” with wildlife undercrossing structures in recent years, with five crossings built to date in the state, all on U.S. 97 (<https://youtu.be/l3i826TXAZg>), leading to an 86 percent reduction in wildlife-vehicle collisions.

Concurrently, a research document released in July 2022 (<https://aashtojournal.org/2022/07/29/nevada-dot-led-study-offers-wildlife-crossing-insights/>) by an international pool funded study led by the Nevada Department of Transportation provides an “authoritative review” of the most effective measures to reduce animal-vehicle collisions, improve motorist safety, and build safer wildlife crossings.

040723 ([HTTPS://AASHTOJOURNAL.ORG/TAG/040723/](https://aashtojournal.org/tag/040723/))

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A recent blog post (<https://www.nationalacademies.org/trb/blog/work-zones-need-detailed-research-planning-and-technology-to-be-made-safe>) by the Transportation Research Board re-emphasizes that “much more work” needs to be done in terms of detailed research, planning, and technology usage to make highway work zones safer for construction personnel and motorists alike.

[Above photo by the Virginia DOT]

“You expect people to drive slowly in work zones,” noted Julius Codjoe, special studies research administrator at the Louisiana Department of Transportation and Development and a TRB volunteer.

“However, drivers unexpectedly coming upon slow or stopped traffic [are] usually the cause for crashes in work zones,” he said.

“We know the more unexpected traffic queues you have, the more safety issues that are going to come up,” Codjoe added.

The issue of work zone safety came into stark relief on March 22 when a crash on the inner loop of Interstate 695 in Maryland, known as the Baltimore Beltway, cost the lives of six highway workers (<https://www.nbcnews.com/news/us-news/highway-construction-workers-killed-baltimore-identified-rcna76384>). Maryland Governor Wes Moore (D) had state flags lowered to half-mast until sunset on March 24 in their memory.

“My prayers continue to be with the families and loved ones of the six construction workers who tragically died while on the job,” the governor said in a statement (<https://governor.maryland.gov/press/pages/Governor-Moore-Orders-Maryland-Flag-to-be-Lowered-to-Half-Staff-in-Memory-of-Construction-Workers-Killed-During-I-695-Crash.aspx>). “We honor them and their service to Maryland.”



Julius Codjoe. Photo by Louisiana DOTD.



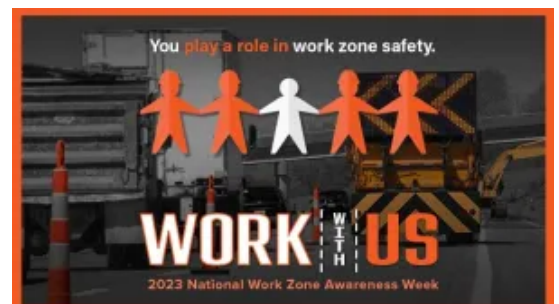
Gov. Wes Moore. Photo by the Maryland Governor's Office.

Members of Congress and witnesses at a March 28 transportation and infrastructure hearing on Capitol Hill also expressed their sympathies to the families of those six fallen highway workers as well.

“This tragic situation underscores the need to ensure the safety of all roadway users, including construction workers who are simply trying to do their job and help improve America’s infrastructure,” noted Rep. Rick Crawford (R-AR) chairman of the highways and transit subcommittee, in his opening remarks (<https://transportation.house.gov/news/documentsingle.aspx?DocumentID=406244>) at the hearing.

“We extend our condolences to their families,” added Marc Williams, executive director of the Texas Department of Transportation.

[Editor's note: The annual National Work Zone Awareness Week campaign is held every spring to coincide with the start of construction season to encourage safe driving through highway work zones. Click here (<https://www.nwzaw.org/participate.html>) to learn more about the 2023 NWZAW campaign and the campaign kick-off event that Missouri Department of Transportation will host. And click here (<https://aashtojournal.org/2023/03/17/bipartisan-resolution-issued->



for-national-work-zone-awareness-week/) to learn about the recent joint bipartisan resolution issued to recognize April 17 through April 21 as “National Work Zone Awareness Week” for 2023.]

