OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS

MEETING AGENDA

MAY 16, 2024

12:00 - 1:30 PM

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda
May 16, 2024
12:00 – 1:30 p.m.
The Board of Directors will convene at the OTO offices.
The online public viewing of the meeting will be available on Facebook:
https://www.facebook.com/ozarkstransportationorganization
and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to Order .....NOON

I. Administration

A. Roll Call

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Public Comment Period for All Agenda Items .....Tab 12
Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on May 15, 2024, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 12**.

D. Adoption of the Consent Agenda .....Tab 1
(5 minutes/Lee)

1. March 21, 2024 Minutes
2. Financial Statements for 3rd Quarter FY 2024 Budget Year
3. FY 2024-2027 TIP Administrative Modification Five
4. Title VI/ADA Program Update and Limited English Proficiency Plan

BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE CONSENT AGENDA

E. Staff Report
(5 minutes/Fields)
A review of staff activities since the last Board of Directors meeting will be given.

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

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

II. New Business

A. City Utilities' Connect SGF Transit Optimization Study Presentation
(10 minutes/Crawford)
City Utilities will present the recommendations of the approved transit study.

NO ACTION REQUIRED – INFORMATIONAL ONLY

B. FY 2025 Unified Planning Work Program .....Tab 2
(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.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2025 UNIFIED PLANNING WORK PROGRAM

C. FY 2025 Operational Budget .....Tab 3
(5 minutes/Parks)
The Draft FY 2025 Operational Budget is included for review and consideration.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2025 OPERATIONAL BUDGET

D. Draft FY 2025-2029 Statewide Transportation Improvement Program .....Tab 4
(5 minutes/MoDOT)
The draft FY 2025-2029 Statewide Transportation Improvement Program (STIP) is included for review.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ENDORSE THE FY 2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

E. 2024 MoDOT Unfunded Needs List .....Tab 5
(5 minutes/Fields)
Staff will present the recommended 2024 MoDOT Unfunded Needs List which is financially constrained according to MoDOT's request.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE UNFUNDED NEEDS LIST

F. Federal Funds Balance Report .....Tab 6
(5 minutes/Longpine)
Staff will present the Federal Funds Balance Report. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

G. MoDOT/OTO Sidewalk Cost Share Program.....Tab 7
(5 minutes/Knaut)
One project is recommended by the Bicycle and Pedestrian Committee to receive TAP/CRP funding as part of a cost share program with MoDOT.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FUNDING

H. Trail and Sidewalk Engineering Funding .....Tab 8
(5 minutes/Knaut)
Ten applications were submitted for trail and sidewalk engineering using TAP/CRP funding.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE TAP/CRP FUNDING FOR TRAIL AND SIDEWALK ENGINEERING PROJECTS

I. FY 2024-2027 TIP Amendment Four.....Tab 9
(5 minutes/Longpine)
Changes are proposed to the FY 2024-2027 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FY 2024-2027 TIP AMENDMENT FOUR

J. EV Charger Project Delivery Determination and Contract Execution.....Tab 10
(5 minutes/Longpine)
Staff will present the EV Charger Project plan and project delivery determination.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION TO AUTHORIZE THE OTO TO USE PROGRESSIVE DESIGN BUILD PROCUREMENT AND TO ISSUE A REQUEST FOR QUALIFICATIONS; IN ADDITION, THE BOARD AUTHORIZES THE EXECUTIVE DIRECTOR TO ENTER INTO NEGOTIATIONS WITH THE SELECTED CONTRACTOR AND EXECUTE THE CONTRACT FOR THE EV CHARGER PROJECT

K. Public Participation Plan Annual Evaluation .....Tab 11
(10 minutes/Knaut)
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 IS REQUIRED – INFORMATIONAL ONLY

III. Other Business

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

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

C. Articles for Board of Directors Member Information .....Tab 13
(Articles attached)

IV. Adjourn Meeting

A motion is requested to adjourn the meeting. Targeted for **1:30 p.m.**

The next Board of Directors regular meeting is scheduled for Thursday, July 18, 2024 at 12:00 p.m. in person.

Attachments

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut 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 David Knaut at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM I.D.

Consent Agenda

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Items included on the Consent Agenda:

1. March 21, 2024 Minutes
2. Financial Statements for 3rd Quarter FY 2024 Budget Year
3. FY 2024-2027 TIP Administrative Modification Five
4. Title VI/ADA Program Update and Limited English Proficiency Plan

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

Adoption of the consent agenda will result in approval of all items included.

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

"Move to adopt the Consent Agenda."

OR

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

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM I.D.

March 21, 2024 Meeting Minutes

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors March 21, 2024 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

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

"Move to approve the Board of Directors March 21, 2024 meeting minutes"

OR

"Move to approve the Board of Directors March 21, 2024 meeting minutes with the following corrections…"

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
MARCH 21, 2024

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in person.

The following members were present:

Chuck Branch, Christian Co Citizen-at-Large
Jerry Compton, Citizen-at-Large
Travis Cossey, City of Nixa (a)
Mark Crabtree, City of Battlefield
Derek Lee, City of Springfield
Rusty MacLachlan, Greene County
Lynn Morris, Christian County
James O'Neal, Springfield Citizen-at-Large
Stacy Reese, MoDOT (non-voting)
John Russell, Greene County
Martha Smartt, City of Strafford (a)
Dan Smith, City of Springfield (a)
Donna Stewart, City of Willard (a)
Kelly Turner, City Utilities
Richard Walker, Springfield Citizen-at-Large
Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Cecelie Cochran, FHWA (non-voting)
Ben DeClue, City of Ozark (a)
Brandon Jenson, City of Springfield
Andrew Nelson, City of Republic (a)
Mark Schenkelberg, FAA
Vacant, FTA

Others Present: Kristi Bachman and Greg Chapman, MoDOT; Eric Franklin, City of Republic; Bradley Jackson, Christian County; Sean Matlock, OWN, Inc.; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, Nicole Stokes, and Jen Thomas, Ozarks Transportation Organization.

Chair Lee called the meeting to order at approximately 12:01 p.m.

I. Administration

A. Welcome and Roll Call

By-law Position	Member	Attendance
BOD Citizen-at-Large	Jerry Compton	Present
Christian County Citizen-at-Large	Chuck Branch	Present
Christian County Elected Official	Lynn Morris	Present
City of Battlefield Elected Official	Mark Crabtree	Present
City of Nixa Elected Official	Travis Cossey (a)	Present
City of Ozark Elected Official	Ben DeClue (a)	Absent
City of Republic Elected Official	Andrew Nelson (a)	Absent
City of Springfield Citizen-at-Large	Richard Walker	Present
City of Springfield Citizen-at-Large	James O'Neal	Present
City of Springfield City Council Member	Dan Smith (a)	Present
City of Springfield City Council Member	Brandon Jenson	Absent

City of Springfield City Council Member	Derek Lee	Present
City of Strafford Elected Official	Martha Smartt (a)	Present
City of Willard Elected Official	Donna Stewart (a)	Present
City Utilities Transit Representative	Kelly Turner	Present
Greene County Commissioner	Rusty MacLachlan	Present
Greene County Commissioner	John Russell	Present
Springfield-Branson National Airport Board Member	Brian Weiler (a)	Present

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Richard Walker moved to approve the March 21, 2024 agenda. Jerry Compton seconded the motion. The motion passed.

C. Approval of January 18, 2024 Meeting Minutes

Jerry Compton moved to approve the January 18, 2024 meeting minutes. Chuck Branch seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

The Chair advised there were public comments included in the packet and then asked for comments and questions.

E. Executive Director's Report

Sara Fields shared that there was funding included in the State's House proposed budget for I-44. The ask for the Springfield area was for $16 million. The funding in the proposed budget is $165.5 million extra for the Springfield area. It is $720 million total for sections in Springfield, Joplin, and Rolla. The proposed funding would cover the rebuild that was requested, all phases of the Highway 13 and I-44 interchange and extend the widening project from Highway 125 in Strafford to West Bypass in Springfield. This is step one out of three. The budget will go before the Senate and then the Governor.

Debbie Parks, OTO's Grants Administrator, is distributing a monthly Grants newsletter. The newsletters include upcoming grant opportunities and OTO funding opportunities. This information can also be found on the OTO website.

OTO is accepting engineering applications for trail projects. The deadline is April 1st. This is to help with obligating funds by September 30th as well as get trail projects engineered and ready to go for other grant opportunities.

An upcoming grant opportunity for full trail and sidewalk projects will open July 1st and close August 1st. This is for any phase of any trail or sidewalk project.

OTO attended the planning partner meeting with MoDOT where they highlighted the issue of the August redistribution and the Fund Balance. MoDOT hosted a Lean process event in St. Louis. This focused on how to get projects and funding to move more quickly for the local agencies in the St. Louis area. From this process, a list of actions of where the process could be improved were identified. The biggest issue the state is facing is inflationary pressure on the projects in the STIP.

An email was sent to the OTO Board Members regarding the Executive Director's trip to Washington, DC with the Association of Metropolitan Planning Organizations (AMPO). Meetings were held with the Association of Counties, the League of Cities, and the Regional Commissions to talk about aligning priorities as local agencies going into the next Transportation Reauthorization Bill which expires in 2026. The OTO priorities continue to be direct funding to Metropolitan Planning Organizations (MPOs) instead of going to the state DOTs, fixing the obligation limitation – the August Redistribution issue allowing OTO to carry over funds, moving the IIJA discretionary funding to formula funding to MPOs, and reduced local match. Meetings were also held with the Missouri legislative delegation.

The OTO Travel Demand Model is being updated. Population and employment projections are part of the update. Once the model is updated the FF Extension Study will be revisited to see if it is still needed and if so, how it is needed.

The priorities that were discussed and ranked at the Board of Directors Strategic Planning Session were sent out to the members who were unable to attend so they could rank their top priorities. A strategic plan will be formed from those actions along with identifying priority actions.

The Transportation Improvement Program is currently open for updates. Staff have been meeting with member jurisdictions to understand priorities going into the next STIP selection process.

F. MoDOT Update

Stacy Reese reported that work continues on Glenstone, Kansas, James River Freeway, and Highway 65 South. There will be resurfacing work on several of the lettered routes. Upcoming work includes the bridge at PP/K on I-44, Route J/NN bridge on Route 60, and the bridge at 413/Sunshine.

MoDOT held a public meeting for the portion of I-44 that is already funded in the STIP. There was a great turnout and the staff received good comments. The comment period is open until April 2nd, comments can be submitted online.

April 15th – 19th is National Work Zone Awareness Week.

MoDOT staff are working on litter cleanup. Every four weeks staff are alternating cleaning the median barriers.

G. Legislative Reports

There were no Legislative Reports.

II. New Business

A. Sunshine Street Presentation

Kristi Bachman presented the Sunshine Street East Corridor study.

This was informational only. No action was required.

B. Safe Streets and Roads for All Update

Natasha Longpine shared an update on the Safe Streets and Roads for All Action Planning Grant.

This was informational only. No action was required.

C. Growth Trends Report

Dave Faucett presented the OTO Growth Trends Report.

This was informational only. No action was required.

D. Financial Statements for 2nd Quarter FY 2024 Budget Year

Travis Cossey highlighted the second quarter financial statements.

Martha Smartt made a motion to accept the second quarter financial statements for the FY 2024 budget year. Jerry Compton seconded the motion. The motion passed.

E. MoDOT/OTO Sidewalk Cost Share Program Recommendations

Natasha Longpine presented the projects recommended by the Bicycle and Pedestrian Committee to receive TAP funding recommendation.

- The City of Republic – Route MM
- The City of Springfield – Connection from Doling, across I-44, to Norton

Rusty MacLachlan made a motion to approve the resolutions and certifications for trails and MM. Kelly Turner seconded the motion. The motion passed.

F. FTA 5310 Funding Recommendation

David Knaut presented the FTA Section 5310 Vehicle Funding Recommendation.

- FTA 5310 – Nova Center of the Ozarks, Inc – estimated $18,280
- FTA 5310 – OATS, Inc – estimated $57,033
- FTA 5310 – Ozark Senior Center - estimated $23,894
- FTA 5310 – Southwest Center for Independent Living DBA empower:abilities – estimated $13,284

Dan Smith made a motion to approve awarding FTA 5310 funding to the Nova Center of the Ozarks, OATS, the Ozark Senior Center, and the Southwest Center for Independent Living DBA empower:abilities. Jim O'Neal seconded the motion. The motion passed.

G. FY 2024-2027 TIP Amendment Three

Natasha Longpine reviewed the items included as part of Amendment Number Three to the FY 2024-2027 Transportation Improvement Program.

- *Revised* Weaver Road Improvements (BA2402)
- *Removed* Jefferson Avenue Footbridge (EN1803)
- *Removed* Kali Springs Trail (EN2409)
- *Removed* Chadwick Flyer Trailhead (EN2404)
- *Removed* Garrison Springs Trailhead (EN2408)
- *Revised* Chadwick Flyer Spur to OHS (OK2302)

Travis Cossey made a motion to approve Amendment 3 to the FY 2024-2027 Transportation Improvement Program. Martha Smartt seconded the motion. The motion passed.

H. FY 2024-2027 TIP Administrative Modifications Two, Three, and Four

Natasha Longpine reported there was one item each included as part of Administrative Modifications 2 and 3, and 3 items as part of Administrative Modification 4 to the FY 2024-2027 Transportation Improvement Program.

Administrative Modification 2:

- Route MM Ramp Intersection Improvements at I-44 (RP2201, RP2401)

Administrative Modification 3:

- Finley River Trail Extension (RP2407-24AM3)

Administrative Modification 4:

- Job Order Contracting for Guard Cable and Guardrail Repair (MO2307)
- Melville Road Bridge over I-44 (SP1911)
- I-44 Add lanes and Replace Bridges from Kansas to Glenstone in Springfield (SP2310)

This was informational only. No action was required.

I. Federal Funds Status Update

Jen Thomas highlighted the Federal Funds Status Update. Staff have developed an FY 2024 status 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.

This was informational only. No action was required.

III. Other Business

A. Board of Directors Member Announcements

Kelly Turner shared City Utilities completed the Transit Optimization Study. The study was presented to the City Utilities Board and Springfield City Council. There has been good feedback. There will be some changes to the routes and a possible small reduction in fares. A recommendation will go to FTA, the CU Board and Springfield City Council. There will also be a public comment period.

Rusty MacLachlan stated as part of the larger fund packet for Southwest Missouri is $1.5 million for a study for the James River Extension.

Derek Lee thanked the OTO staff for their work in creating project write-ups, budgets, and exhibits for the City Council for their focus on Ungapping the Map as part of the City of Springfield's Quality of Place Initiative.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for member review.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

With no further business to come before the Board, the meeting was adjourned.

The meeting was adjourned at 1:10 p.m.

_____

Martha Smartt
OTO Secretary

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM I.D.

3rd Quarter Financial Statements FY 2024

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the financial statements for the 3rd Quarter FY 2024 Budget Year. This period includes July 1, 2023, through March 31, 2024.

The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, Chadwick Flyer Trail Phase III Project (CRRSAA) and Safe Streets for All (SS4A) Financial Statements. The OTO switched over to modified accrual accounting during the second quarter. This change results in Accounts Payable and Revenue Receivable showing on the Statement of Financial Position.

Section One – Combined Financial Statements

- *Statement of Financial Position*
  The current assets were $660,762 on March 31, 2024. The OTO Operating Account had a balance of $263,501 with Revenue Receivable of $180,446. The OTO opened two Certificates of Deposits that are shown under the Current Assets in the third quarter.

- *The Operating Fund Balance Report* shows the OTO had a total balance of $489,402.77 at the end of March 2024. The total balances include the Chadwick Flyer Trail Phase III funds. The report shows the available bank balances as of March 31, 2024. The two Certificates of Deposit have been added to the report in the total amount of $200,603.02.

Section Two – Operations Financial Statements

- *Profit and Loss Statement*
  Expenses exceeded revenue in the amount of $54,094.17 at the end of the third quarter.

- *Budget vs. Actual*
  The OTO budgeted expenses in the amount of $1,516,214 for the budget year. Actual expenses at the end of 3rd Quarter FY 2024 were $808,734.95. This represents 53.3% of budgeted expenses.

Section Three – OTO UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual*
  The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 51.6% of the budgeted $1,597,423. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized $33,390.89 of in-Kind match income through the third quarter of FY 2024. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- *Unified Planning Work Program Progress Report – 3rd Quarter FY 2024*
  This report outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

Section Four – Chadwick Flyer Trail Phase III (CRRSAA) Project

- *Profit and Loss Statement*
  During this period, revenue exceeded expenditures in the amount of $34,669.63.

- *Budget vs. Actual*
  The OTO budgeted expenses in the amount of $1,302,040 for the budget year. Actual expenses at the end of the third quarter are $1,347,673.12. Construction is complete and final expenses have been billed. The construction came in under budget on the construction estimate and contract. Timing of invoices between fiscal year accounts for the overage in budget.

Section Five – SS4A Grant

- *Profit and Loss Statement*
  During this period, expenses exceeded revenue in the amount of $29,336.15. Match by local jurisdictions will not be billed until July 2024.

- *Budget vs. Actual*
  The OTO budgeted expenses in the amount of $286,000 for the budget year. Actual expenses at the end of the third quarter FY 2024 were $85,984.83.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to accept the Financial Statements for the 3rd Quarter FY 2024."

OR

"Move to return to staff the Financial Statements for the 3rd Quarter FY 2024 in order to…"

OTO Combined Financial Statements

Includes Statement of Financial Position, Fund Balance Report, and Statement of Financial Income and Expense covering all revenue and operating and project expense.