One of the resources available to state departments of transportation to alleviate that issue is the *Highway Capacity Manual* (<http://www.trb.org/Main/Blurbs/175169.aspx>) or HCM, Codjoe pointed out, which provides state DOTs with ways to calculate roadway capacity and thereby determine where traffic queues could form.



Photo by the Virginia DOT

“Accurately determining this will allow agencies to warn unsuspecting drivers and thereby avoid work zone crashes,” he said, adding that the most recent edition of the HCM (<https://nap.nationalacademies.org/catalog/26432/highway-capacity-manual-7th-edition-a-guide-for-multimodal-mobility>) was released in early 2022.

“What we’ve learned is that, ultimately, heavy vehicle percentages make the biggest difference in capacity of the roadway,” Codjoe emphasized. “The formulas we were using were right, but they were off for heavy vehicles. You can have the most complicated model you want, but if your input volumes are wrong, you’re not

going to get the right outcomes.”

One way to improve work zone safety is through the use of transportation management plans, said TRB.

For example, the National Cooperative Highway Research Program recently issued a new resource – *Strategies for Work Zone Transportation Management Plans* (<https://www.nap.edu/catalog/25929/strategies-for-work-zone-transportation-management-plans>) – that offers insight on how to select and implement strategies that improve safety and traffic operations in roadway construction work zones.

Another NCHRP resource cited by TRB is *Use of Safety Management Systems in Managing Highway Maintenance Worker Safety*

(<https://nap.nationalacademies.org/catalog/26672/use-of-safety-management-systems-in-managing-highway-maintenance-worker-safety>) – a compendium of the current work zone safety strategies deployed by Connecticut, Nevada, Tennessee, Texas, and Virginia.

Several other research efforts separate from TRB are also definitively defining ways to improve highway work zone safety.



Photo by the Ohio DOT



Photo by the Ohio DOT

For example, two recent field studies (<https://aashtojournal.org/2023/02/17/aaa-message-signs-can-boost-work-zone-safety/>) conducted by the AAA Foundation for Traffic Safety examined the effectiveness of certain “countermeasures” that aim to reduce highway work zone crashes – especially vehicle-mounted electronic variable message signs or VMSs, which were found to be highly effective in reducing highway work zone crashes.

Meanwhile, a recent study (<https://aashtojournal.org/2023/02/10/study-self-driving-trucks-can-boost-work-zone-safety/>) completed by the University of

Missouri found that using a self-driving truck to follow a crewed vehicle has the potential to reduce worker injuries in highway work zones.

That research found that truck-mounted “crash cushions,” known as truck mounted attenuators or TMAs, positioned at the end of mobile work zones to absorb the impact of a potential crash.

The University of Missouri’s study found, though, if the vehicle equipped with the TMA is a self-driving truck, more injuries could be avoided.

To that end, the Colorado Department of Transportation plans to use a recently-awarded \$1.9 million federal grant from the U.S. Department of Transportation to expand the ways it’s been using such self-driving trucks to protect workers in construction zones.

“For the men and women working as highway maintainers and in our work zones, Colorado’s roads are their office,” said Colorado DOT Executive Director Shoshana Lew in a statement (<https://www.codot.gov/news/2023/march/federal-grant-expands-automated-work-zone-program>). “Innovations such as automated attenuators can be life-saving.”



Photo by the Colorado DOT

033123 ([HTTPS://AASHTOJOURNAL.ORG/TAG/033123/](https://aashtojournal.org/tag/033123/))

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Charging ahead

This year the UK and the US are seeing the roll out of electric vehicle (EV) charging networks happening faster than ever

\$2.5bn

The federal funding approved for EV charging infrastructure in the US

Standards for Biden's EV vision

President Biden's Infrastructure Act has already guaranteed \$2.5 billion for a national EV charging network in the US – now the administration has published minimum standards that will be required for cities, towns, tribes and states to apply for grants.