Ozarks Transportation Organization
Statement of Financial Position
As of March 31, 2024

	Mar 31, 24	Mar 31, 23	$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Arvest Bank Operational Checkin	263,501.59	456,275.42	-192,773.83	-42.3%
Arvest Bank Special Projects	16,210.66	145,089.48	-128,878.82	-88.8%
Arvest COD 378366	100,301.51	0.00	100,301.51	100.0%
Arvest COD 378368	100,301.51	0.00	100,301.51	100.0%
Total Checking/Savings	480,315.27	601,364.90	-121,049.63	-20.1%
Accounts Receivable				
Revenue Receivable	180,446.75	0.00	180,446.75	100.0%
Total Accounts Receivable	180,446.75	0.00	180,446.75	100.0%
Total Current Assets	660,762.02	601,364.90	59,397.12	9.9%
TOTAL ASSETS	**660,762.02**	**601,364.90**	**59,397.12**	**9.9%**
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities				
Accounts Payable				
Accounts Payable	27,413.73	0.00	27,413.73	100.0%
Total Accounts Payable	27,413.73	0.00	27,413.73	100.0%
Credit Cards	4,602.11	9,276.92	-4,674.81	-50.4%
Other Current Liabilities	5,192.71	252.13	4,940.58	1,959.5%
Total Current Liabilities	37,208.55	9,529.05	27,679.50	290.5%
Total Liabilities	37,208.55	9,529.05	27,679.50	290.5%
Equity				
Unrestricted Net Assets	436,017.47	349,933.13	86,084.34	24.6%
Net Income	187,536.00	241,902.72	-54,366.72	-22.5%
Total Equity	623,553.47	591,835.85	31,717.62	5.4%
TOTAL LIABILITIES & EQUITY	**660,762.02**	**601,364.90**	**59,397.12**	**9.9%**

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2024

Monthly Ending Balance

Date	Arvest Operational	Arvest Special Projects	Arvest CD #1	Arvest CD #2	Total Balance
7/31/2023	$511,976.46	$406,897.66			$918,874.12
8/31/2023	$434,067.60	$147,430.16			$581,497.76
9/30/2023	$771,849.56	$119,951.56			$891,801.12
10/31/2023	$702,845.34	$575,552.39			$1,278,397.73
11/30/2023	$402,443.63	$288,102.94			$690,546.57
12/31/2023	$323,352.78	$227,131.95			$550,484.73
1/31/2024	$409,289.72	$118,181.50			$527,471.22
2/28/2024	$282,156.91	$15,934.60	$100,000.00	$100,000.00	$498,091.51
3/31/2024	$272,589.09	$16,210.66	$100,301.51	$100,301.51	$489,402.77
4/30/2024					
5/31/2024					
6/30/2024					

Balance After Liabilities

OPERATIONAL FUND		SPECIAL PROJECTS FUND (Chadwick Flyer Trail Phase III)			
Arvest Operational Bank Balances 3/31/2024	$272,589.09	Arvest Special Project Balances 3/31/2024	$16,210.66	Arvest Certificate of Deposit Balances	$200,603.02
Outstanding Checking Withdrawals	($9,087.50)	Outstanding Checking Withdrawals	$0.00	Outstanding Checking Withdrawals	$0.00
Other Outstanding Liabilities	$0.00	Other Outstanding Liabilities	$0.00	Other Outstanding Liabilities	$0.00
Total Equity 4/31/2024	**$263,501.59**	Total Equity 4/31/2024	**$16,210.66**	Total Equity 4/31/2024	**$200,603.02**

Operational Fund Balance: $480,315.27

Operational Fund Balance Target: $398,605 (3 months) - $797,211 (6 months)

Operational Financial Reports

Excludes the special project grant budgets and in-kind.

Ozarks Transportation Organization
Operational Profit & Loss
July 2023 through March 2024

	Jul '23 - Mar 24	
Ordinary Income/Expense		
Income		
Other Types of Income		
Interest Income	9,804.90	
Miscellaneous Revenue	49.17	
Total Other Types of Income		9,854.07
OTO Revenue		
Consolidated Planning Grant CPG	585,089.47	
Local Jurisdiction Match Funds	100,121.28	
Surface Trans Block Grant	59,575.96	
Total OTO Revenue		744,786.71
Total Income		754,640.78
Gross Profit		754,640.78
Expense		
Bank Fees		71.12
Building		
Building Lease	40,545.00	
Common Area Main Exp	14,944.68	
Maintenance	236.16	
Office Cleaning	3,510.00	
Utilities	2,484.44	
Total Building		61,720.28
Commodities		
Office Supplies/Furniture	2,448.20	
OTO Promotional Items	6,108.35	
Public Input Promotional Items	34.65	
Publications	420.32	
Total Commodities		9,011.52
Information Technology		
GIS Licenses	120.00	
IT Maintenance Contract	10,344.60	
Software	1,104.50	
Webhosting	8,093.74	
Total Information Technology		19,662.84
Insurance		
Directors & Officers	3,457.00	
General Liability/Property	4,590.00	
Network Defender	1,399.00	
Workers Compensation	937.00	
Total Insurance		10,383.00
Operating		
Dues/Memberships	6,719.71	
Education/Training/Travel	16,723.19	
Food/Meeting Expense	6,663.54	
Legal/Bid Notices	190.52	
Postage/Postal Services	596.25	
Printing/Mapping Services	1,285.00	
Staff Mileage Reimbursement	2,099.63	
Telephone/Internet	5,184.93	
Total Operating		39,462.77

	Jul '23 - Mar 24	
Personnel		
Mobile Data Plans	1,110.00	
Payroll Services	2,497.96	
Salaries and Fringe	606,137.26	
Total Personnel		609,745.22
Services		
Legislative Education	2,472.40	
Professional Services (Legal &	23,870.00	
TIP Tool Maintenance	12,633.00	
Trans Consult/Model Services	8,502.80	
Travel Demand Model Update	11,200.00	
Total Services		58,678.20
Total Expense		808,734.95
Net Ordinary Income		-54,094.17
Net Income		**-54,094.17**

Ozarks Transportation Organization
Operational Budget vs. Actual
July 2023 through March 2024

	Jul '23 - Mar 24	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	9,804.90	6,000.00	3,804.90	163.4%
Miscellaneous Revenue	49.17	400.00	-350.83	12.3%
Total Other Types of Income	9,854.07	6,400.00	3,454.07	154.0%
OTO Revenue				
Consolidated Planning Grant CPG	585,089.47	1,037,729.00	-452,639.53	56.4%
Local Jurisdiction Match Funds	100,121.28	162,954.00	-62,832.72	61.4%
Local Jurisdiction Study Fees	0.00	24,800.00	-24,800.00	0.0%
Surface Trans Block Grant	59,575.96	243,101.00	-183,525.04	24.5%
Total OTO Revenue	744,786.71	1,468,584.00	-723,797.29	50.7%
Total Income	754,640.78	1,474,984.00	-720,343.22	51.2%
Gross Profit	754,640.78	1,474,984.00	-720,343.22	51.2%
Expense				
Bank Fees	71.12	500.00	-428.88	14.2%
Building				
Building Lease	40,545.00	54,060.00	-13,515.00	75.0%
Common Area Main Exp	14,944.68	22,635.00	-7,690.32	66.0%
Maintenance	236.16	2,000.00	-1,763.84	11.8%
Office Cleaning	3,510.00	4,500.00	-990.00	78.0%
Utilities	2,484.44	3,200.00	-715.56	77.6%
Total Building	61,720.28	86,395.00	-24,674.72	71.4%
Commodities				
Office Supplies/Furniture	2,448.20	7,500.00	-5,051.80	32.6%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	6,108.35	4,000.00	2,108.35	152.7%
Public Input Promotional Items	34.65	5,500.00	-5,465.35	0.6%
Publications	420.32	1,000.00	-579.68	42.0%
Total Commodities	9,011.52	20,500.00	-11,488.48	44.0%
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,500.00	-8,500.00	0.0%
GIS Licenses	120.00	7,000.00	-6,880.00	1.7%
IT Maintenance Contract	10,344.60	13,000.00	-2,655.40	79.6%
Software	1,104.50	7,000.00	-5,895.50	15.8%
Webhosting	8,093.74	3,000.00	5,093.74	269.8%
Total Information Technology	19,662.84	38,500.00	-18,837.16	51.1%

Ozarks Transportation Organization
Operational Budget vs. Actual
July 2023 through March 2024

	Jul '23 - Mar 24	Budget	$ Over Budget	% of Budget	
Insurance					
Automobile Insurance	0.00	2,000.00	-2,000.00	0.0%	
Directors & Officers	3,457.00	2,600.00	857.00	133.0%	
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%	
General Liability/Property	4,590.00	3,000.00	1,590.00	153.0%	
Network Defender	1,399.00	290.00	1,109.00	482.4%	
Workers Compensation	937.00	2,500.00	-1,563.00	37.5%	
Total Insurance	10,383.00	13,690.00	-3,307.00		75.8%
Operating					
Dues/Memberships	6,719.71	9,500.00	-2,780.29	70.7%	
Education/Training/Travel	16,723.19	28,000.00	-11,276.81	59.7%	
Food/Meeting Expense	6,663.54	8,500.00	-1,836.46	78.4%	
Legal/Bid Notices	190.52	1,500.00	-1,309.48	12.7%	
Postage/Postal Services	596.25	200.00	396.25	298.1%	
Printing/Mapping Services	1,285.00	3,500.00	-2,215.00	36.7%	
Public Input Event Registration	0.00	200.00	-200.00	0.0%	
Staff Mileage Reimbursement	2,099.63	3,500.00	-1,400.37	60.0%	
Telephone/Internet	5,184.93	7,000.00	-1,815.07	74.1%	
Vehicle	0.00	35,000.00	-35,000.00	0.0%	
Vehicle Maintenance/Fuel	0.00	2,400.00	-2,400.00	0.0%	
Total Operating	39,462.77	99,300.00	-59,837.23		39.7%
Personnel					
Mobile Data Plans	1,110.00	3,120.00	-2,010.00	35.6%	
Payroll Services	2,497.96	4,000.00	-1,502.04	62.4%	
Salaries and Fringe	606,137.26	868,025.00	-261,887.74	69.8%	
Total Personnel	609,745.22	875,145.00	-265,399.78		69.7%
Services					
Data Acquisition	0.00	25,000.00	-25,000.00	0.0%	
Legislative Education	2,472.40	9,000.00	-6,527.60	27.5%	
Professional Services (Legal &	23,870.00	75,000.00	-51,130.00	31.8%	
Rideshare	0.00	500.00	-500.00	0.0%	
TIP Tool Maintenance	12,633.00	15,684.00	-3,051.00	80.5%	
Trans Consult/Model Services	8,502.80	240,000.00	-231,497.20	3.5%	
Travel Demand Model Update	11,200.00	12,000.00	-800.00	93.3%	
Travel Sensing & Time Serv Proj	0.00	5,000.00	-5,000.00	0.0%	
Total Services	58,678.20	382,184.00	-323,505.80		15.4%
Total Expense	808,734.95	1,516,214.00	-707,479.05		53.3%
Net Ordinary Income	-54,094.17	-41,230.00	-12,864.17		131.2%
Net Income	**-54,094.17**	**-41,230.00**	**-12,864.17**		**131.2%**

Unified Planning Work Program (UPWP) Financial Reports

OTO UPWP Grant Expenses are included in the OTO Operational Budget, but this report includes the In-Kind and grant only expenses to match the UPWP (OTO Consolidated Planning Grant) Budget.

Ozarks Transportation Organization
UPWP Profit & Loss
July 2023 through March 2024

	Jul '23 - Mar 24	
Ordinary Income/Expense		
Income		
Other Types of Income		
In-Kind Match, Donated Direct C	20,840.23	
Interest Income	293.39	
Total Other Types of Income		21,133.62
OTO Revenue		
Consolidated Planning Grant CPG	585,089.47	
In Kind Match, Meeting Attend	12,550.66	
Local Jurisdiction Match Funds	100,121.28	
Surface Trans Block Grant	59,575.96	
Total OTO Revenue		757,337.37
Total Income		778,470.99
Gross Profit		778,470.99
Expense		
Building		
Building Lease	40,545.00	
Common Area Main Exp	14,944.68	
Maintenance	236.16	
Office Cleaning	3,510.00	
Utilities	2,484.44	
Total Building		61,720.28
Commodities		
Office Supplies/Furniture	2,446.58	
Public Input Promotional Items	34.65	
Publications	420.32	
Total Commodities		2,901.55
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	10,381.59	
Member Attendance at Meetings	23,009.30	
Total In-Kind Match Expense		33,390.89
Information Technology		
GIS Licenses	120.00	
IT Maintenance Contract	10,344.60	
Software	1,104.50	
Webhosting	8,093.74	
Total Information Technology		19,662.84
Insurance		
Directors & Officers	3,457.00	
General Liability/Property	4,590.00	
Network Defender	1,399.00	
Workers Compensation	937.00	
Total Insurance		10,383.00
Operating		
Dues/Memberships	6,402.49	
Education/Training/Travel	14,376.19	

	Jul '23 - Mar 24	
Food/Meeting Expense	6,057.69	
Legal/Bid Notices	190.52	
Postage/Postal Services	477.45	
Printing/Mapping Services	807.05	
Staff Mileage Reimbursement	2,099.63	
Telephone/Internet	5,184.93	
Total Operating		35,595.95
Personnel		
Mobile Data Plans	1,110.00	
Payroll Services	2,497.96	
Salaries and Fringe	606,136.44	
Total Personnel		609,744.40
Services		
Professional Services (Legal &	17,870.00	
TIP Tool Maintenance	12,633.00	
Trans Consult/Model Services	8,502.80	
Travel Demand Model Update	11,200.00	
Total Services		50,205.80
Total Expense		823,604.71
Net Ordinary Income		-45,133.72
Net Income		**-45,133.72**

Ozarks Transportation Organization
UPWP Budget vs. Actual
July 2023 through March 2024

	Jul '23 - Mar 24	Budget	$ Over Budget	% of Budget	
Ordinary Income/Expense					
Income					
Other Types of Income					
In-Kind Match, Donated Direct C	20,840.23	133,670.00	-112,829.77	15.6%	
Interest Income	293.39	0.00	293.39	100.0%	
Total Other Types of Income	21,133.62	133,670.00	-112,536.38		15.8%
OTO Revenue					
Consolidated Planning Grant CPG	585,089.47	1,037,729.00	-452,639.53	56.4%	
In Kind Match, Meeting Attend	12,550.66	0.00	12,550.66	100.0%	
Local Jurisdiction Match Funds	100,121.28	162,954.00	-62,832.72	61.4%	
Local Jurisdiction Study Fees	0.00	19,969.00	-19,969.00	0.0%	
Surface Trans Block Grant	59,575.96	243,101.00	-183,525.04	24.5%	
Total OTO Revenue	757,337.37	1,463,753.00	-706,415.63		51.7%
Total Income	778,470.99	1,597,423.00	-818,952.01		48.7%
Gross Profit	778,470.99	1,597,423.00	-818,952.01		48.7%
Expense					
Building					
Building Lease	40,545.00	54,060.00	-13,515.00	75.0%	
Common Area Main Exp	14,944.68	22,635.00	-7,690.32	66.0%	
Maintenance	236.16	2,000.00	-1,763.84	11.8%	
Office Cleaning	3,510.00	4,500.00	-990.00	78.0%	
Utilities	2,484.44	3,200.00	-715.56	77.6%	
Total Building	61,720.28	86,395.00	-24,674.72		71.4%
Commodities					
Office Supplies/Furniture	2,446.58	7,500.00	-5,053.42	32.6%	
Public Input Promotional Items	34.65	2,500.00	-2,465.35	1.4%	
Publications	420.32	1,000.00	-579.68	42.0%	
Total Commodities	2,901.55	11,000.00	-8,098.45		26.4%
In-Kind Match Expense					
Direct Cost - MoDOT Salaries	10,381.59	97,670.00	-87,288.41	10.6%	
Member Attendance at Meetings	23,009.30	36,000.00	-12,990.70	63.9%	
Total In-Kind Match Expense	33,390.89	133,670.00	-100,279.11		25.0%

Ozarks Transportation Organization
UPWP Budget vs. Actual
July 2023 through March 2024

	Jul '23 - Mar 24	Budget	$ Over Budget	% of Budget	
Information Technology					
Computer Upgrades/Equip Replace	0.00	8,500.00	-8,500.00	0.0%	
GIS Licenses	120.00	7,000.00	-6,880.00	1.7%	
IT Maintenance Contract	10,344.60	13,000.00	-2,655.40	79.6%	
Software	1,104.50	7,000.00	-5,895.50	15.8%	
Webhosting	8,093.74	3,000.00	5,093.74	269.8%	
Total Information Technology	19,662.84	38,500.00	-18,837.16		51.1%
Insurance					
Automobile Insurance	0.00	2,000.00	-2,000.00	0.0%	
Directors & Officers	3,457.00	2,600.00	857.00	133.0%	
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%	
General Liability/Property	4,590.00	3,000.00	1,590.00	153.0%	
Network Defender	1,399.00	290.00	1,109.00	482.4%	
Workers Compensation	937.00	2,500.00	-1,563.00	37.5%	
Total Insurance	10,383.00	13,690.00	-3,307.00		75.8%
Operating					
Dues/Memberships	6,402.49	9,500.00	-3,097.51	67.4%	
Education/Training/Travel	14,376.19	28,000.00	-13,623.81	51.3%	
Food/Meeting Expense	6,057.69	8,500.00	-2,442.31	71.3%	
Legal/Bid Notices	190.52	1,500.00	-1,309.48	12.7%	
Postage/Postal Services	477.45	200.00	277.45	238.7%	
Printing/Mapping Services	807.05	3,500.00	-2,692.95	23.1%	
Public Input Event Registration	0.00	200.00	-200.00	0.0%	
Staff Mileage Reimbursement	2,099.63	3,500.00	-1,400.37	60.0%	
Telephone/Internet	5,184.93	7,000.00	-1,815.07	74.1%	
Vehicle	0.00	35,000.00	-35,000.00	0.0%	
Vehicle Maintenance/Fuel	0.00	2,400.00	-2,400.00	0.0%	
Total Operating	35,595.95	99,300.00	-63,704.05		35.8%
Personnel					
Mobile Data Plans	1,110.00	3,120.00	-2,010.00	35.6%	
Payroll Services	2,497.96	4,000.00	-1,502.04	62.4%	
Salaries and Fringe	606,136.44	864,564.00	-258,427.56	70.1%	
Total Personnel	609,744.40	871,684.00	-261,939.60		70.0%

Ozarks Transportation Organization
UPWP Budget vs. Actual
July 2023 through March 2024

	Jul '23 - Mar 24	Budget	$ Over Budget	% of Budget
Services				
Data Acquisition	0.00	25,000.00	-25,000.00	0.0%
Professional Services (Legal &	17,870.00	45,000.00	-27,130.00	39.7%
Rideshare	0.00	500.00	-500.00	0.0%
TIP Tool Maintenance	12,633.00	15,684.00	-3,051.00	80.5%
Trans Consult/Model Services	8,502.80	240,000.00	-231,497.20	3.5%
Travel Demand Model Update	11,200.00	12,000.00	-800.00	93.3%
Travel Sensing & Time Serv Proj	0.00	5,000.00	-5,000.00	0.0%
Total Services	50,205.80	343,184.00	-292,978.20	14.6%
Total Expense	823,604.71	1,597,423.00	-773,818.29	51.6%
Net Ordinary Income	-45,133.72	0.00	-45,133.72	100.0%
Net Income	**-45,133.72**	**0.00**	**-45,133.72**	**100.0%**

Ozarks Transportation Organization

Unified Planning Work Program Third Quarter Report

Period January 1, 2024 to March 31, 2024

Task 1 – OTO General Administration (62% Complete)

FY 2024 Second Quarter Financial reports prepared and presented to the Board of Directors. Continued to track and monitor contracts and payments. Maintained websites and social media pages, as well as managed network services. Prepared draft UPWP and presented to UPWP Subcommittee.