Biden's vision is for network of half a million EV chargers by 2030, delivering a convenient, reliable, made-in-America charging network.



"This is a major step toward a world where every EV user will be able to find safe, reliable charging stations anywhere in the country," says US Transportation Secretary Pete Buttigieg. "We're establishing common, universal standards for EV charging stations just like the ones for gas stations, so that recharging an EV away from home will be as predictable and accessible as filling up a gas tank."

Giant roadside batteries

Giant batteries at the side of the road to solve grid availability issues for EV charging might sound like a simplistic solution, but England's National Highways believes sometimes the simplest ideas are the best – and so is investing £8m in this one.

The roadside Energy Storage Systems will be supplied by Ameresco at seven motorway service stations in England, with rollout supported by Costain. Each location will have at least six high-powered charge points by the end of 2023.

Energy Storage Systems comprise of grid-scale batteries safely housed in a heated and air conditioned 40ft (6m) shipping container, which can support additional high-powered

(150kW) electric vehicle chargepoints.

"We are working differently and innovating to support the switch to zero emission journeys," says Malcolm Wilkinson, head of energy for National Highways. "By supporting the expansion of the high-powered chargepoints network, we hope to increase EV drivers' confidence for all types of journeys, both long and short."



Yunex Traffic goes electric in the USA

Yunex Traffic has officially entered the EV charging market in the US. The start of this new chapter was marked in February with the installation of its first US charging stations, in Peachtree Corners, Atlanta, Georgia.

They will serve a busy social area filled with restaurants, a movie theater and other retail stores, replacing several existing charging stations.

"Our experience in providing EV charging infrastructure for clients in Europe has provided us the capabilities to move into this market successfully. While standards may differ, the principles are the same," says Jon Ringler, Yunex Traffic's VP of sales. "We provide a turnkey solution, perfect for any agency or private sector business that wants to provide EV facilities for drivers."



PoGo with Swarco



Swarco Smart Charging has announced it is to launch PoGo in the UK, a new ultra-rapid charging network, with the roll out of 2,000 ultra-rapid charging stations over the next four years

Its ambition is to strategically identify and create more charging

locations and improve its availability and reliability, with 24/7 customer support.

"Accelerating the installation of charging infrastructure is needed to support the current and future demands," says Justin Meyer, MD of Swarco Smart Charging. "That requires not only the most reliable technology, but also the best sites, and a team with the drive, passion and know-how to deliver."

THEUPPERSTORY.CO.UK/ADobe.COM

Perfect timing

*In English cities of London, Luton and York new real-time traffic modeling techniques are helping to underpin signal-phase-and-timing plans and power the next generation of adaptive traffic control, as **Anthony James** reports*

A key component of Transport for London's (TfL) Surface Intelligent Transport Systems (SITS) program, Yunex Traffic's Sitraffic Fusion adaptive traffic control system (ATCS) continues to be put through its paces in a 'Living Lab' located in South London.

The system is currently being tested at several sites in the London borough of Wandsworth. If all goes to plan, Fusion will eventually underpin TfL's Real Time Optimiser (RTO) urban traffic control system, replacing its existing Split Cycle Offset Optimisation Technique (SCOOT) system, first put into service 35 years ago, which uses information gathered from approximately 28,000 inductive loops buried under London's asphalt to detect vehicles approaching.

However, Fusion will also use connected vehicle and other data to identify pedestrians, cyclists, and public transport vehicles, as well as cars, to give staff in TfL's Network Management

Control Centre (NMCC) a more holistic and integrated view. It can also consider environmental data. Using more flexible, policy-driven adaption techniques, Fusion hopes to improve on the SCOOT philosophy of minimizing vehicle delay and stops, by optimizing signalized junctions and pedestrian crossings based on all road user needs, as well as air-quality targets.