Travel and Training

- AMPO Working Groups
- AMPO Policy Board Meetings
- OSITE Seminars
- Missouri Public Transit Association Board Meetings
- Ozark Mountain Section of the APA Board Meetings
- MoDOT Transit Compliance Workshop
- FTA Triennial and State Management Review webinars
- RITIS User Group Quarterly Webinar
- Miscellaneous workshops and trainings

Task 2 – Coordination and Public Engagement (62% Complete)

2.1 OTO Committee Support

Conducted the following meetings:

2 Board of Directors
2 Technical Planning Committee
1 Executive Committee
2 Bicycle and Pedestrian Advisory Committee
1 Local Coordinating Board for Transit
1 Traffic Incident Management Committee
1 UPWP Subcommittee
1 Board of Directors Strategic Planning Session
3 Technical Planning Committee STIP Meetings
Several additional ad hoc committee meetings

OTO staff and MoDOT continued to coordinate on planning and programming activities. Staff attended relevant community meetings. Press releases were issued according to the public participation plan for items going before the Board of Directors. Maintained civil rights portions of the OTO website, as well as the OTO Social Equity Index webapp. Meeting attendance was documented for In-Kind Match reporting. A total of 221 committee hours were reported.

Completed annual Public Participation Plan (PPP) evaluation, Title VI/ ADA program update and LEP plan update. Updated Let's Go Smart webpage and increased social media education campaign through Let's Go Smart webpage.

Task 3 – Planning and Implementation (62% Complete)

Work continued on items in the *Destination 2045* Implementation Plan. Continued monitoring regional air quality, participating with the Ozarks Clean Air Alliance, as well as the Ozarks Clean Fuels Coalition. Updated Let's Go Smart webpage. Reviewed freight planning efforts and reached out to MoDOT for coordination of freight planning efforts in the urban corridors. Developed OTO annual Growth Trends Report. Prepared population projections and housing unit and employment 2050 forecasts by Traffic Analysis Zones (TAZ) for the 2022 base-year travel demand model update. Maintained geospatial data and developed print and web-based maps for relevant projects.

Task 4 – Project Selection and Programming (62% Complete)

Processed Administrative Modifications 3 and 4, as well as Amendments 2 and 3 to the FY 2024-2027 TIP. Monitored funds balances and tracked obligations according to obligation goals set forth by MoDOT. Coordinated federal funds obligation with MoDOT. Developed Unfunded Needs list, including multimodal unfunded needs, for MoDOT. Local public agency reporting for projects in the FY 2024-2027 TIP. Prepared for and requested projects for the draft FY 2025-2028 TIP. Met with member agencies to review needs and project plans. Solicited bicycle and pedestrian engineering projects. Approved sidewalk cost share funding.

Task 5 – OTO Transit Planning (62% Complete)

Held one transit operations committee meeting in February. Conducted call for projects for Section 5310 funding, including grant workshop for subrecipients. Reviewed and scored received applications at the committee meeting and recommended approval of received applications. Attended MPTA Board Meeting and statewide calls. No ADA appeals were received from CU. Researched additional funding for senior centers and human service agencies and worked on compliance documents for those agencies. Attended three Let's Go Smart Collaborative meetings.

Task 6 – Ad Hoc Studies and Projects (65% Complete)

Began work on Travel Demand Model Update. Finished Highway MM RAISE Grant application with the City of Republic and submitted application. Prepared and sent out monthly grants update newsletter.

Task 7 – Operations and Demand Management (62% Complete)

Held one meeting of the TIM subcommittee. Maintained membership with RITIS at the University of Maryland CATT Lab. Performed additional network analysis and provided support for STIP prioritization with access to higher resolution data from HERE. Remained available for outreach and as a resource for employers and the traveling public regarding rideshare program opportunities. Conducted Employer and participant outreach for rideshare program.

Task 8 – MoDOT Studies and Data Collection (19% Complete)

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 22.50 staff hours were completed.

2.5% Set Aside Work Program

Task 9 - Safe and Accessible Transportation Options (56% Complete)

Reviewed upcoming programmed projects to identify opportunities for additional funding and subsequent pedestrian improvements. Continued to meet with the Let's Go Smart Transportation

Collaborative and developed recommendations for the Community Focus Report. Maintained the trail dashboard.

Surface Transportation Block Grant Work Program

Task 10 – Studies and Project Administration (23% Complete)

Staff worked to close out the CRRSAA Chadwick Flyer Trail Phase III project. Staff continued administration assistance on LPA projects for member jurisdictions including assistance with environmental clearances and sharing best practices.

Appendix A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 11 – CU Transit Planning (% Complete)

Operational Planning

CU's Open FTA Grants:

MO-2021-005 – In Progress
MO-2022-018 – In Progress
MO-2022-019 – In Progress
MO-2023-005 – In Progress
MO-2023-019 – In Progress
MO-2023-023 – In Progress
1828-2023-3 – Pending NEPA Review
1828-2024-1 – Submitted to FTA
1828-2024-2 – Submitted to FTA

ADA Accessibility Planning

In Spring 2023, CU was awarded FY21-23 years of Section 5310 funding for ADA improvements. These funds will be used to add ADA approved landing pads at bus stops and sidewalks to make our system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. We are currently working through NEPA approval with FTA. We will also utilize this grant funding to add new mobility securement systems that are safer and provide passengers with more independence. The notice of award for these securements was issued 4/2 and we will begin working with the vendor to order and install these in the fixed route buses.

Transit Fixed Route/Regional Service Analysis Implementation

No permanent route modifications have been made in Q3 of SFY24. All fixed routes are consistently evaluated to make improvements as needed.

CU is currently concluding a Transit Fixed Route Study, ConnectSGF, and will report the results of that effort in Summer 2024.

Service Planning

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing. CU is active in OTO and community committees involving discussions on Transit.

Financial Planning
CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually. Transit Project Managers also meet with Finance during the year to discuss the budget and financials. In January 2024, FORVIS presented the Utility annual audit, which includes a single audit of our federal grants, to the Board of Public Utilities. The audit was given an unmodified opinion.

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

Safety, Security, and Drug/Alcohol Control Planning
CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly. During Q3, we continued to have discussions with the Safety Committee about PTASP.

Transit Coordination Plan Implementation
CU has implemented the Transit Coordination Plan, since we receive Section 5310 grant funding. The OTO provides annual training for applicants, including CU each fiscal year and provides media outreach.

Program Management Plan Implementation
CU does not have to do a Program Management Plan for Section 5339 grant funding. The OTO does do a Program Management Plan for our Section 5310 grant program.

Data Collection and Analysis
CU collects and analyzes ridership data monthly for transit planning purposes. CU submits weekly/monthly the National Transit Database reports to FTA. CU Transit is currently concluding the Transit Fixed Route Study, ConnectSGF, and will report the results of that effort in Summer 2024.

Transit Fixed Route Analysis
In August 2022, City Utilities Transit started a Transit Optimization Study with Olsson Consulting. We will take the results of this survey, and the Forward SGF Comprehensive Plan, into consideration when planning for the future of transit in Springfield.

FHWA Discretionary Grant

Task 12 – Safe Streets and Roads for All Grant (35% Complete)

Conducted public involvement, including public meetings, surveys, and targeted outreach. Survey results were analyzed and summarized by equity engagement consultant. Safety engineers continued to develop analysis of high risk roadway features, including areas of pedestrian and bicyclist activities. Staff continued to work on finalizing the high injury network by reviewing different ways of indexing the data. Stakeholder meeting dates were set for April.

Chadwick Flyer Trail Phase III Project

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

Ozarks Transportation Organization
Chadwick Flyer Trail Phase III Profit & Loss
July 2023 through March 2024

	Jul '23 - Mar 24	
Ordinary Income/Expense		
Income		
Other Types of Income		
Miscellaneous Revenue	84.71	
Total Other Types of Income		84.71
OTO Revenue		
Chadwick Flyer Match Funds	293,193.10	
CRRSAA Funds	863,750.00	
STBG - Chadwick Flyer Phase III	227,585.87	
Total OTO Revenue		1,384,528.97
Total Income		1,384,613.68
Gross Profit		1,384,613.68
Expense		
Bank Fees		
Interest Expense	2,258.89	
Bank Fees - Other	300.00	
Total Bank Fees		2,558.89
Insurance		323.40
Services		
Trail Construction	1,347,061.76	
Total Services		1,347,061.76
Total Expense		1,349,944.05
Net Ordinary Income		34,669.63
Net Income		**34,669.63**

Ozarks Transportation Organization
Chadwick Flyer Trail Phase III Budget vs. Actual
July 2023 through March 2024

	Jul '23 - Mar 24	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Miscellaneous Revenue	84.71			
Total Other Types of Income	84.71			
OTO Revenue				
Chadwick Flyer Match Funds	293,193.10	67,250.00	225,943.10	436.0%
CRRSAA Funds	863,750.00	779,307.00	84,443.00	110.8%
STBG - Chadwick Flyer Phase III	227,585.87	269,000.00	-41,414.13	84.6%
Total OTO Revenue	1,384,528.97	1,115,557.00	268,971.97	124.1%
Total Income	1,384,613.68	1,115,557.00	269,056.68	124.1%
Gross Profit	1,384,613.68	1,115,557.00	269,056.68	124.1%
Expense				
Bank Fees				
Interest Expense	2,258.89			
Bank Fees - Other	300.00			
Total Bank Fees	2,558.89			
Insurance	323.40			
Services				
Trail Construction	1,347,061.76	1,302,040.00	45,021.76	103.5%
Total Services	1,347,061.76	1,302,040.00	45,021.76	103.5%
Total Expense	1,349,944.05	1,302,040.00	47,904.05	103.7%
Net Ordinary Income	34,669.63	-186,483.00	221,152.63	-18.6%
Net Income	**34,669.63**	**-186,483.00**	**221,152.63**	**-18.6%**

Safe Streets and Roads for All (SS4A) Grant



Ozarks Transportation Organization
SS4A Profit & Loss
July 2023 through March 2024

	Jul '23 - Mar 24	
Ordinary Income/Expense		
Income		
OTO Revenue		
Safe Streets for All FHWA Grant	56,648.68	
Total OTO Revenue		56,648.68
Total Income		56,648.68
Gross Profit		56,648.68
Expense		
Commodities		
Public Involvement Advertising	307.88	
Publications	634.90	
Total Commodities		942.78
Information Technology		
Software	45.98	
Total Information Technology		45.98
Personnel		
Salaries and Fringe		
Health,Dental,Vision & Life Ins	5,034.87	
Payroll Tax Expense	1,467.61	
Pension Expense	2,317.25	
Salaries/Fringe	23,845.95	
Total Salaries and Fringe	32,665.68	
Total Personnel		32,665.68
Services		
Trans Consult/Model Services	52,330.39	
Total Services		52,330.39
Total Expense		85,984.83
Net Ordinary Income		-29,336.15
Net Income		**-29,336.15**

Ozarks Transportation Organization
SS4A Budget vs. Actual
July 2023 through March 2024

	Jul '23 - Mar 24		Budget	$ Over Budget	% of Budget	
Ordinary Income/Expense						
Income						
OTO Revenue						
Safe Streets for All FHWA Grant	56,648.68		228,800.00	-172,151.32	24.8%	
Safe Streets for All Match	0.00		57,200.00	-57,200.00	0.0%	
Total OTO Revenue		56,648.68	286,000.00	-229,351.32		19.8%
Total Income		56,648.68	286,000.00	-229,351.32		19.8%
Gross Profit		56,648.68	286,000.00	-229,351.32		19.8%
Expense						
Commodities						
Office Supplies/Furniture	0.00		3,000.00	-3,000.00	0.0%	
Public Involvement Advertising	307.88		5,000.00	-4,692.12	6.2%	
Publications	634.90					
Total Commodities		942.78	8,000.00	-7,057.22		11.8%
Information Technology						
Software	45.98					
Total Information Technology		45.98				
Personnel						
Salaries and Fringe						
Health,Dental,Vision & Life Ins	5,034.87					
Payroll Tax Expense	1,467.61					
Pension Expense	2,317.25					
Salaries/Fringe	23,845.95		53,000.00	-29,154.05	45.0%	
Salaries and Fringe - Other	0.00		0.00	0.00	0.0%	
Total Salaries and Fringe	32,665.68		53,000.00	-20,334.32	61.6%	
Personnel - Other	0.00		0.00	0.00	0.0%	
Total Personnel		32,665.68	53,000.00	-20,334.32		61.6%
Services						
Trans Consult/Model Services	52,330.39		225,000.00	-172,669.61	23.3%	
Total Services		52,330.39	225,000.00	-172,669.61		23.3%
Total Expense		85,984.83	286,000.00	-200,015.17		30.1%
Net Ordinary Income		-29,336.15	0.00	-29,336.15		100.0%
Net Income		**-29,336.15**	**0.00**	**-29,336.15**		**100.0%**

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM I.D.

Administrative Modification 5 to the FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are multiple changes included as part of Administrative Modification 5 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

1. Shuyler Creek Trail (EN2010)
   Technical Corrections
   Removed double-counted STBG-U funding that had been used for engineering and showing ROW in obligated year.

2. Mount Vernon and Miller Sidewalks (EN2412)
   Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
   Moved $35,000 from Construction to ROW with no change in overall project cost.

3. MO 14 Roadway Improvements 6th Avenue to 14th Avenue (OK2201)
   Changes in a project's total programmed amount less than 25% (up to $2,000,000)
   Updating funding to reflect sidewalk cost share program. Additional project changes will be reflected in FY 2025-2028 TIP update.

4. RT MM Road Relocation, Railroad Grade Separation, and Corridor Scoping (RP1704)
   Changes in a project's total programmed amount less than 25% (up to $2,000,000)
   Updating funding to reflect sidewalk cost share program. Additional project changes will be reflected in FY 2025-2028 TIP update.

5. MO 125 Intersection Improvements in Strafford (ST2201)
   Changes in a project's total programmed amount less than 25% (up to $2,000,000)
   Updating funding to reflect sidewalk cost share program. Additional project changes will be reflected in FY 2025-2028 TIP update.

6. 5310 Traditional Projects Reserve 2021-2023 (MO1729)
   Minor changes to funding sources between federal funding categories or between state and local sources
   Update funding breakdown to reflect award of FY 2022-2024 5310 projects.

BOARD OF DIRECTORS 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

10 April 2024

Mr. Ezekiel Hall
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Hall:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on April 10, 2024. 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

Project Overview

5 Projects Listed

EN2010-24AM5 - SHUYLER CREEK TRAIL

Plan Revision
24AM5

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Republic

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$2,475,802

MoDoT ID
-

Federal ID
6900813

Project From
-

Project To
-

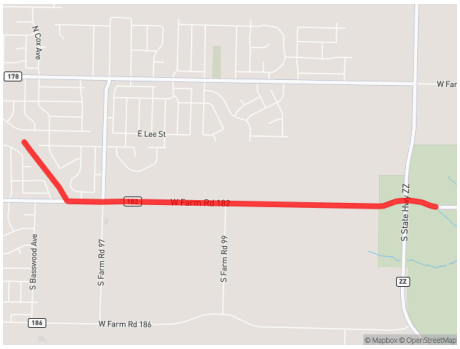
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Design, right-of-way acquisition, and construction for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.

Funding Source Notes
Non-Federal Funding Source: City of Republic Capital Investment Sales Tax Fund; FYI: Includes Construction-Award of $1,078,749 in TAP funding conditional upon Reasonable Progress compliance.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	$178,969	$40,000	-	-	-	-	$218,969
Engineering	Local	$44,742	$10,000	-	-	-	-	$54,742
Total Engineering		$223,711	$50,000	-	-	-	-	$273,711
ROW	TAP (FHWA)	$324,126	-	-	-	-	-	$324,126
ROW	Local	$81,032	-	-	-	-	-	$81,032
Total ROW		$405,158	-	-	-	-	-	$405,158
Construction	STBG-U (FHWA)	-	$137,738	-	-	-	-	$137,738
Construction	TAP (FHWA)	-	$1,264,015	-	-	-	-	$1,264,015
Construction	Local	-	$395,180	-	-	-	-	$395,180
Total Construction		-	$1,796,933	-	-	-	-	$1,796,933
Total Prior Costs		**$628,869**	**-**	**-**	**-**	**-**	**-**	**$628,869**
Total Programmed		**$628,869**	**$1,846,933**	**-**	**-**	**-**	**-**	**$2,475,802**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Technical corrections
PROJECT CHANGES	ID changed from "EN2010-22AM3" to "EN2010-24AM5" Plan Revision Name changed from "24Adopted" to "24AM5"
FUNDING CHANGES	**Local** + Increase funds in FY 2023 in ROW from $0 to $81,032 - Decrease funds in FY 2024 in ROW from $81,032 to $0 **STBG-U (FHWA)** - Decrease funds in FY 2024 in CON from $316,707 to $137,738 **TAP (FHWA)** + Increase funds in FY 2023 in ROW from $0 to $324,126 - Decrease funds in FY 2024 in ROW from $324,126 to $0
FEDERAL PROJECT COST	Decreased from $2,123,817 to $1,944,848 (-8.43%)
TOTAL PROJECT COST	Decreased from $2,654,771 to $2,475,802 (-6.74%)



EN2412-24AM5 - MOUNT VERNON AND MILLER SIDEWALKS

Plan Revision
24AM5

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,249,526

MoDoT ID
-

Federal ID
5901829

Project From
Lulwood, Mount Vernon

Project To
Casa Grande, Tarkio

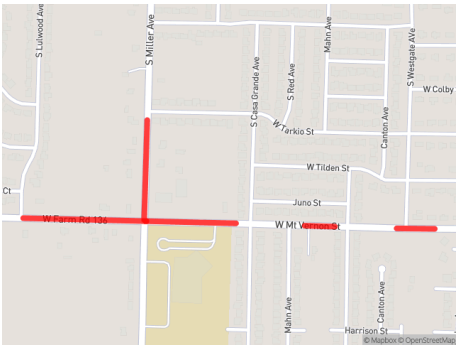
Project Considerations
Bike/Ped Plan

Project Description
Pedestrian and associated improvements along Mt. Vernon Street and Miller Avenue in Springfield.

Funding Source Notes
Non-Federal Funding Source: City of Springfield; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	$32,596	-	-	-	-	$32,596
Engineering	TAP (FHWA)	-	$130,385	-	-	-	-	$130,385
Total Engineering		-	$162,981	-	-	-	-	$162,981
ROW	Local	-	$7,000	-	-	-	-	$7,000
ROW	TAP (FHWA)	-	$28,000	-	-	-	-	$28,000
Total ROW		-	$35,000	-	-	-	-	$35,000
Construction	Local	-	-	$210,309	-	-	-	$210,309
Construction	TAP (FHWA)	-	-	$841,236	-	-	-	$841,236
Total Construction		-	-	$1,051,545	-	-	-	$1,051,545
Total Programmed		**-**	**$197,981**	**$1,051,545**	**-**	**-**	**-**	**$1,249,526**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving funds between development phases 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 "EN2412-24" to "EN2412-24AM5" Plan Revision Name changed from "24Adopted" to "24AM5"
FUNDING CHANGES	**TAP (FHWA)** + Increase funds in FY 2024 in ROW from $0 to $28,000 - Decrease funds in FY 2025 in CON from $869,236 to $841,236 **Local** + Increase funds in FY 2024 in ROW from $0 to $7,000 - Decrease funds in FY 2025 in CON from $217,309 to $210,309
FEDERAL PROJECT COST	Stays the same $999,621
TOTAL PROJECT COST	Stays the same $1,249,526



OK2201-24AM5 - MO 14 ROADWAY IMPROVEMENTS 6TH AVENUE TO 14TH AVENUE

Plan Revision
24AM5

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$7,013,254

MoDoT ID
J8P0583B

Federal ID
S604083

Project From
6th Avenue

Project To
14th Avenue

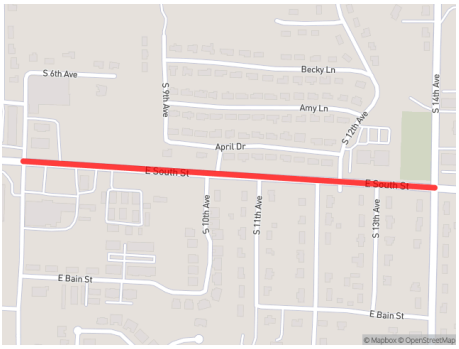
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description
Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG, Approved Sidewalk Cost Share to be programmed upon executed agreement ($134,836 TAP)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	$10,000	$10,000	$20,000	$27,800	$80,600	-	$148,400
Engineering	MoDOT-AC	$40,000	$40,000	$80,000	$111,200	$322,400	-	$593,600
Total Engineering		$50,000	$50,000	$100,000	$139,000	$403,000	-	$742,000
ROW	MoDOT	-	-	-	$389,400	-	-	$389,400
ROW	MoDOT-AC	-	-	-	$1,557,600	-	-	$1,557,600
Total ROW		-	-	-	$1,947,000	-	-	$1,947,000
Construction	Local	-	-	-	-	$67,418	-	$67,418
Construction	TAP (FHWA)	-	-	-	-	$134,836	-	$134,836
Construction	MoDOT	-	-	-	-	$824,400	-	$824,400
Construction	MoDOT-AC	-	-	-	-	$3,297,600	-	$3,297,600
Total Construction		-	-	-	-	$4,324,254	-	$4,324,254
Total Prior Costs		**$50,000**	**-**	**-**	**-**	**-**	**-**	**$50,000**
Total Programmed		**$50,000**	**$50,000**	**$100,000**	**$2,086,000**	**$4,727,254**	**-**	**$7,013,254**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	ID changed from "OK2201-22" to "OK2201-24AM5" Plan Revision Name changed from "24Adopted" to "24AM5"
FUNDING CHANGES	**TAP (FHWA)** + Increase funds in FY 2027 in CON from $0 to $134,836 **Local** + Increase funds in FY 2027 in CON from $0 to $67,418
FEDERAL PROJECT COST	Increased from $0 to $134,836 (0%)
TOTAL PROJECT COST	Increased from $6,811,000 to $7,013,254 (2.97%)



RP1704-24AM5 - RT MM ROAD RELOCATION, RAILROAD GRADE SEPARATION, AND CORRIDOR SCOPING

Plan Revision
24AM5

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
$35,332,871

MoDoT ID
J8S0836, J8S0836D

Federal ID
S602092

Project From
Farm Road 160

Project To
Route 60

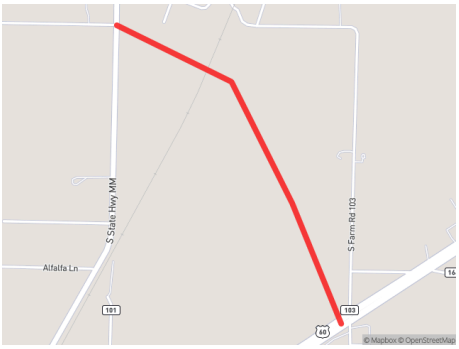
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Advance Construction

Project Description
Relocate Brookline Avenue, add railroad grade separation and sidewalks from Farm Road 160 to Rte. 60 in Republic. Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG, $564,000 Open Container, Approved Sidewalk Cost Share to be programmed upon executed agreement ($250,910 TAP), OTO Discretionary Funding Award for MM Underpass ($245,787 CRP)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	$1,199,000	$184,800	$699,800	$40,000	-	-	$2,123,600
Engineering	STBG (FHWA)	$3,046,400	$739,200	$2,799,200	$160,000	-	-	$6,744,800
Engineering	STP (FHWA)	$1,600	-	-	-	-	-	$1,600
Total Engineering		$4,247,000	$924,000	$3,499,000	$200,000	-	-	$8,870,000
ROW	MoDOT	-	$707,200	-	-	-	-	$707,200
ROW	STBG (FHWA)	-	$2,828,800	-	-	-	-	$2,828,800
Total ROW		-	$3,536,000	-	-	-	-	$3,536,000
Construction	TAP (FHWA)	-	-	$250,910	-	-	-	$250,910
Construction	Local	-	-	$124,174	-	-	-	$124,174
Construction	CRP (FHWA)	-	-	$245,787	-	-	-	$245,787
Construction	STBG (FHWA)	-	-	$17,468,400	-	-	-	$17,468,400
Construction	SAFETY (FHWA)	-	-	$564,000	-	-	-	$564,000
Construction	MoDOT	-	-	$4,273,600	-	-	-	$4,273,600
Total Construction		-	-	$22,926,871	-	-	-	$22,926,871
Total Prior Costs		**$4,247,000**	**-**	**-**	**-**	**-**	**-**	**$4,247,000**
Total Programmed		**$4,247,000**	**$4,460,000**	**$26,425,871**	**$200,000**	**-**	**-**	**$35,332,871**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	ID changed from "RP1704-20A9" to "RP1704-24AM5" Plan Revision Name changed from "24Adopted" to "24AM5" Funding Source Notes changed from "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG, $564,000 Open Container, Approved Sidewalk Cost Share to be programmed upon executed agreement ($342,000 TAP), OTO Discretionary Funding Award for MM Underpass ($241,488 CRP)" to "Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG, $564,000 Open Container, Approved Sidewalk Cost Share to be programmed upon executed agreement ($250,910 TAP), OTO Discretionary Funding Award for MM Underpass ($245,787 CRP)"
FUNDING CHANGES	**CRP (FHWA)** + Increase funds in FY 2025 in CON from $0 to $245,787 **TAP (FHWA)** + Increase funds in FY 2025 in CON from $0 to $250,910 **Local** + Increase funds in FY 2025 in CON from $0 to $124,174
FEDERAL PROJECT COST	Increased from $27,607,600 to $28,104,297 (1.80%)
TOTAL PROJECT COST	Increased from $34,712,000 to $35,332,871 (1.79%)



ST2201-24AM5 - MO 125 INTERSECTION IMPROVEMENTS IN STRAFFORD

Plan Revision
24AM5

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
$9,068,500

MoDoT ID
J8S3238

Federal ID
S604064

Project From
0.2 mile north of Evergreen Street

Project To
0.1 mile west of Washington Avenue

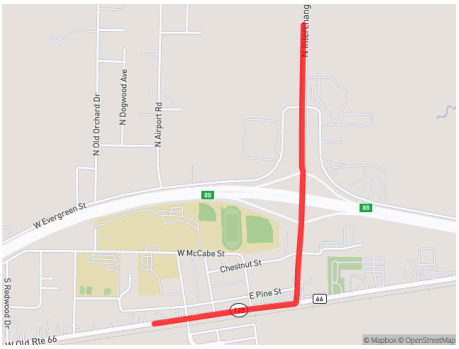
Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description
For MO 125, add roundabouts at I-44 ramps and at Chestnut Street, add signal at Route OO, and add turn lane from Washington Ave. to Route OO in Strafford.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG, Approved Sidewalk Cost Share to be programmed upon executed agreement ($240,320 TAP)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	$130,000	$62,000	$120,400	-	-	-	$312,400
Engineering	MoDOT-AC	$520,000	$248,000	$481,600	-	-	-	$1,249,600
Total Engineering		$650,000	$310,000	$602,000	-	-	-	$1,562,000
ROW	MoDOT	-	$38,000	-	-	-	-	$38,000
ROW	MoDOT-AC	-	$152,000	-	-	-	-	$152,000
Total ROW		-	$190,000	-	-	-	-	$190,000
Construction	CRP (FHWA)	-	-	$219,600	-	-	-	$219,600
Construction	MoDOT	-	-	$1,408,400	-	-	-	$1,408,400
Construction	MoDOT-AC	-	-	$5,633,600	-	-	-	$5,633,600
Construction	Local	-	-	$54,900	-	-	-	$54,900
Total Construction		-	-	$7,316,500	-	-	-	$7,316,500
Total Prior Costs		**$650,000**	**-**	**-**	**-**	**-**	**-**	**$650,000**
Total Programmed		**$650,000**	**$500,000**	**$7,918,500**	**-**	**-**	**-**	**$9,068,500**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to $2,000,000)
PROJECT CHANGES	ID changed from "ST2201-22" to "ST2201-24AM5" Plan Revision Name changed from "24Adopted" to "24AM5"
FUNDING CHANGES	**CRP (FHWA)** + Increase funds in FY 2025 in CON from $0 to $219,600 **Local** + Increase funds in FY 2025 in CON from $0 to $54,900
FEDERAL PROJECT COST	Increased from $0 to $219,600 (0%)
TOTAL PROJECT COST	Increased from $8,794,000 to $9,068,500 (3.12%)



Project Overview

1 Projects Listed

MO1729-24AM5 - 5310-TRADITIONAL PROJECTS RESERVE 2021-2023

Plan Revision
24AM5

Section
Transit

Project Type
Transit Capital

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
$800,841

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area

Project Description
Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2022-2023. FY 2021 Awarded.

Funding Source Notes
Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding; FYI: Administered by MoDOT; Awarded as follows: Nova Center ($73,210 FTA/$18,280 Local), OATS ($228,133 FTA/$57,033 Local), Ozark SC ($95,573 FTA/$23,894 Local), SWCIL ($53,134 FTA/$13,84); Unawarded $24,629 FTA/$6,179 Local

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Capital	5310-Capital (FTA)	$165,994	$474,679	-	-	-	-	$640,673
Capital	Local	$41,498	$118,670	-	-	-	-	$160,168
Total Capital		$207,492	$593,349	-	-	-	-	$800,841
Total Prior Costs		**$207,492**	**-**	**-**	**-**	**-**	**-**	**$207,492**
Total Programmed		**$207,492**	**$593,349**	**-**	**-**	**-**	**-**	**$800,841**

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 "MO1729-23AM5" to "MO1729-24AM5" Plan Revision Name changed from "24Adopted" to "24AM5" Funding Source Notes changed from "Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding; FYI: Administered by MoDOT" to "Federal Funding Source: Traditional FTA Section 5310 Funding; Non-Federal Funding Source: Provided Upon Award of Funding; FYI: Administered by MoDOT; Awarded as follows: Nova Center ($73,210 FTA/$18,280 Local), OATS ($228,133 FTA/$57,033 Local), Ozark SC ($95,573 FTA/$23,894 Local), SWCIL ($53,134 FTA/$13,84); Unawarded $24,629 FTA/$6,179 Local"
FUNDING CHANGES	**5310-Capital (FTA)** - Decrease funds in FY 2024 in CAP from $474,679 to $24,629 + Increase funds in FY 2024 in CAP from $0 to $73,210 + Increase funds in FY 2024 in CAP from $0 to $228,133 + Increase funds in FY 2024 in CAP from $0 to $95,573 + Increase funds in FY 2024 in CAP from $0 to $53,134 **Local** - Decrease funds in FY 2024 in CAP from $118,670 to $6,179 + Increase funds in FY 2024 in CAP from $0 to $18,280 + Increase funds in FY 2024 in CAP from $0 to $57,033 + Increase funds in FY 2024 in CAP from $0 to $23,894 + Increase funds in FY 2024 in CAP from $0 to $13,284
FEDERAL PROJECT COST	Stays the same $640,673
TOTAL PROJECT COST	Stays the same $800,841

REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		$80,371,088	$125,885,699	$64,545,322	$66,317,065	**$337,119,174**
Suballocated STBG-U	$16,638,414	$7,568,166	$7,719,529	$7,873,920	$8,031,398	**$47,831,427**
Suballocated TAP	$3,134,365	$1,551,388	$1,568,998	$1,587,191	$1,618,935	**$9,460,877**
Suballocated CRP	$1,772,594	$904,761	$904,761	$904,761	$904,761	**$5,391,638**
Aviation - FAA	$0	$7,866,000	$22,262,580	$9,693,000	$3,402,000	**$43,223,580**
FTA 5307	$4,605,375	$3,541,107	$3,611,929	$3,684,168	$3,757,851	**$19,200,430**
FTA 5310	$863,053	$444,515	$453,405	$462,473	$471,723	**$2,695,170**
FTA 5339	$845,868	$283,357	$289,024	$294,805	$300,701	**$2,013,754**
Transit MO HealthNet Contract	$0	$55,000	$55,000	$55,000	$55,000	**$220,000**
Transit State Operating Funding	$0	$263,282	$40,200	$40,200	$40,200	**$383,882**
CU Transit Utility Ratepayers	$5,461,692	$7,169,545	$7,227,017	$7,089,367	$6,911,255	**$33,858,876**
CU Transit Farebox, Ads, Rent	$0	$886,964	$886,964	$886,964	$886,964	**$3,547,856**
Human Service Agencies	$118,670	$61,121	$62,343	$63,590	$64,862	**$370,586**
TOTAL	**$33,440,031**	**$110,966,295**	**$170,967,449**	**$97,180,761**	**$92,762,715**	**$505,317,251**

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	$16,054,001	$16,054,001	$16,054,001	$16,054,001	**$64,216,005**
O&M (634.73 miles * $5,323/mile)	$3,378,668	$3,469,892	$3,563,579	$3,659,796	**$14,071,934**
TIP Programmed Funds All Jurisdictions	($17,790,024)	($3,835,117)	($1,663,052)	($258,773)	**($23,546,966)**
Other Committed Funds All Jurisdictions	$60,924,503	$60,924,503	$60,924,503	$60,924,503	**$243,698,012**
TOTAL	**$62,567,148**	**$76,613,279**	**$78,879,031**	**$80,379,527**	**$298,438,985**

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	$5,271,692	$7,710,791	$7,710,791	$7,710,791	$7,710,791	**$36,114,856**
System Maintenance Local	$190,000	$190,000	$190,000	$190,000	$190,000	**$950,000**
Local Programmed O&M	--	($13,362,483)	($7,900,791)	($7,900,791)	($7,900,791)	**($37,064,856)**
Carryover	$5,461,692	$5,461,692	$0	$0	$0	**$0**
Additional O&M Costs	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	$1,997,870	$24,000	$36,000	$0
CRP (FHWA)	$1,218,611	$2,220,101	$0	$0
I/M (FHWA)	$90,000	$135,000	$135,000	$0
NHPP (FHWA)	$31,284,340	$38,418,007	$45,921,887	$41,552,800
SAFETY (FHWA)	$7,187,100	$890,700	$82,800	$73,800
SS4A (FHWA)	$228,800	$	$	$
STAP (FHWA)	$257,000	$252,000	$0	$0
STBG (FHWA)	$9,171,002	$20,462,800	$347,200	$171,200
STBG-U (FHWA)	$30,991,879	$8,815,446	$2,368,226	$761,419
TAP (FHWA)	$4,375,645	$2,412,373	$302,006	$134,836
Federal Subtotal	$86,802,247	$73,630,427	$49,193,119	$42,694,055
STATE				
MoDOT	$17,856,911	$19,819,610	$7,332,500	$12,307,400
MoDOT-AC	$20,008,200	$22,095,641	$2,530,400	$6,244,800
MoDOT O&M	$5,504,088	$5,652,699	$5,805,322	$5,962,065
State Subtotal	$43,369,199	$47,567,950	$15,668,222	$24,514,265
LOCAL/OTHER				
Local	$17,790,024	$3,835,117	$1,663,052	$258,773
MO-ARPA	$1,179,750	$0	$0	$0
Other	$3,207,260	$0	$0	$0
Local/Other Subtotal	$22,177,034	$3,835,117	$1,663,052	$258,773
Total	**$152,348,480**	**$125,033,494**	**$66,524,393**	**$67,467,093**

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	$18,280,000	$80,426,088	$125,940,699	$64,600,322	$66,372,065	**$355,619,174**
Federal Discretionary Funding	$228,800	$0	$0	$0	$0	**$228,800**
Available Operations and Maintenance Funding	$0	$5,504,088	$5,652,699	$5,805,322	$5,962,065	**$22,924,174**
Funds from Other Sources (inc. Local)	$0	$22,177,034	$3,835,117	$1,663,052	$258,773	**$27,933,976**
Available Suballocated Funding	$22,277,288	$10,024,315	$10,193,288	$10,365,872	$10,555,094	**$63,415,857**
TOTAL AVAILABLE FUNDING	$40,786,088	$118,131,526	$145,621,803	$82,434,567	$83,147,998	**$470,121,982**
Carryover		$40,786,088	$6,569,133	$27,157,442	$43,067,617	--
Programmed State and Federal Funding		($152,348,480)	($125,033,494)	($66,524,393)	($67,467,093)	**($411,373,460)**
TOTAL REMAINING	**$40,786,088**	**$6,569,133**	**$27,157,442**	**$43,067,617**	**$58,748,521**	**$58,748,521**

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source					
	5307	5310	5339	Local	MoDOT	TOTAL
PRIOR YEAR						
Balance	$ 4,605,375	$ 863,053	$ 845,868	$ 5,580,362	$ 43,500	**$ 11,938,158**
FY 2024						
Funds Anticipated	$ 3,541,107	$ 444,515	$ 283,357	$ 8,317,242	$ 43,500	**$12,629,721**
Funds Programmed	($8,146,482)	($1,252,070)	($720,000)	($13,897,604)	($87,000)	**($24,103,156)**
Running Balance	**$0**	**$55,498**	**$409,225**	**$0**	**$0**	**$464,723**
FY 2025						
Funds Anticipated	$ 3,611,929	$ 453,405	$ 289,024	$ 8,271,524	$ 43,500	**$12,669,382**
Funds Programmed	($3,541,107)	($277,081)	($982,930)	($8,271,524)	($43,500)	**($13,116,142)**
Running Balance	**$70,822**	**$231,822**	**-$284,681**	**$0**	**$0**	**$17,963**
FY 2026						
Funds Anticipated	$ 3,684,168	$ 462,473	$ 294,805	$ 8,135,121	$ 43,500	**$12,620,067**
Funds Programmed	($3,541,107)	($735,623)	$0	($8,135,121)	($43,500)	**($12,455,351)**
Running Balance	**$213,883**	**-$41,328**	**$10,124**	**$0**	**$0**	**$182,679**
FY 2027						
Funds Anticipated	$ 3,757,851	$ 471,722	$ 3,000,701	$ 7,958,281	$ 43,500	**$15,232,055**
Funds Programmed	($3,541,108)	$0	$0	($7,958,281)	($43,500)	**($11,542,889)**
Running Balance	**$430,626**	**$430,394**	**$3,010,825**	**$0**	**$0**	**$3,871,845**

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM I.D.