"Fusion seeks to better optimize movement on our road network – it's an intelligent, adaptive network control system – and algorithm," explains Irfan Shaffi, operational control manager at TfL, which oversees surface transport flow across 580km of the UK capital's busiest roads, as well as managing several other vital assets such as London's 6,300 traffic lights, its tunnels and some of its bridges.

"It's much more focused on moving people around, rather than vehicles, so we can help more people to get around the network, using their transportation mode of choice," he continues. "And it is a strategic tool – we can optimize it based on prevailing policies. Take buses that are behind schedule – the later they are running, the more priority they might get, or they may get priority over a competing bus that is on schedule. And the exciting thing is, as new detection forms and information streams come on board, Fusion has been engineered to be able to accept those in their native format. What we're developing



here with Yunex is a real first – we see it replacing a lot of adaptive systems across the the UK and the world, not just here in London.”

Lab report

Close to Wandsworth Common, the Living Lab has been operational for just over a year, notes Shaffi, who happens to live close by. “We’ve deliberately started small with an observable, controlled network isolated from other areas, to ensure minimal impact on key corridors. It’s not next to a busy underground station, but it

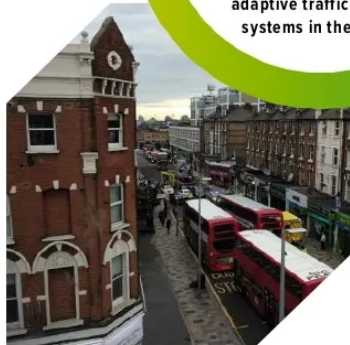
does have a wealth of traffic modes – pedestrians, bicycles and plenty of buses – because we need to test all that interaction before we can scale it up. “Both upstream and downstream, it’s



Above and below: Wandsworth in London is the location of TfL’s Living Lab, where the new ACTS is being tested

200

The approximate number of TfL employees who use adaptive traffic control systems in their jobs



got nice, long approaches, so there’s no interference with other sets of signals. There are no ‘zebra’ [black-and-white-painted pedestrian] crossings, where there’s uncontrolled movement across the network. Everything is relatively self-contained.

There’s a school up the road, so there’s lots of parents and children moving around. As a result, what we’re getting is real-time information on how Fusion is making its optimization decisions. We’ve got CCTV, so we’re not just reliant on the digital data coming back – we can see it in action. My team are also out there observing, so when somebody makes a change, they can see how it’s performing. It’s extremely valuable and we’re looking to grow the size of the lab as quickly as we can.”

So far, results have been positive. “We’ve seen real improvements, with reductions in delays of between 13 and 15%,” says Shaffi. “That’s over and above the old system, which was already optimizing outcomes. What we’re also seeing is extremely good reactivity. The way we’re now able to model vehicular, bus and pedestrian access to the site has been turned on its head, compared to how we used to do things. The optimizer is extremely

TAKE BUSES THAT ARE BEHIND SCHEDULE – THE LATER THEY ARE RUNNING, THE MORE PRIORITY THEY MIGHT GET

Irfan Shaffi, operational control manager, TfL

reactive, making decisions very quickly, and carrying out its analyses equally quickly.”

Team training

A relatively small team is deployed on Fusion: “The number of people involved at TfL is constantly shifting and will grow as the project progresses through its lifecycle,” notes Shaffi. “Currently there are four people full time in my team, interfacing with Yunex day in, day out, and there are the 40 to 50 Yunex developers. Ultimately, when it’s finally delivered, there’ll be more than 200 TfL staff using it regularly.”

The wholesale change the new software represents will require NMCC staff to develop new skills: “It’s completely different,” says Shaffi. “The old system is character based, with lots of white numbers and letters flashing on a black screen. It’s archaic, really, in this modern age. There have been attempts to spruce it up, but the blood and guts, the optimization deep down, is the same. With Fusion, when I look at the front end, it’s entirely graphic based. Even deep down, there is no capability to get to any character-based text – that’s just not an option anymore. That’s a big change.”