Title VI/ADA Program Update/Limited English Proficiency Plan

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

The OTO's Title VI program includes provisions from FHWA and FTA circulars and check lists, along with policies related to compliance with the Americans with Disabilities Act, as amended. The program outlines policies from OTO's Limited English Proficiency (LEP) Plan and Public Participation Plan that work to ensure non-discrimination, along with a demographic profile of the region and OTO's boards and committees. The LEP plan uses a required four-factor analysis to determine how OTO should approach public engagement for the most significant limited-English proficient populations in the OTO area. The LEP plan is included in the Draft Title VI/ADA program under Appendix F.

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

Staff submitted the Title VI/ADA program and the LEP plan to MoDOT, FHWA, and FTA for comment at the beginning of April 2024. Comments will be incorporated as they are received. Staff can provide an update on any comments received.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 17, 2024, the Technical Planning Committee recommended the Board of Directors (1) adopt the resolution approving the Title VI/ADA Program, (2) approve the Limited English Proficiency Plan, (3) approve the execution of the Standard DOT Assurances and Non-Discrimination Policy, and (4) the making of minor changes to the program to maintain compliance and updated information.

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

"Move to (1) adopt the resolution approving the Title VI/ADA Program, (2) approve the Limited English Proficiency Plan (3) approve the execution of the Standard DOT Assurances and Non-Discrimination Policy, and (4) the making of minor changes to the program to maintain compliance and updated information."

OR

"Move to recommend that the Board of Directors approve the Title VI/ADA Program and the Limited English Proficiency Plan with the following changes…"

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

May 16, 2024

RESOLUTION ADOPTING THE TITLE VI/ADA PROGRAM

The members of the Board of Directors (the "**Board**") of Ozarks Transportation Organization Inc., a Missouri nonprofit corporation (the "**Organization**"), acting pursuant to Mo. Ann. Stat. § 355.246 (West) (the "**Act**"), do hereby consent to the adoption of the following resolution:

WHEREAS, the U.S. Department of Transportation (DOT) requires that all recipients of federal funding develop and implement a program that ensures that the federal-aid recipient is implementing programs and activities in a nondiscriminatory manner and in compliance with the Civil Rights Act of 1964 and other statutes, regulations, executive orders, and guidance that mandate nondiscrimination;

WHEREAS, the Federal Transit Administration (FTA) has issued guidance that describes the requirements for and content of these nondiscrimination programs known as Title VI Programs, which includes, in part, that a federal-aid recipient's Title VI Program: (1) be updated every three years, (2) include a signed Title VI Assurance, and (3) be approved by the recipient's governing body;

WHEREAS, Ozarks Transportation Organization is the Metropolitan Planning Organization Springfield Metropolitan Area and is a recipient of federal funding, including DOT funding;

WHEREAS, Ozarks Transportation Organization has completed an update of its Title VI/ADA Program;

NOW, THEREFORE, BE IT RESOLVED, by the Ozarks Transportation Board of Directors:

1. The 2024 Title VI/ADA Program is approved and adopted.

2. The Limited English Proficiency Plan is approved.

3. The Executive Director or his designee is authorized to execute the Standard DOT Assurances and Policy of Nondiscrimination.

4. The Executive Director or his designee is authorized to make minor changes to the Title VI/ADA Program that are necessary to keep the documents up-to-date (i.e. update contact information, fix broken URLs, etc.) and in compliance with any new or revised state or federal requirements. This authorization is limited to the three year period between the date that the 2024 Title VI Program is accepted by FTA and the date that the next Title VI Program update is due to DOT and presented to the Board of Directors for approval.

The above resolution is hereby Adopted on this 16th day of May 2024.

_____

Mr. Derek Lee
Chair, Board of Directors

Attest:

_____

Ms. Martha Smartt
Secretary, Board of Directors

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

TITLE VI/ADA PROGRAM

2024

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TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

OZARKSTRANSPORTATION.ORG

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Appendix A: Standard DOT Assurances

Appendix B: Title VI/ADA Complaint Procedures and Form, including Title VI Public Notice

Appendix C: Title VI/ Complaint Procedures and Form in Spanish, including Title VI Public Notice

Appendix D: ADA Public Notice

Appendix E: Public Participation Plan

Appendix F: Limited English Proficiency Plan

Appendix G: Letter to Owner of Chesterfield Lofts Concerning ADA Issues

Appendix H: Accessible Formatting for Word

Appendix I: Title VI/ADA/LEP Implementation Guide

Appendix J: OTO Title VI/ADA/LEPP Resources

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Introduction

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

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

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

Environmental Justice

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

Limited English Proficiency (LEP)

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

Persons with a Disability

The Americans with Disabilities Act of 1991 and Section 504 of the Rehabilitation Act of 1973 prohibits discrimination based on a disability by public and private sector parties. As a federally funded entity, the

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

The Ozarks Transportation Organization

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

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

Title VI Coordinator

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

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

The Coordinator's Responsibilities include:

- Collect Data for the Title VI program, including, but not limited to, demographic data.
- Develop yearly reports for FHWA review of the Title VI program.
- Update relevant Title VI documents.

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

The OTO responsibilities include:

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

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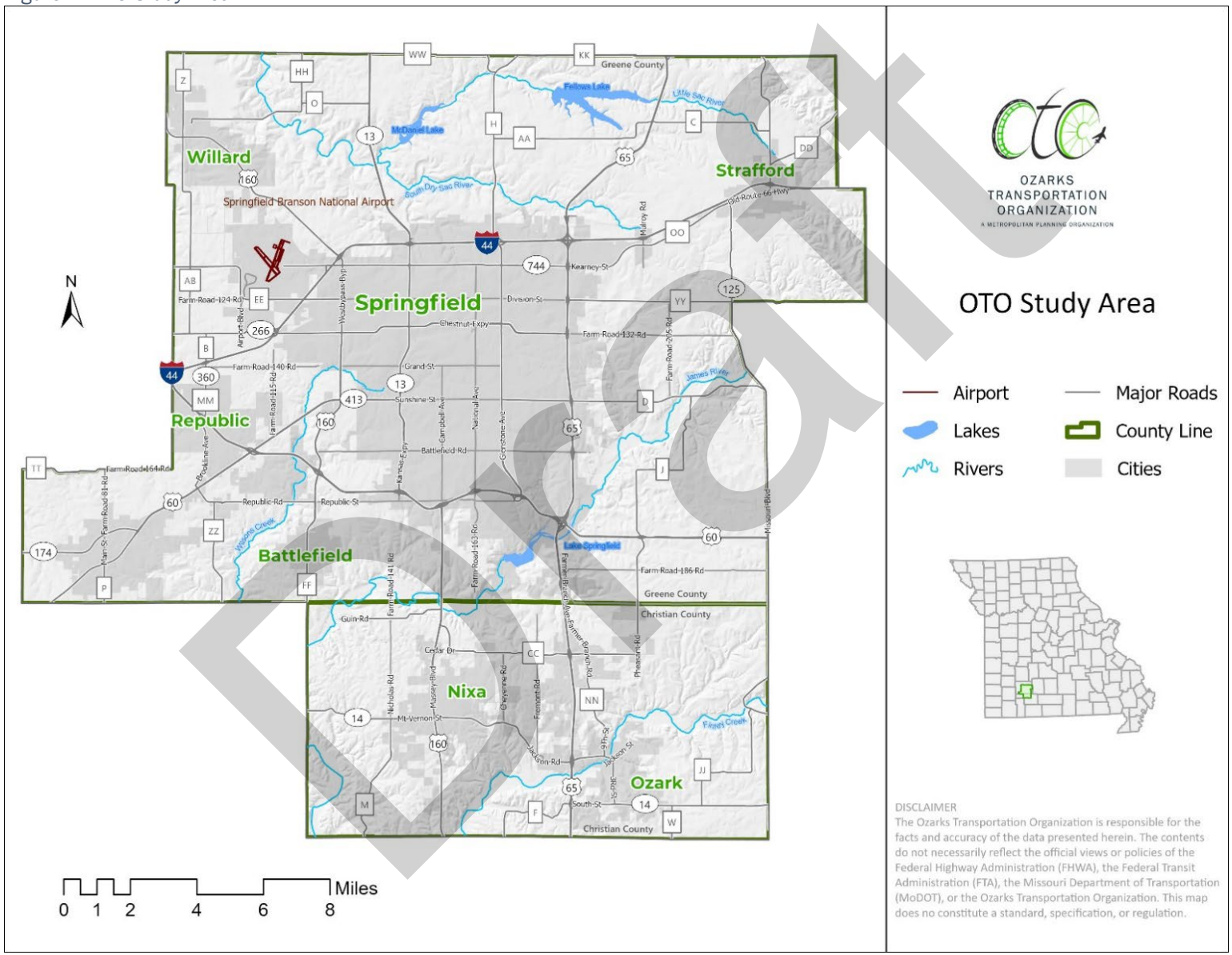
Figure 1 MPO Study Area



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

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

Policy of Nondiscrimination

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

_____ _____

OTO Director Date

Primary Program Area Descriptions

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

Standard DOT Assurances

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

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

General Requirements (Chapter III) All recipients must submit:

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

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

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

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

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

Title VI Complaint Procedures

General steps of the OTO's complaint process:

1. Alleged act of discrimination
2. Formal complaint received and logged by OTO
3. Formal complaint review by OTO

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4. OTO letter of response issued

5. Corrective action or closure letter issued

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

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

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

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

Formal complaint reviewed and investigated by OTO or FHWA: Once the complaint is received, the OTO will review it to determine which agency has jurisdiction. The complainant will receive an acknowledgement letter informing which agency will investigate the complaint. If the complaint is related to a program or service through the Federal Highway Administration (FHWA), the complaint will be directly forwarded to Missouri Department of Transportation (MoDOT), which should forward the complaint to the State's FHWA Division Office, which should forward the complaint to the FHWA Headquarters Office of Civil Rights (HCR). HCR is responsible for conducting review and investigation of all FHWA-related complaints following FHWA guidance. More information on FHWA procedures and responsibilities can be found on FHWA's webpage: https://highways.dot.gov/civil-rights/title-vi-civil-rights-act-1964-and-additional-nondiscrimination-requirements. As outlined in the Collaboration with Other Agencies section, OTO will notify FHWA of all complaints received.

For non-FHWA related complaints, OTO will generally complete an investigation within 90 days from receipt of a completed complaint form. If it is determined that more time is needed to review or investigate the complaint, the OTO Executive Director will notify the complainant with an estimated time frame for completing the review.

The Title VI Coordinator shall meet with the complainant within 45 calendar days after receiving the official complaint to clarify any part of the official complaint, if needed. If additional information is needed, OTO will notify complainant via letter and the complainant has 10 business days from the date of letter to send requested information to the Title VI Coordinator. If the complainant fails to contact or

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provide additional requested information within 10 business days, OTO can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

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

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

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

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

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

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

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

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Steps to collaborate with above agencies for non-FHWA related complaints:

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

Title VI Complaint Form and Policy

The complete Title VI Complaint Form and Policy can be found in Appendix C and the OTO's website**.** The compliant form and policy is also made available in Spanish.

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

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

Table 1: Complaints Received Log

Type			Date Received	Date Resolved	Summary Including Basis of Complaint: Race, Color, or National Origin	Status	Action(s) Taken
Complaint Date	Investigation Date	Lawsuits Date					
None	None	None			No complaints to report January-2017 through December-2017	NA	None
None	None	None			No complaints to report January-2018 through December-2018	NA	None
None	None	None			No complaints to report January-2019 through December-2019	NA	None
None	None	None			No complaints to report January-2020 through December-2020	NA	None
None	None	None			No complaints to report January-2021 through December-2021	NA	None
None	None	None			No complaints to report January-2022 through December-2022	NA	None
None	None	None			No complaints to report January-2023 through December-2023	NA	None

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Public Participation Plan

The following objectives are included in the OTO's Public Participation Plan (PPP) and relate to efforts to engage minority and limited English proficient populations. The Public Participation Plan (PPP) is included in Appendix E of this document or is available through the OTO webpage (https://www.ozarkstransportation.org/what-we-do/ppp).

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

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

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

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

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

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

Language Assistance Plan

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

How to Identify an LEP Person Who Needs Language Assistance

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

- OTO staff will utilize printed material provided by CTS LanguageLink to identify a spoken language and request an over-the-phone interpreter;
- Examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- When OTO sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee's

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ability to speak and understand English, staff will ask a question that requires a full sentence reply;

- Though language needs may not be met at the current meeting, an inventory of those needs will help staff plan for language needs at a future meeting;
- Post a notice of available language assistance in the OTO reception area**.**

Language Assistance Measures

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

Relay Missouri also offers Spanish Relay service for those with hearing impairments. Relay users can type in Spanish and the conversations will be relayed in Spanish. Voice users can speak Spanish to the relay user. Spanish to English Translation is offered. Users must dial 1-800-520-7309 (TTY/ASCII/Voice).

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

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

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

OTO Staff Training

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

Training topics include:

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

Providing Notice of Available Language Service to LEP Persons

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

Outreach Techniques

- If staff knows that they will be presenting a topic that could be of potential importance to an LEP person or if staff will be hosting a meeting or a workshop in a geographic location with a known

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concentration of LEP persons, staff will have meeting notices, fliers, advertisements, and agendas contain a notice, in Spanish, of language service availability with notification in advance of the meeting.

- When running a general public meeting notice, staff should insert "Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3047, al menos 48 horas antes de la reuníon," which asks persons who need Spanish language assistance to make arrangements with OTO within two days of the meeting date.

Monitoring and Updating the LEP Plan

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

Each update should examine all plan components such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population in the OTO region?
- Has there been a change in the types of languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified OTO programs?
- Are there other programs that should be included?
- Has the OTO's available resources, such as technology, staff, and financial costs, changed?
- Has the OTO fulfilled the goals of the LEP plan?
- Were there any complaints received?

Dissemination of the OTO Limited English Proficiency Plan

The OTO will post the LEP plan on its website at https://www.ozarkstransportation.org/our-resources/civil-rights.

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

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

David Knaut
Ozarks Transportation Organization
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO 65807
Phone: (417) 865-3047 X107
Fax: (417) 862-6013
Email – dknaut@ozarkstransportation.org

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Boards and Committees

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

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

Board of Directors

The purpose of the Board of Directors will be to serve as the designated Metropolitan Planning Organization (MPO) for the approved Transportation Planning Area (TPA), in order to provide official decision-making responsibility for the Ozarks Transportation Organization. The coordination of elected officials and policy makers at this decision-making level allows for a broad geographical impact on transportation planning decisions.

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

Technical Planning Committee

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

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

Membership: Appointed staff by the municipal agency.

Local Coordinating Board for Transit

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

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

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Bicycle and Pedestrian Advisory Committee

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

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

Ethnic breakdown of the boards and committees for the OTO

Table 2: Board and Committee Members

Board or Committee	White	Black or African American	Native Hawaiian or Other Pacific Islander	Asian	American Indian or Alaskan Native	Some Other Race	Did not reply or preferred not to answer.
Board of Directors	64%	0	0	0	3%	0	33%
Local Coordinating Board for Transit	60%	0	0	3.5%	3.5%	0	29%
Technical Planning Committee	62%	0	0	0	0	0	38%
Bicycle and Pedestrian Committee	57%	0	0	0	0	0	43%

Board or Committee	Hispanic or Latino	Not Hispanic or Latino	Did not reply or preferred not to answer.
Board of Directors	0	56%	44%
Local Coordinating Board for Transit	0	71%	29%
Technical Planning Committee	0	57%	43%
Bicycle and Pedestrian Committee	0	64%	36%

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Sub-Recipient Monitoring

The OTO is a sub-recipient of the State of Missouri and does not have any of its own sub-recipients to monitor. OTO reports to the Missouri Department of Transportation (MoDOT) all Title VI activities, helping MoDOT to meet their own requirements. If OTO becomes a direct recipient of FTA funding, OTO will adopt guidelines in the Program Management Plan that will ensure federal financial assistance will pass through in a nondiscriminatory manner and that all sub-recipients comply to required federal guidelines, including but not limited to, Title VI of the 1964 Civil Rights Act. OTO will monitor sub-recipient compliance on a regular basis, including but not limited to, annual Title VI reporting on compliance and during grant applications. OTO will provide assistance to sub-recipients to create awareness and compliance of federal requirements.

Title VI Equity Facility Analysis

The OTO has not constructed any facilities.

Title VI - Requirements for MPOs: FTA Circular 4702.1B (Chapter VI)

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

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

Demographic profile of the metropolitan area

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

The OTO area's estimated population, from the 2017-2022 ACS 5-year Estimates, is about 86.4% White, 3.3% African American, 0.6% Native American, and 2.3% Asian. Regardless of race, 16,269 people, or 4.6% of the population, were estimated to be of Hispanic or Latino origin. Table 3, on page 18, contains this information.

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Table 3: OTO Race and Ethnicity by Jurisdiction

Geographic Area Name	Total population	One race							Two or more races	Hispanic or Latino (of any race)
		Total, One Race	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race		
Christian County	13,253	12,702	12,189	166	50	113	29	155	551	400
Greene County	63,986	60,046	54,884	1,350	168	2,347	60	1,237	3,940	2,908
Battlefield	7,516	6,927	6,458	160	10	175	3	121	589	296
Fremont Hills	1,313	1,246	1,172	5	0	32	8	29	67	36
Nixa	27,151	26,157	24,404	374	219	655	19	486	994	1,109
Ozark	25,998	24,586	23,602	455	129	92	51	257	1,412	918
Republic	21,910	20,963	19,446	596	162	342	0	417	947	1,073
Springfield	185,307	174,165	156,615	8,669	1,265	4,343	446	2,827	11,142	9,154
Strafford	3,003	2,809	2,633	45	12	48	0	71	194	140
Willard	7,338	7,151	6,867	41	64	60	0	119	187	235
OTO Region	356,775	336,752	308,270	11,861	2,079	8,207	616	5,719	20,023	16,269

Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, Table B02001 and B03003

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Map of Minority Population

Figure 2, on page 20, shows the minority population by census block groups in the OTO service area. Significant concentrations of minority populations are located within the City of Springfield, north of the intersection of Interstate 44, Missouri State Highway 13, and southeast of the intersection of US 160 and US 65. Based on the estimates in Table 3, 13.6% of the population in the OTO region is comprised of racial minorities, which is an estimated 3.8 percent increase from the approved 2021 Title VI plan. The largest increase came in the category of two or more races which doubled since the last plan.