Overall, as part of the wider SITS program, the goal is to not only ensure more intuitive interfaces, but also fewer of them: “A central tenet is to reduce the number of screens,” adds Shaffi. “Currently, NMCC operators have up to eight screens on their desk to manage the road



Luton opts for SCOOT 7

Luton Borough Council is also currently engaged in a major UTC software upgrade, with plans to switch to TRL Software’s UTC powered by SCOOT 7.

“TRL’s system will replace Luton’s existing life-expired system and perform a key element of our network management strategy to provide better management of the traffic signal infrastructure,”

comments Kieran Franzen, highways and transport projects, service manager at Luton Borough Council.

“In particular it will assist Luton with monitoring and communicating with traffic signal equipment, for operational activity and fault reporting, allowing a faster resolution of faults through the more user-friendly interface and improved reporting tools,” he continues.

“The system provides control of traffic signal equipment on street using fixed time and SCOOT control, while obtaining other performance data from our traffic signal infrastructure. Overall, this will assist Luton with improving operational efficiency, improve management information and availability of real-time performance data.”

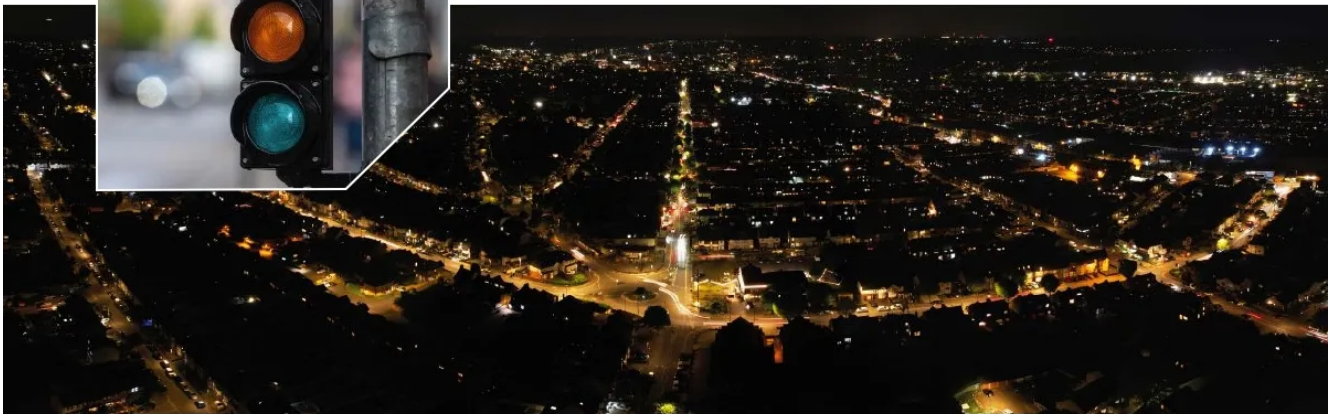
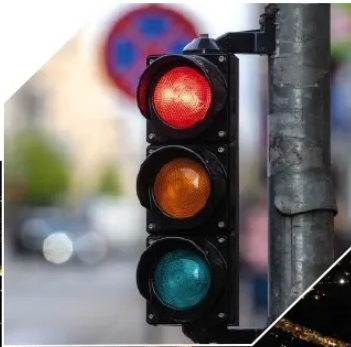
UTC powered by SCOOT 7 is not currently live in Luton, but Franzen is looking forward to its implementation: “Our expectation is that the system will be a highly visual and intuitive system for users, based on human-computer interaction principles. We are also looking forward to moving from a hosted server-based system to a cloud-based software as a service model.”

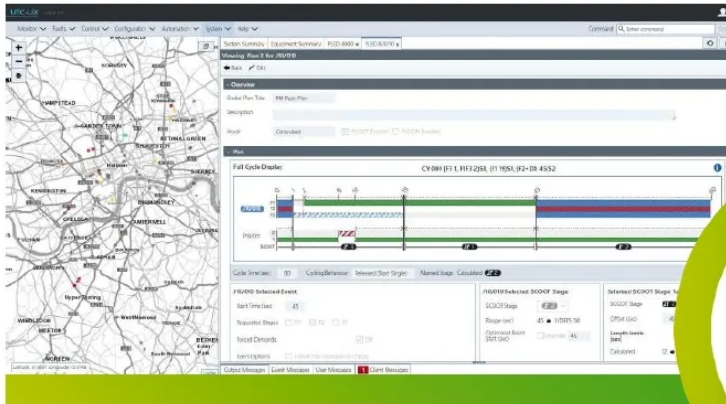
Top: Luton, where the SCOOT 7 adaptive traffic control system (ATCS) will operate
Below: In the future it is envisaged that more London streets managed by TfL will be controlled by Fusion ATCS



OUR EXPECTATION IS THAT THE SYSTEM WILL BE HIGHLY VISUAL AND INTUITIVE

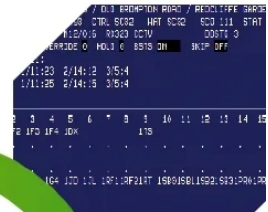
Kieran Franzen, highways and transport service manager, Luton Borough Council





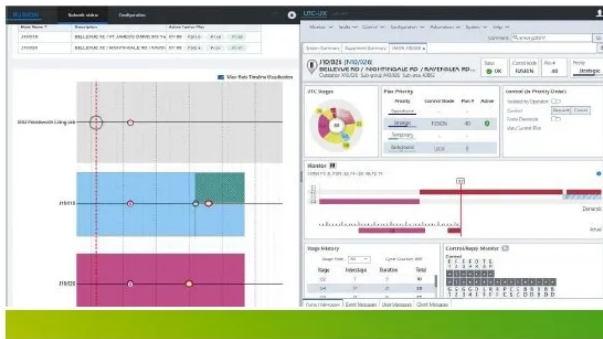
Right: An example of the text-based ATCS interface used by TfL for many years

Left: Fusion offers an intuitive graphical user interface



15%

The delay reduction in London's Living Lab thanks to new adaptive traffic control



“THE MODELING SYSTEM WILL NOT ONLY RECOGNIZE AN INCIDENT HAS HAPPENED, BUT IT WILL ALSO RECOMMEND WHAT THE OPERATOR NEEDS TO DO

Ifraf Shaffi, operational control manager, TfL

network. We need to make their lives easier so they can be more effective.”

Similar to SCOOT, its server-based predecessor, Fusion is still reactive, but being cloud-based it can react more quickly to much greater amounts of data: “It has a traffic model, a brand new one, created from the ground up with our help, which is the engine inside the algorithm,” explains Shaffi. “This model will see vehicles, pedestrian demand and other inputs coming into its optimization engine. Fusion will make its decisions based on that data.”

The data it is fed is generally real time or near real time: “So it’s acting in the now or in the very recent past,” says Shaffi. Hence TfL is also working on another modeling tool, ‘SITS Predictive’, as part of the SITS program, to help it better respond to major incidents.

“This will revolutionize the way we optimize and respond,” says Shaffi. “In conjunction with Fusion, the modeling system will not only

recognize an incident has happened, but it will also recommend what the operator needs to do. The logical link then is for that same system to tell Fusion: ‘Do this now, please’. It’s very advanced, touching on machine learning with a lot of involvement from traditional transport modeling techniques. We’re looking to move forward on that project in April this year.”

Constant review

Modeling continues to grow in importance as a vital tool available to TfL: “We use several types with different granularity levels,” says Shaffi. “We may just model an intersection and a set of signals, because we’ve noticed that there are queues, or we may zoom out a bit, and focus on a bigger group of signals. Modeling tools are very valuable to us because they enable us to tune our network and respond to the fact that transport networks change – maybe a curb line has been moved

and parking is now allowed. As a result, we review all our signals every few years, using modeling of some type. The reviews mainly use smaller scale models, focusing on specific SCOOT regions or even sub-regions. And then all the way down to single intersections.”