Map of Hispanic or Latino Population

Figure 3, on page 21, shows the Hispanic population by census block groups in the OTO service area. The Hispanic populations in the OTO service area are concentrated within the city of Springfield, between the City of Republic and the City of Battlefield and in central part s of the City of Nixa. It is estimated that 4.6% of the population in the OTO service area is comprised of those that are of Hispanic or Latino Origin, which is an estimated 0.9 increase compared to the data from the 2021 Title VI plan.

Map of Low Income Population

Figure 4, on page 22 shows the low-income populations by census block groups in the OTO service areas. According to the estimates, 12.9% of those who live in the OTO's service area are living below poverty level, which is an estimated decrease of 2% from the 2021 Title VI plan. The census block groups with the highest percentage of low-income population are located in central and northern Springfield.

Map of Disabled Population

Figure 5, on page 23, identifies the population of those that are disabled by census tracts in the OTO service area. Currently, an estimated 14.4% of the population within the OTO service area are classified as having a disability compared to an estimated 14.7% in the 2021 Title VI Plan. The Northwest section of Springfield shows the highest proportions of individuals with disabilities in the OTO service, area, though disabilities are common throughout the region.

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Figure 2 Percent Minority

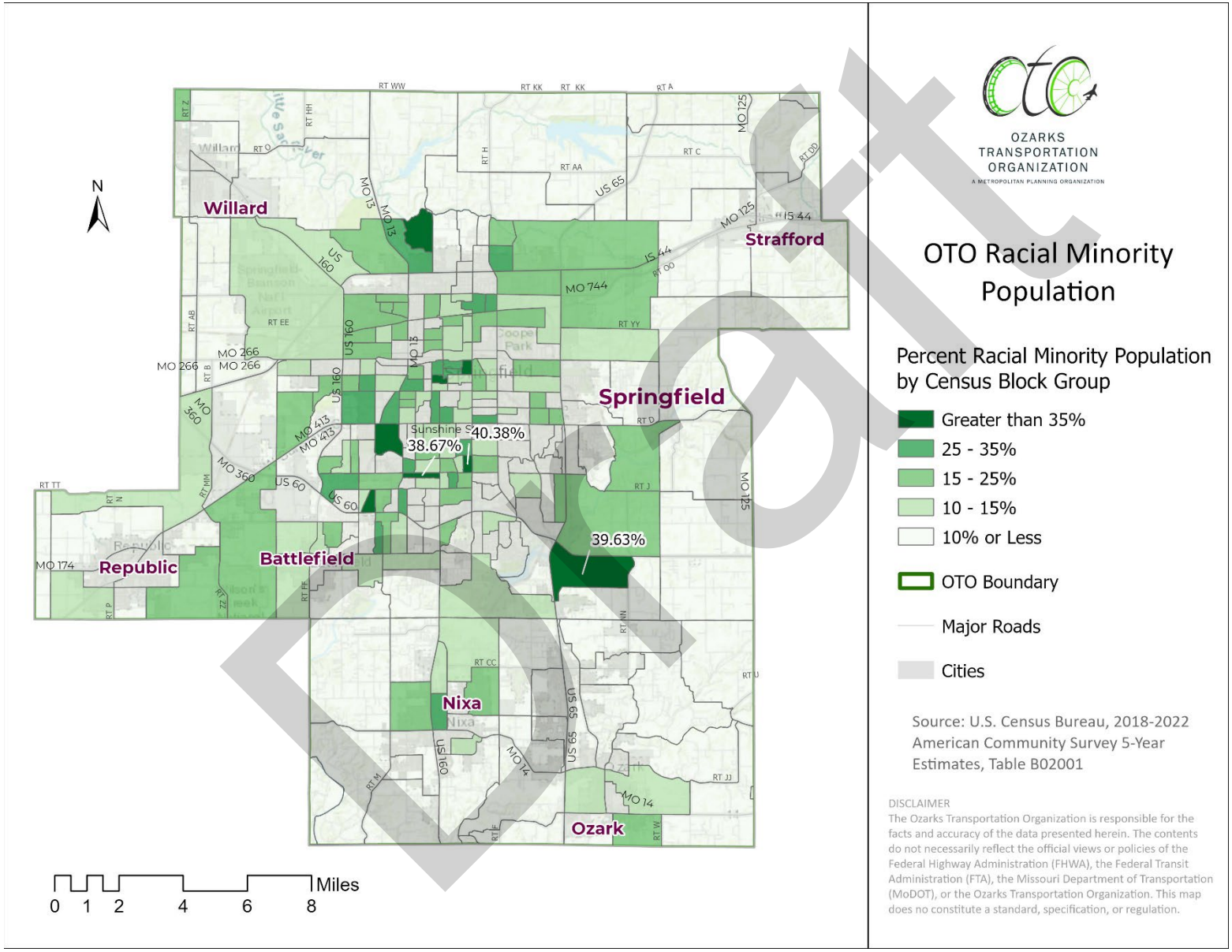

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Figure 2 Percent Hispanic

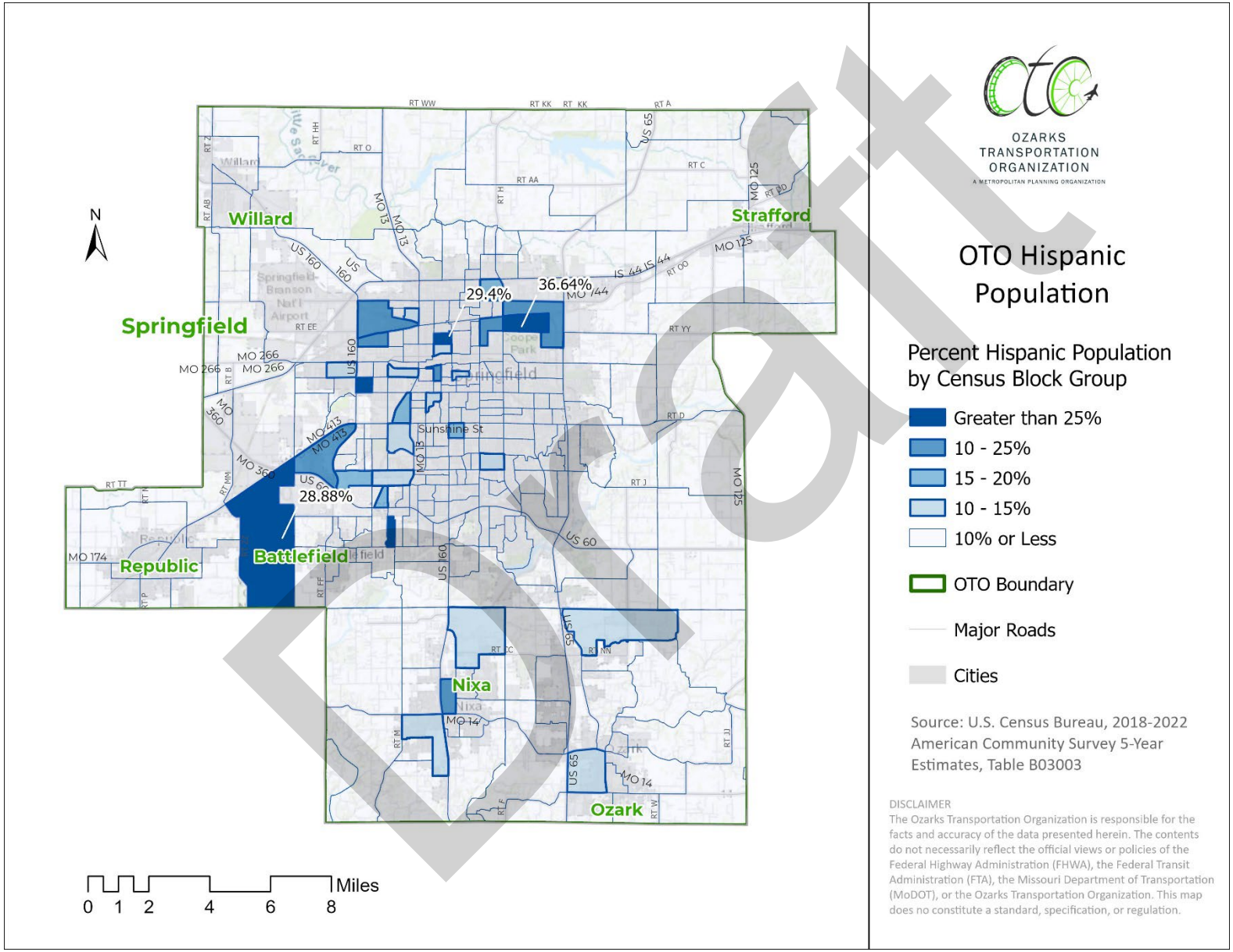

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Figure 3 Percent Living Below Poverty

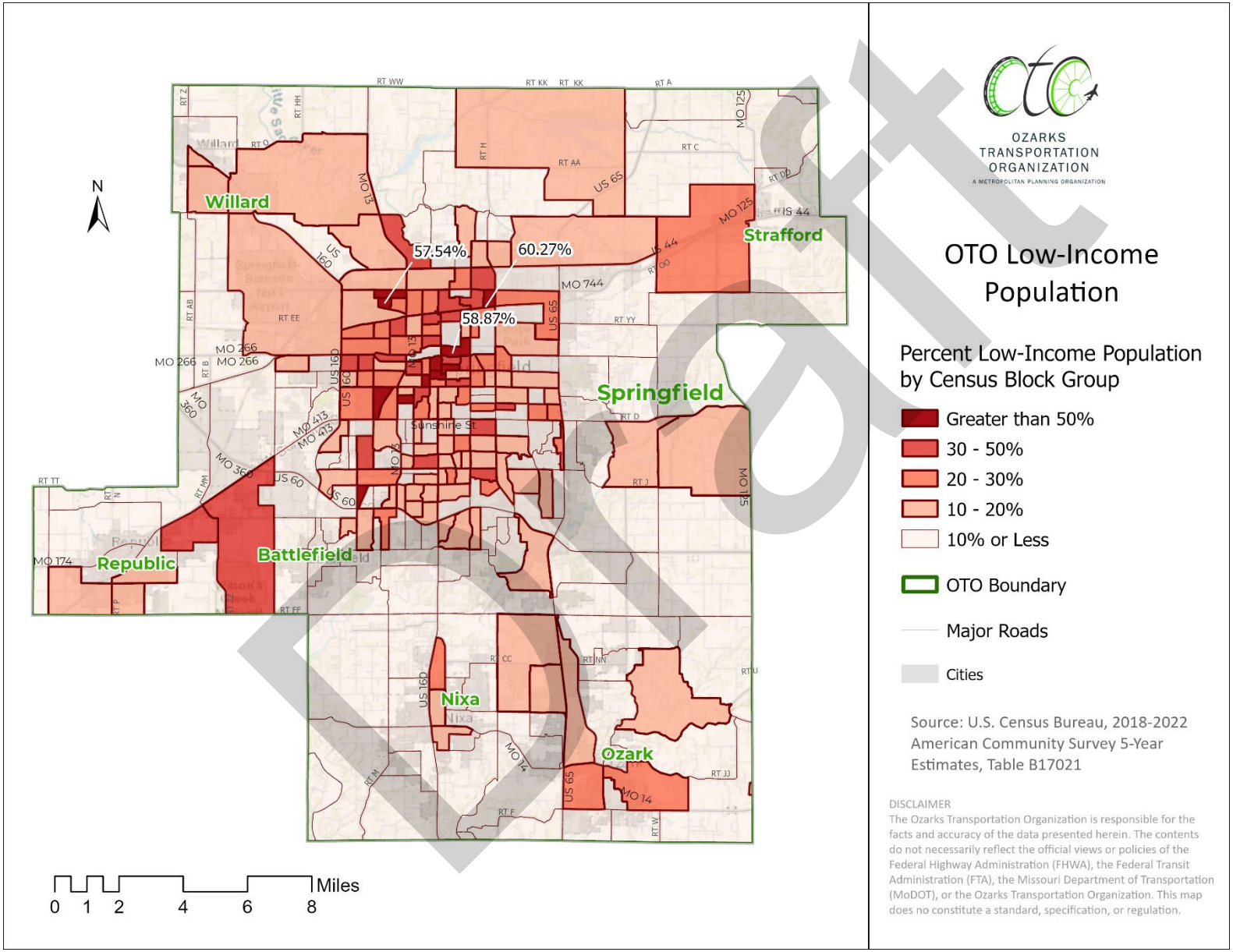

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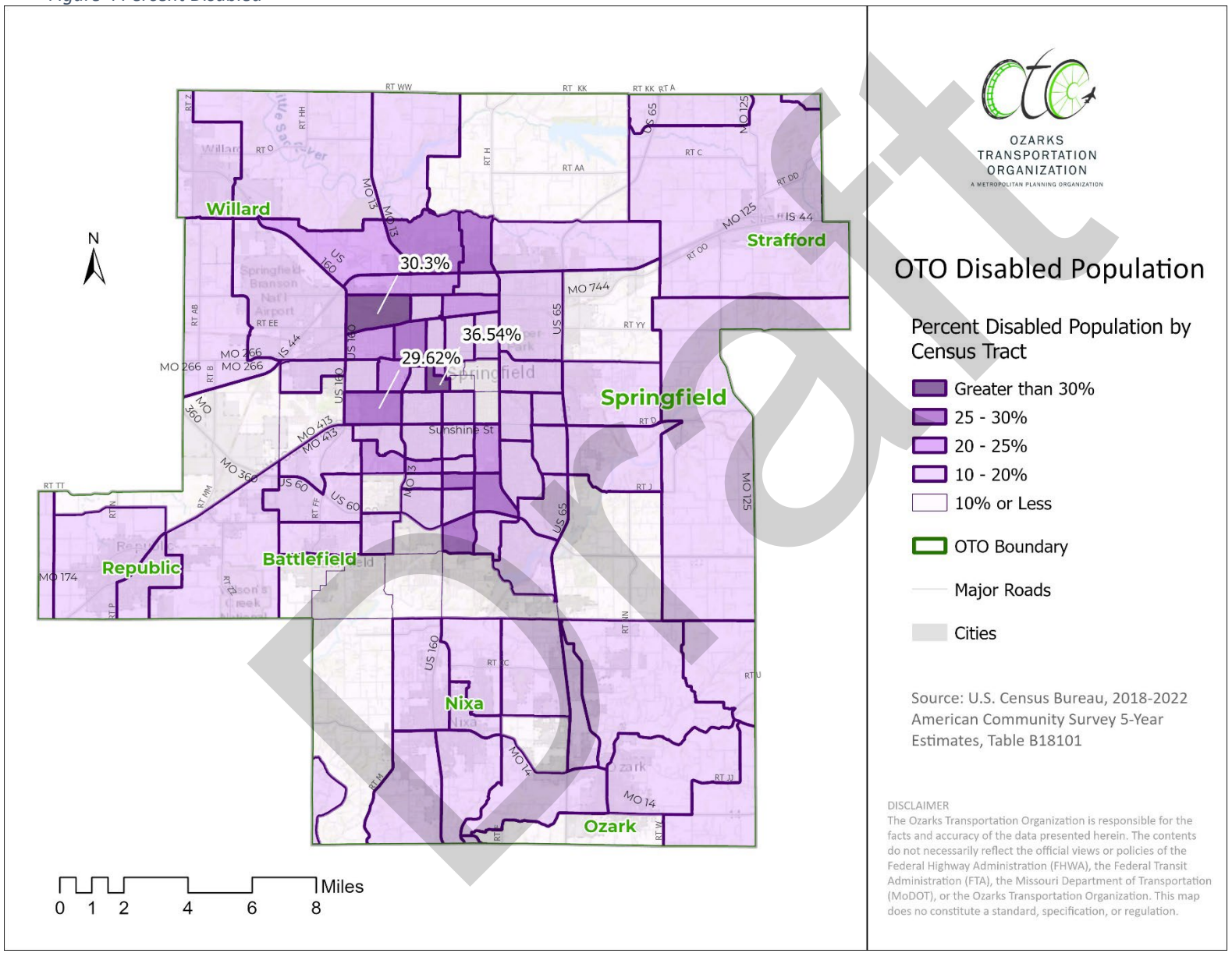
Figure 4 Percent Disabled



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Fixed Route Transit Requirements

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

Mobility Needs of Minority Populations

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

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

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

Distribution of State and Federal Funds for Public Transportation Projects

City Utilities of Springfield operates the only fixed route bus service in the OTO service area. Figure 6 on page 25 shows a map of the City Utilities fixed routes compared to the minority populations by census tracts in the MPO boundaries. It is estimated that 13.6 percent of the population within the OTO boundaries are minorities.

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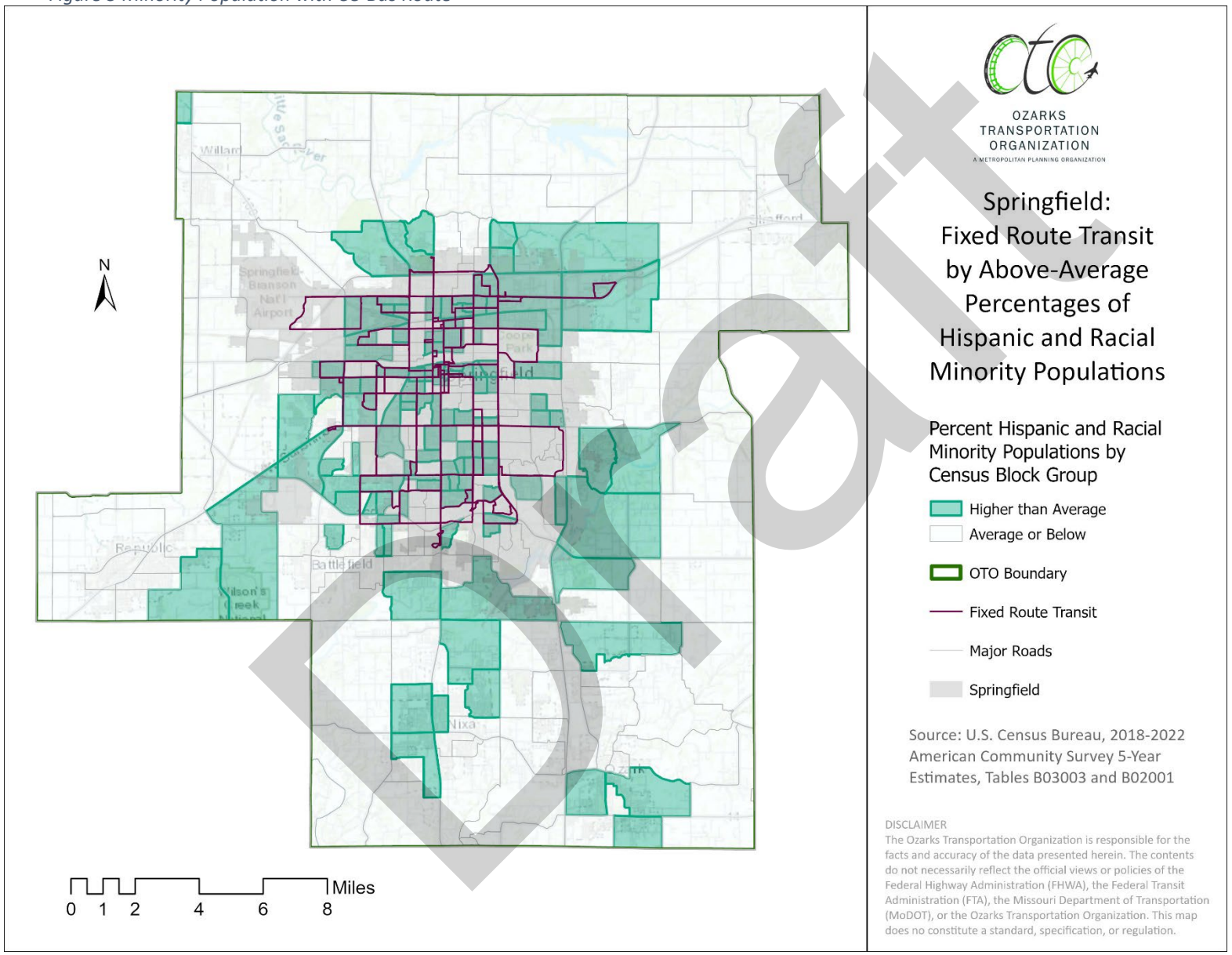
Figure 5 Minority Population with CU Bus Route



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Analysis of Disparate Impacts

The OTO plays a vital role in the allocation of funds for transportation projects within the Springfield Urbanized area. To remain in compliance under 49 U.S.C. 5303(j), the OTO is required to maintain a Transportation Improvement Program (TIP). The TIP shows the breakdown of the funds which are allocated for regional transportation projects. Section F of the 2024-2027 Transportation Improvement Program shows the allocation of funds related to transit projects. Each grant has its own guidelines that must be followed in the process for awarding grants. The current and prior Transportation Improvement Programs are available on OTO's webpage: https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program.