Like many other major city transport authorities, TfL is also working on a digital twin, to further improve incident detection, and to model major disruptive events, such as bridge closures. The data collected by the digital twin will be available to employees across TfL to help them better manage assets and reach environmental targets.

“In terms of forward planning, it’s an invaluable tool, and the digital twin will be our benchmark of what ‘normal’ looks like in London,” says Shaffi. “It will help us flag the likely impact of an incident, but we haven’t quite finished implementing the required decision support system. Effectively, what we



“OUR NETWORK UNDERGOES CHANGES EVERY YEAR. IT IS ESSENTIAL OUR MODEL REFLECTS THAT

Shoaib Mahmood, transport project manager, City of York Council

are looking for with the modeling solution and the digital twin is the ability to notice perturbations on the network and model things ahead of time, to tell us what we need to do to avoid major congestion or disruption.”

The biggest challenge in modeling remains how to crunch ever more detailed data quickly enough: “I’m talking with a supplier whose product provides a 360° view of an intersection, using radar scanning. Data is always changing for the better, becoming ever richer. However, this also requires a change in computational capability. We used to use in-house servers, but now it’s all done in Amazon or Microsoft. This is how these modeling systems will be able to predict the perfect mitigation quickly enough – we need response times in seconds, not minutes or in half an hour. It takes a lot of data, a huge amount of computing power, and excellent, fast, low-latency communications, to enable that. It’s definitely a very exciting time for modeling now and into the future.”

CITY OF YORK’S REAL-TIME MODELING

The City of York Council (CYC), in the north of England, is working with PTV Group on the UK’s first real-time traffic modeling tool at the local level. The platform fills in the existing system’s gaps for better public messaging and intersection management. York previously relied on social media reports and CCTV footage to adjust traffic light timing but now uses Optima to analyze data from 100 traffic sensors and TomTom speed cameras and model how accidents or slowdowns impact drivers throughout the city.

“The availability of real-time traffic signal information is highly valuable,” says Shoaib Mahmood, transport project manager, CYC. “The information includes graphical displays of traffic signal timings and detection inputs, which greatly assists in identifying faults and addressing queries from the public.”

The Optima model recently underwent an annual update to reflect the city’s evolving highway network, including the addition of a Low Traffic Neighbourhood: “Our Traffic Systems Asset Renewal program of works, which involves updating and redesigning of signalized junctions, requires us to modify the Optima model to accurately reflect the updated junctions,” says Mahmood. “Furthermore, we continue to enhance the Optima model by incorporating new data sources, such as signals and detectors, to further improve its accuracy.”

The data streams provided by Optima then enable the city’s transport modelers to recalibrate the strategic model annually. “The Optima model collects all necessary data in our data hub, which is essential for updating the strategic transport model,” continues Mahmood. “This is crucial because our network undergoes changes every year, and it is essential that our transport model reflects this.”

Currently, the city is not using Optima to automate signal phase and timing. “We hope to create the functionality that allows the model to select the UTC plans to optimize the network conditions based on various KPIs, such as journey time, flow, and queue detection,” says Mahmood. “To control signals we generally use VA [vehicle actuation], or MOVA [microprocessor optimized vehicle actuation]”

In terms of future development, the city plans to automate the selection of traffic signal plans and increasing the number and accuracy of data collection equipment, such as additional traffic counters and improved speed detection on links: “Currently, the model relies on real-time data sources, and without reliable communications, it has to resort to using historical data,” says Mahmood. “Effective communication is therefore crucial – thankfully, CYC has a stable and reliable fiber network that can be used to link all our equipment.”

PHOTOGRAPHS: ALICE SHARIF/ALICE SHARIF PHOTOGRAPHY/STOCK.ADOBE.COM

Right: The ancient city of York has some futuristic solutions to traffic congestion