The OTO administers a grant selection process for Infrastructure Investment and Jobs Act (IIJA) programs. These programs include 5307 Urbanized Area Formula Grants, 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Grants, and 5339 The Bus and Bus facilities Grants. City Utilities – Transit is the only eligible recipient for the 5307 and 5339 program that has indicated interest in applying for these funds. Funds from these programs will be automatically awarded to City Utilities – Transit until such time as another organization submits a letter of interest to the OTO. The OTO's Local Coordinating Board for Transit (LCBT) is the body that scores and ranks each FTA Section 5310 application received during an open application process. The application process has a standardized score sheet for each program that is used during the selection process. The selection criteria can be found in the OTO TIP. The LCBT then recommends awards of grant funding to highest scored application and continues making recommendation of awards in descending order until all funds are expended. The recommendations are then taken to the OTO board of directions, where the final award is approved. The Designated Recipients will administer the funds depending on the program. Table 4 shows the aggregate funding breakdown for transit grants for the FY 2024-2027 TIP, with amendments.

Table 4: Yearly Summary of funding for Transit Projects

Summary of Funding for Transit Projects, 2024-2027				
	Federal Funds	Local Funds	State Funds	Total
FTA 5307	$18,769,804	$37,352,306	$217,500	$56,339,610
FTA 5310	$2,264,774	$532,224	$0	$2,796,998
FTA 5339	$1,702,930	$378,000	$0	$2,080,930
Total	$22,737,508	$38,262,530	$217,500	$61,217,538
Source: FY 2024-2027 TIP, might change based on amendments				

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

Nondiscriminatory Passthrough of FTA financial assistance (if requested)

Currently, the OTO has no passthrough of FTA funds. If OTO becomes a direct recipient of FTA funding, OTO will adopt guidelines in the Program Management Plan that will ensure federal financial assistance will pass through in a nondiscriminatory manner and that all sub-recipients comply to required federal guidelines, including but not limited to, Title VI of the 1964 Civil Rights Act.

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Nondiscrimination in subrecipient assistance (if requested)

Currently, the OTO has no passthrough of FTA funds. If OTO becomes a direct recipient of FTA funding, OTO will adopt guidelines in the Program Management Plan that will ensure that all sub-recipients comply to required federal guidelines, including but not limited to, Title VI of the 1964 Civil Rights Act. OTO will monitor sub-recipient compliance on a regular basis, including but not limited to, annual Title VI reporting on compliance and during grant applications. OTO will provide assistance to sub-recipients to create awareness and compliance of federal requirements.

ADA - Program Access

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

Public Meetings

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

On-Site

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

Off-Site

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

Electronic Documents

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

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Website

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

Implementation

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

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Appendix A: Standard DOT Assurances

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The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

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

Statutory/Regulatory Authorities

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

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

General Assurances

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

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

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

Specific Assurances

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

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

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

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

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

   a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
   b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-

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recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

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

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

_____

Sara Fields, Executive Director

_____

Date

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APPENDIX A

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

1. **Compliance with Regulations**: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, the FHWA and FTA, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination**: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment**: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports**: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or U.S. Department of Transportation, FHWA and FTA, as they may be amended to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the U.S. Department of Transportation, FHWA, and FTA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance**: In the event of a contractor's noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the U.S. Department of Transportation, FHWA, and FTA may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions**: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the U.S. Department of Transportation, FHWA, and FTA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes

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APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

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

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

(HABENDUM CLAUSE)

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

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

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

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APPENDIX C

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

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

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

    1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Ozarks Transportation Organization will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Ozarks Transportation Organization will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Ozarks Transportation Organization and its assigns.*

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

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APPENDIX D

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

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

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non- discrimination covenants, Ozarks Transportation Organization will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Ozarks Transportation Organization will there upon revert to and vest in and become the absolute property of Ozarks Transportation Organization and its assigns.*

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

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

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APPENDIX E

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

Pertinent Non-Discrimination Authorities:

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

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Appendix B: Title VI/ADA Complaint Procedures and Form, including Title VI Public Notice

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OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

TITLE VI/ADA POLICY AND COMPLAINT PROCEDURE

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

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

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

OTO RESPONSIBILITIES FOR TITLE VI/ADA

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

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

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equal access to services and benefits for individuals with limited English proficiency. The MPO should be able to provide documentation such as public meeting agendas and minutes, and a discussion of how successfully related staff uses information with the described groups.

- Where appropriate, monitor the activities of member agencies and other transportation agencies in the region regarding compliance with Title VI, Limited English Proficiency, Americans with Disability Act and Environmental Justice requirements. This can be done through on-going reviews as part of oversight of documents, including agendas, minutes, technical memoranda, federal attendance at meetings, in desk reviews, and in discussions with local participants in the site visit.
- Evaluate the regional transportation system to ensure that services are accessible to person with disabilities.

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

Addressing requirements successfully requires several categories of actions:

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

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TITLE VI/ADA COMPLAINT PROCEDURE

Submission of Complaint: Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, low-income status, or English proficiency has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the OTO Title VI/ADA Coordinator. A sample Title VI/ADA complaint form may be downloaded from our website https://www.ozarkstransportation.org/our-resources/civil-rights. It is not required to use this form; a letter with the same information is sufficient to file a complaint. Such complaints must be filed within 180 calendar days after the date the person or group believes the discrimination or encumbrance occurred. Note: Upon request, assistance, in preparation of any necessary written material, will be provided to a person(s) who is unable to read or write. Complaints should be mailed or sent to the OTO Title VI/ADA Coordinator, 2208 W Chesterfield Blvd, Suite 101, Springfield, MO 65807.

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

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

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

Formal complaint reviewed and investigated by OTO or FHWA: Once the complaint is received, the OTO will review it to determine which agency has jurisdiction. The complainant will receive an acknowledgement letter informing which agency will investigate the complaint. If the complaint is related to a program or service through the Federal Highway Administration (FHWA), the complaint will be directly forwarded to Missouri Department of Transportation (MoDOT), which should forward the complaint to the State's FHWA Division Office, which should forward the complaint to the FHWA Headquarters Office of Civil Rights (HCR). HCR is responsible for conducting review and investigation of all FHWA-related complaints following FHWA guidance. More information on FHWA procedures and responsibilities can be found on FHWA's webpage: https://highways.dot.gov/civil-rights/title-vi-civil-rights-act-1964-and-additional-nondiscrimination-requirements. As outlined in the Collaboration with Other Agencies section, OTO will notify FHWA of all complaints received.

For non-FHWA related complaints, OTO will generally complete an investigation within 90 days from receipt of a completed complaint form. If it is determined that more time is needed to review or investigate the complaint, the OTO Executive Director will notify the complainant with an estimated time frame for completing the review.

The Title VI Coordinator shall meet with the complainant within 45 calendar days after receiving the official complaint to clarify any part of the official complaint, if needed. If additional information is needed, OTO will notify complainant via letter and the complainant has 10 business days from the date of letter to send requested information to the Title VI Coordinator. If the complainant fails to contact or

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provide additional requested information within 10 business days, OTO can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

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

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

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

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

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

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

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

Steps to collaborate with above agencies for non-FHWA related complaints:

1. Notify agencies of complaint

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

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OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Notifying the Public of Rights Under Title VI

Ozarks Transportation Organization (OTO) posts Title VI notices on our agency's website and in public areas of our agency.

Ozarks Transportation Organization (OTO) operates its programs and services without regard to race, color, or national origin, in accordance with Title VI of the Civil Rights Act of 1964.

To obtain additional information about your rights under Title VI, contact the Ozark Transportation Organization located at 2208 W Chesterfield Blvd. Suite 101 in Springfield MO 65807 per mail or via phone at (417) 865 3042.

If you believe you have been discriminated against on the basis of race, color, or national origin by the Ozarks Transportation Organization you may file a Title VI complaint by completing, signing, and submitting the agency's Title VI Complaint Form.

How to file a Title VI complaint with Ozarks Transportation Organization:

1. To obtain a Complaint Form from the Ozarks Transportation Organization contact Title VI Coordinator at 2208 W Chesterfield Blvd, Suite 101, Springfield MO 65807. To download instructions on how to file a complaint, or download a Title VI/ ADA Complaint Form, visit OTOs website at https://www.ozarkstransportation.org/our-resources/civil-rights
2. In addition to the complaint process at Ozarks Transportation Organization complaints may be filed directly with the Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590
3. Complaints must be filed within 180 days following the date of the alleged discriminatory occurrence and should contain as much detailed information about the alleged discrimination as possible.
4. The form must be signed and dated, and include your contact information.

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.

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

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

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TITLE VI/ADA COMPLAINT FORM

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

The purpose of this from is to assist you in filling a complaint with the Ozarks Transportation Organization (OTO), the federally designated metropolitan planning organization (MPO) for the Springfield area, pursuant to nondiscrimination laws, rules, and regulations including, but limited to: Title VI of the Civil Rights Act of 1964 and Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency, as well as Title II of the American with Disabilities Act (ADA) of 1991.

Please use this form if you or your group feels the actions of the MPO have negatively impacted or caused undue burden to either, but not limited to, a specific minority group, disabled individuals, lower-income population, individuals with limited English proficiency, or the traditionally underserved.

You are not required to use this form; a letter with the same information is sufficient to file a complaint.

This form is also available in Spanish and can be found on the OTO's website at: www.ozarkstransportation.org.

If you need assistance completing this form, please contact us by phone at 417-865-3042 or via email at dknaut@ozarkstransportation.org.

Complaints of discrimination MUST be filed within 180 calendar days of the date that the alleged discrimination occurred.

<table>
<tr><th colspan="6">Section 1</th></tr>
<tr><td colspan="6">Name:</td></tr>
<tr><td colspan="2">Address:</td><td>City:</td><td>State:</td><td colspan="2">Zip Code:</td></tr>
<tr><td colspan="2">Home phone:</td><td colspan="4">Work phone:</td></tr>
<tr><td colspan="6">Electronic mail (e-mail) address:</td></tr>
<tr><td rowspan="2">Accessible format requirements?</td><td>Large print</td><td></td><td>Audiotape</td><td colspan="2"></td></tr>
<tr><td>TDD/TTY</td><td></td><td>other</td><td colspan="2"></td></tr>
</table>

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TITLE VI/ADA COMPLAINT FORM

Section 2			
Are you filing this complaint on your own behalf?		Yes*	No
*If you answered "yes" to this question, go to Section 3			
If you answered "no", please provide the name, address, and relationship of the person for whom you are filing this complaint:	Name:		
	Address:		
	City:	State:	Zip Code:
	Telephone number or electronic mail (e-mail) address:		
	Relationship:		
Please explain why you have filed for a third party:			
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.		Yes, I have permission.	No, I do not have permission.

Section 3	
I believe the discrimination I experienced was based on (check all that apply):	
Title VI	Other Federal Non-Discrimination Statutes
Race Color National Origin	Gender Age Disability (Title II)
Where did the alleged discrimination take place?	
Date of Alleged Discrimination (Month, Day, Year):	
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who you believe discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use a separate page, and attach it to this form.	
Name of agency complaint is against:	
Contact person:	

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TITLE VI/ADA COMPLAINT FORM

Title:
Phone:
Explanation:
How can this/ these issue(s) be resolved to your satisfaction?
What is the most convenient time and place for us to contact you about this complaint?

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TITLE VI/ADA COMPLAINT FORM

Section 4			
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State Court?			
Yes	No		
If yes, check all that apply			
Federal Agency (List agency's name):	State Agency (Specify Agency):	County Court (Specify Court and County):	
Federal Court (Please provide location):	State Court:	Local Agency (Specify Name):	
If you answered "yes" above, please provide information about a contact person at the agency/ court where the complaint was filed:			
Name:	Title:	Agency:	
Address:	City:	State:	Zip Code:
Telephone number or electronic mail (e-mail) address:			
Section 5			
You may attach any written materials or other information that you think are relevant to your complaint. By signing below you acknowledge that the information in this complaint is true and accurate to the best of your knowledge and belief. Signature and date required below:			
Signature		Date	
Please feel free to add additional sheets to explain the present situation to us. Please mail the completed, signed Discrimination Complaint Form (please make one copy for your records) to: Ozarks Transportation Organization Title VI/ADA Coordinator 2208 West Chesterfield Blvd., Suite 101 Springfield, MO 65807 417-865-3042 (phone) 417-862-6013 (fax)			

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TITLE VI/ADA COMPLAINT FORM

You can use this page if you need additional space to provide more information requested on this form.

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Appendix C: Title VI/ADA Complaint Procedures and Form in Spanish, including Title VI Public Notice

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OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

POLÍTICA Y PROCEDIMIENTO DE QUEJA TITULO VI DEL ADA

El Title VI, 42 U.S.C. § 2000d et seq., fue promulgado como parte de la Civil Rights Act (Ley de Derechos Civiles) de 1964. Prohíbe la discriminación por motivos de raza, color y origen étnico en programas y actividades que reciben asistencia financiera federal.

Dos Executive Orders (órdenes ejecutivas) y estatutos relacionados definen las poblaciones protegidas bajo el Title VI (Título VI). La Executive Order 12898 se refiere a la justicia ambiental para poblaciones minoritarias y de bajos recursos. La Executive Order 13166 se refiere a proporcionar igual acceso a servicios y beneficios para personas con dominio limitado del inglés.

La Ozarks Transportation Organization (OTO) (Organización de Transporte de los Ozarks) tiene establecido un procedimiento de quejas - Title VI/ADA Complaint Procedure, que describe un proceso para la resolución local de quejas del Title VI/ADA y es coherente con las pautas encontradas en el Chapter VII de la Federal Transit Administration Circular 4702.1B (de la administración federal de tránsito), con fecha del 1 de octubre de 2012. Si usted considera que la Metropolitan Planning Organization (MPO por sus siglas en inglés) (Organización de Planeación Metropolitana) ha discriminado sus derechos civiles por motivos de raza, color, origen étnico, edad, discapacidad, religión, sexo o dominio del inglés, puede presentar una queja por escrito siguiendo el procedimiento detallado a continuación bajo el Title VI/ADA Complaint Procedure (Procedimiento de Quejas de Title VI/ADA):

RESPONSABILIDADES DE LA OTO PARA EL Title VI/ADA

De conformidad con la Federal Law (Ley Federal), la Ozarks Transportation Organization será responsable de lo siguiente:

- Analizar datos regionales para identificar concentraciones de grupos étnicos minoritarios y de bajos recursos, así como de personas con dominio limitado del inglés dentro de la región. El compromiso del personal y los recursos financieros para este trabajo técnico pueden demostrarse en el Programa de Trabajo. El personal de la MPO puede explicar cómo se utilizan los recursos técnicos (modelos, Sistemas de Información Geográfica (GIS, por sus siglas en inglés), bases de datos y análisis, etc.) para la planificación y el análisis relacionados con el Title VI. La MPO podría ser requerida para discutir esto y cómo se utiliza la información técnica generada en la planeación.
- En caso necesario, proporcionar a las agencias miembros datos regionales que les ayuden a identificar grupos étnicos minoritarios y de bajos recursos en su subregión o área de servicio. El equipo podría discutir en qué medida esta información es útil y utilizada por las agencias participantes
- Establecer estándares, medidas y puntos de referencia apropiados, y analizar el proceso de transporte, el Transportation Improvement Program (Programa de Mejora del Transporte, TIP, por sus siglas en inglés) y otras acciones, planes e inversiones de la MPO para garantizar que

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sean consistentes y no violen el Title VI de la Civil Rights Act (Ley de Derechos Civiles) y la Executive Order on Environmental Justice (Orden Ejecutiva sobre Justicia Ambiental). El esfuerzo en estas áreas podría ser demostrado en el Unified Planning Work Program (UPWP, por sus siglas en inglés) (Programa de Trabajo Unificado de Planeación), así como en el TIP, y en discusiones sobre cómo se utiliza este análisis en el proceso de planeación.

- Asegurar que los miembros de comunidades de bajos recursos y minorías, incluidos los gobiernos tribales indígenas, tengan amplias oportunidades para participar en el proceso de planeación del transporte regional. Esto incluye tomar medidas para eliminar obstáculos lingüísticos, de movilidad, temporales y otros que les permitan participar plenamente en el proceso. La MPO se preocupa por proporcionar igual acceso a servicios y beneficios para personas con dominio limitado del inglés. La MPO debería poder proporcionar documentación, como agendas y actas de reuniones públicas, y una discusión sobre cómo el personal relacionado utiliza exitosamente la información con los grupos descritos.
- Según sea el caso, supervisar las actividades de las agencias miembros y otras agencias de transporte en la región en relación con el cumplimiento del Title VI, el Limited English Proficiency (Dominio Limitado del Inglés), la Americans with Disability Act (Ley de Estadounidenses con Discapacidades) y los requisitos de Justicia Ambiental. Esto puede hacerse a través de revisiones continuas como parte de la supervisión de documentos, incluidas agendas, actas, memorandos técnicos, asistencia federal a reuniones, revisiones en el escritorio y discusiones con participantes locales en la visita al sitio.
- Evaluar el sistema de transporte regional para asegurar que los servicios sean accesibles para las personas con discapacidades.

En los últimos años, el U.S. Department of Transportation (DOT) (Departamento de Transporte de los Estados Unidos) ha fomentado un enfoque proactivo para la participación de grupos protegidos y la implementación de los requisitos del Title VI. Este enfoque tiene como objetivo garantizar el cumplimiento de otros requisitos relacionados, como la National Environmental Policy Act (Ley Nacional de Política Ambiental).

Cumplir exitosamente con los requisitos implica varias categorías de acciones:

- Establecimiento *de objetivos y medidas* para comprobar el cumplimiento. Estas medidas deberán utilizarse para verificar que las mejoras en el acceso y movilidad del sistema multimodal en el Plan de Transporte, el TIP y el proceso de planificación subyacente cumplan con el Title VI y los requisitos relacionados.
- La MPO deberá considerar las necesidades de las poblaciones de bajos recursos y minorías en el análisis de las condiciones existentes preparado como parte del proceso de transporte. Esta información proporcionará el contexto de planeación para futuros proyectos de tránsito y carreteras.
- La MPO deberá contar con un proceso de participación pública que busque de manera proactiva y aborde las necesidades de aquellos tradicionalmente desatendidos por los sistemas de transporte existentes, incluidos, entre otros, los hogares de bajos recursos y las minorías.
- La MPO tiene un papel en la participación pública, pero también deberá *trabajar con MODOT, City Utilities y la Missouri State University para* llevar a cabo el proceso de planeación metropolitana, incluida la participación pública.
- Los *productos del proceso de transporte*—Long Range Transportation Plan (Plan de Transporte a Largo Plazo), el TIP y el UPWP, deben demostrar consistencia con el Title VI y los requisitos y principios relacionados.

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PROCEDIMIENTO DE QUEJA TITULO VI/ ADA

Presentación de Queja: Cualquier persona o grupo que sienta que él o ella, individualmente, o como miembro de cualquier clase de personas, por motivos de raza, color, origen étnico, edad, sexo, discapacidad, religión, condición de bajos recursos o dominio limitado del inglés, ha sido privado injustamente de beneficios, o cargado de manera indebida por el proceso de planeación del transporte, o le hayan sido negados los beneficios o haya sido objeto de discriminación causada por la MPO, podrá presentar una queja por escrito ante el OTO Title VI/ADA Coordinator (Coordinador de Title VI/ADA de la OTO). El formulario de queja de Title VI/ADA puede ser descargado a través de nuestro sitio web ozarkstransportation.org. Puede utilizar este formulario o enviar una carta que contenga la misma información. Las quejas deberán ser presentadas dentro de los 180 días calendario después de la fecha en que la persona o grupo considera que ocurrió la discriminación o la carga indebida. Nota: Bajo solicitud, le podrá ser proporcionada asistencia para la preparación de cualquier material por escrito necesario a aquellas persona(s) que no puedan leer o escribir. Las quejas deberán ser enviadas por correo o enviarse al OTO Title VI/ADA Coordinator, 2208 W Chesterfield Blvd, Suite 101, Springfield, MO 65807.

Pasos generales del proceso de queja de la OTO para el Title VI/ADA:

1. Presunto Acto de Discriminación
2. Queja formal recibida y registrada por la OTO
3. Revisión de la queja formal por la OTO
4. Emisión de la carta de respuesta de la OTO
5. Emisión de la carta de acción correctiva o cierre

Presunto Acto de Discriminación: Si alguien considera que la OTO, ha discriminado sus derechos civiles por motivos de raza, color, origen étnico, edad, discapacidad, religión, sexo o dominio del inglés, puede presentar una queja por escrito siguiendo el Title VI/ADA Complaint Procedure (Procedimiento de Quejas de Title VI/ADA).

Queja formal revisada e investigada por la OTO o la FHWA: Una vez recibida la queja, la OTO la revisará para determinar qué agencia tiene jurisdicción. El denunciante recibirá una carta de acuse de recibido informando qué agencia investigará la queja. Si la queja está relacionada con un programa o servicio de la Federal Highway Administration (FHWA) (Administración Federal de Carreteras), la queja se enviará directamente la Missouri Department of Transportation (MoDOT) (Departamento de Transporte de Missouri), el cual debería remitir la queja a la Oficina de la División de la FHWA del estado, que a su vez debería enviarla a la Oficina de Derechos Civiles (HCR) de la Sede de la FHWA. La HCR es responsable de llevar a cabo la revisión e investigación de todas las quejas relacionadas con la FHWA siguiendo las directrices de esta agencia. Puede encontrar más información sobre los procedimientos y responsabilidades de la FHWA en su página web: https://highways.dot.gov/civil-rights/title-vi-civil-rights-act-1964-and-additional-nondiscrimination-requirements. Como se describe en la sección de Colaboración con otras agencias, la OTO notificará a la FHWA sobre todas las quejas recibidas.

Para las quejas no relacionadas con la FHWA, la OTO generalmente llevará a cabo una investigación dentro de un plazo de 90 días a partir de la recepción del formulario de queja completo. En caso de determinar que se requiere más tiempo para revisar o investigar la queja, el Director Ejecutivo de la OTO notificará al denunciante con un plazo estimado para finalizar la revisión.

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El Coordinador del Title VI deberá reunirse con el demandante en un plazo de 45 días calendario posteriores a la recepción de la queja formal para aclarar cualquier punto de la misma, si fuese necesario. En caso de requerir información adicional, la OTO notificará al demandante por escrito y el demandante tendrá entonces 10 días hábiles a partir de la fecha de la carta para enviar la información solicitada al Coordinador del Title VI. La OTO podrá cerrar administrativamente el caso si el demandante no se comunica con la oficina o no proporciona la información adicional solicitada dentro del plazo de 10 días hábiles. También se podrá cerrar un caso administrativamente si el demandante decide no continuar con su queja.

Emisión de la carta de acción correctiva o cierre: Si el Coordinador del Title VI y el Director Ejecutivo están de acuerdo en que no hubo violación del Title VI, se emitirá una carta de cierre en donde se resuman las acusaciones y declarando que no hubo violación del Title VI/ADA, o, en caso que efectivamente haya ocurrido una violación, se emitirá una carta de hallazgo estableciendo la acción correctiva. Cualquiera de las respuestas será una notificación de que la queja ha sido resuelta y cerrada.

El demandante podrá solicitar una reevaluación por escrito al OTO Executive Director (Director Ejecutivo de la OTO) a más tardar a los 10 días posteriores de haber recibido la carta de respuesta emitida por la OTO. El Director Ejecutivo podrá aceptar o rechazar la solicitud de reevaluación dentro de los 10 días calendario y notificará al demandante sobre su decisión.

El demandante podrá continuar apelando por escrito una decisión denegada a más tardar a los 10 días calendario posteriores a la recepción de la notificación emitida. Toda la información será presentada a la Junta Directiva de la OTO para decidir si están de acuerdo o en desacuerdo con la decisión.

Un demandante insatisfecho podrá también presentar una queja ante la Missouri Department of Transportation (Departamento de Transporte de Missouri) o la Federal Transit Administration (Administración Federal de Tránsito) o la Federal Highway Administration (Administración Federal de Carreteras) a más tardar a los 180 días después de la presunta fecha en que ocurrió la discriminación.

Información de contacto para las Oficinas de Derechos Civiles del MoDOT, FHWA y FTA		
MoDOT External Civil Rights Division Attn: Title VI Program Coordinator 1617 Missouri Blvd P.O. Box 270 Jefferson City, MO, 65102	Federal Transit Administration Office of Civil Rights Attn: Complaint Team East Building, 5th Floor - TCR 1200 New Jersey Ave., SE Washington, DC 20590	Federal Highway Administration Office of Civil Rights 1200 New Jersey Avenue, SE 8th Floor E81-105 Washington, DC 20590

COLABORACIÓN CON OTRAS AGENCIAS

En caso de recibir una queja formal, la OTO deberá preparar una declaración por escrito en un plazo de 10 días hábiles para describir la queja. Esta declaración por escrito será utilizada para notificar a las agencias involucradas y a cualquier organismo local afectado. Durante el proceso de revisión de quejas no relacionadas con la FHWA, se compartirá información actualizada de manera uniforme con todas las agencias involucradas. La OTO podrá solicitar aportes o asesoramiento a cualquiera de estas agencias, en caso de ser necesario. Es importante tener en cuenta que las agencias podrán solicitar mayor o menor información durante las etapas de colaboración.

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Ozarks Transportation Organization Title VI Coordinator 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807 Teléfono: 417-865-3042 Fax: 417-862-6013	Missouri Department of Transportation External Civil Rights Division Title VI Coordinator 1617 Missouri Blvd P.O. Box 270 Jefferson City, Mo 65102-0270
Federal Highway Administration Missouri Division Civil Right Specialist 3220 W. Edgewood, Suite H Jefferson City, Missouri 65109	Federal Transit Administration Region 7 Oficial Regional de Derechos Civiles 901 Locust Street Suite 404 Kansas City, Missouri 64106

Pasos para colaborar con las agencias mencionadas:

1. Notificar a las agencias sobre la queja
2. Coordinarse con otras agencias según corresponda en los esfuerzos de investigación.
3. Proporcionar una copia de la Carta de Respuesta/ Acción Correctiva/ Carta de Cierre a las agencias.
4. Presentar un informe semestral de todas las quejas de Title VI/ADA a las agencias, incluidas las quejas relacionadas con la FHWA.

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OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Notificación al Público sobre los Derechos bajo el Title VI

La Ozarks Transportation Organization (OTO) publica avisos del Title VI en el sitio web de nuestra agencia y en áreas públicas de nuestras instalaciones.

La Organización de Transporte de los Ozarks (OTO) opera sus programas y servicios sin importar raza, color o etnia, de conformidad con el Title VI de la Civil Rights Act de 1964.

Para obtener mayor información sobre sus derechos en relación con el Title VI, podrá comunicarse con la Organización de Transporte de los Ozarks ubicada en 2208 W Chesterfield Blvd. Suite 101 en Springfield MO 65807, por correo o por teléfono al (417) 865 3042.

Si usted considera que ha sido discriminado por motivos de raza, color o etnia por la Organización de Transporte de los Ozarks, puede presentar una queja bajo el Title VI llenando, firmando y enviando el Formulario de Queja del Title VI de la agencia.

Cómo presentar una queja bajo el Title VI ante la Ozarks Transportation Organization:

1. Para obtener un Formulario de Queja de la Ozarks Transportation Organization, comuníquese con el Title VI Coordinator, 2208 W Chesterfield Blvd, Suite 101, Springfield MO 65807. Para descargar las instrucciones sobre cómo presentar una queja o descargar un Title VI/ ADA Complaint Form (Formulario de Queja del Title VI/ADA), visite el sitio web de la OTO en https://www.ozarkstransportation.org/our-resources/civil-rights
2. Además del proceso de quejas en la Organización de Transporte de los Ozarks, las quejas podrán ser presentadas directamente ante la Federal Transit Administration (Administración Federal de Tránsito), Office of Civil Rights, Attn: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590
3. Las quejas deberán ser presentadas dentro de los 180 días posteriores a la fecha de la presunta discriminación y deberán contener la mayor cantidad de información detallada posible sobre la misma.
4. El formulario deberá llevar firma y fecha, e incluir su información de contacto.

En caso de requerir servicios de retransmisión, es necesario llamar a los siguientes números: 711 - Servicio de retransmisión a nivel nacional; 1-800-735-2966 - Servicio TTY de Missouri; 1-800-735-0135 - Servicio de transmisión de voz de Missouri.
En caso de requerir información en otro idioma, puede comunicarse al 417-865-3042.

"El Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., así como las disposiciones para su implementación, establecen que ninguna persona en los Estados Unidos podrá, por motivos de raza, color u origen étnico, ser excluida de la participación en, serle negados los beneficios de, o ser de otra manera objeto de discriminación bajo cualquier programa o actividad que reciba asistencia financiera federal."

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TITLE VI/ADA COMPLAINT FORM

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

El propósito de este formulario es ayudarlo a presentar una queja ante la Ozarks Transportation Organization (Organización de Transporte de los Ozarks o OTO, por sus siglas en inglés), la organización de planificación metropolitana (MPO, por sus siglas en inglés) designada por el gobierno federal para el área de Springfield, de conformidad con las leyes, reglas y regulaciones antidiscriminatorias, incluidas, más no limitativas a: El Title VI de la Ley de Derechos Civiles de 1964 y la Executive Order 13166 (Orden Ejecutiva 13166) - Para la Mejora del Acceso a los Servicios para Personas con Dominio Limitado del Inglés, así como el Title II de la American with Disabilities Act (Ley de Estadounidenses con Discapacidades) (ADA, por sus siglas en inglés) de 1991.

Utilice este formulario si usted o su grupo sienten que las acciones de la MPO han tenido un impacto negativo o han causado una carga indebida para, entre otros, un grupo étnico minoritario, personas con discapacidad, población de bajos recursos, personas con dominio limitado del inglés o los tradicionalmente marginados.

Puede utilizar este formulario o enviar una carta que contenga la misma información.

Este formulario está disponible en español y podrá encontrarlo en el sitio web de la OTO en: www.ozarkstransportation.org.

En caso de requerir ayuda para llenar este formulario, comuníquese con nosotros al teléfono 417-865-3042 o por correo electrónico a dknaut@ozarkstransportation.org.

Las quejas por discriminación DEBERAN presentarse dentro de los 180 días calendario a partir de la fecha en la que ocurrió dicha discriminación.

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Sección 1				
Nombre:				
Dirección:		Ciudad:	Estado:	Código Postal:
Teléfono de casa:		Teléfono del trabajo:		
Correo electrónico:				
Requisitos de formato para ser mayor accesibilidad	Tamaño grande de letra		Cinta de audio	
	TDD/TTY		otro	

TITLE VI/ADA COMPLAINT FORM

Sección 2			
¿Está presentando esta queja en calidad personal?		Si*	No
*En caso de haber respondido que “si” a esta pregunta, vaya a la Sección 3.			
Si respondió “No”, proporcione el nombre, dirección y relación con la persona para quien está presentando esta queja:	Nombre:		
	Dirección:		
	Ciudad:	Estado:	Código Postal:
	Número de Teléfono o Correo electrónico:		
	Parentesco:		
Explique por qué está presentando una queja a nombre de un tercero:			
Confirme si tiene autorización de la persona agraviada en caso de estar presentado esta queja a nombre de un tercero.		Si, tengo autorización.	No, no tengo autorización.

Sección 3					
Considero que la discriminación que experimenté está basada en (marque todas las opciones que correspondan):					
Title VI			Otros Estatutos Federales de No Discriminación		
Raza	Color	Origen Étnico	Género	Edad	Discapacidad (Title II)
¿Dónde ocurrió la presunta discriminación?					
Fecha en la que ocurrió la presunta discriminación (Mes, Día, Año):					
Explique lo más claramente posible lo que sucedió y por qué cree que fue discriminado. Describa a todas las personas involucradas. Incluya el nombre y la información de contacto de la(s) persona(s) que considera que lo discriminaron (en caso de conocerlos), así como los nombres e información de contacto de cualquier testigo. Si necesita más espacio, utilice una página adicional y adjúntela a este formulario.					
Nombre de la agencia contra la que se presenta la queja:					
Persona de Contacto:					

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TITLE VI/ADA COMPLAINT FORM

Título:
Teléfono:
Explicación:
¿Cómo puede resolverse este asunto para su satisfacción?
¿Cuál es el momento y lugar más conveniente para que nos pongamos en contacto con usted en relación a esta queja?

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TITLE VI/ADA COMPLAINT FORM

Sección 4			
¿Ha presentado esta queja ante alguna otra Agencia Federal, Estatal o local, o ante algún Juzgado Federal o Estatal?			
Si	No		
En caso afirmativo, marque todas las opciones que correspondan:			
Agencia Federal (Indique el nombre de la agencia):	Agencia Estatal (Especifique la Agencia):	Juzgado del Condado (Especifique Juzgado y Condado):	
Juzgado Federal (Proporcione la ubicación):	Juzgado Estatal:	Agencia Local (Especifique el Nombre):	
En caso de haber respondido "sí" anteriormente, proporcione información sobre una persona de contacto en la agencia/tribunal donde se presentó la queja:			
Nombre:	Título:	Agencia:	
Dirección:	Ciudad:	Estado:	Código Postal:
Número de Teléfono o Correo electrónico:			
Sección 5			
Puede adjuntar cualquier material escrito o cualquier información que considere relevante para su queja. Al firmar a continuación, usted reconoce que la información en esta queja es verdadera y precisa a su mejor entendimiento. Se requiere su firma y fecha a continuación:			
Firma:		Fecha:	
Puede incluir las hojas adicionales que considere necesarias para describir la situación actual Envíe el Discrimination Complaint Form (Formulario de Queja por Discriminación) completado y firmado (haga una copia para sus registros) a: Ozarks Transportation Organization Title VI/ADA Coordinator 2208 West Chesterfield Blvd., Suite 101 Springfield, MO 65807 417-865-3042 (teléfono) 417-862-6013 (fax)			

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TITLE VI/ADA COMPLAINT FORM

Puede utilizar esta página si requiere espacio adicional para proporcionar más información solicitada en este formulario.

Draft

Appendix D: ADA Public Notice

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OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Notifying the Public of Rights Under American with Disabilities Act (ADA)

ADA Policy Statement

The Ozarks Transportation Organization is committed to ensuring that its services are accessible to all persons and strictly prohibits discrimination based on disability. If you have a complaint about the accessibility of our services or believe you have been discriminated against because of your disability, you can file a complaint.

ADA Complaint Procedures

If you have a complaint about the accessibility of our services or believe you have been discriminated against because of your disability, you can file a complaint. Please provide all facts and circumstances surrounding your issue or complaint so we can fully investigate the incident.

How do you file a complaint?

You can download and use our Title VI/ ADA complaint form at https://www.ozarkstransportation.org/our-resources/civil-rights or request a copy of the form by contacting Ozark Transportation Organization located at 2208 W Chesterfield Blvd. Suite 101 in Springfield MO 65807 per mail or via phone at (417) 865 3042.
You may file a signed, dated and written complaint no more than 180 days from the date of the alleged incident.

Please submit your complaint form to address listed below:

Ozarks Transportation Organization
Title VI/ ADA Coordinator
2208 W Chesterfield Ave, Suite 101
Springfield, MO 65807

Do you need complaint assistance?

If you are unable to complete a written complaint due to a disability or if information is needed in another format, such as braille or large print, we can assist you. Please contact us at (417) 865 3042 or dknaut@ozarktransportation.com.

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.

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

En caso de requerir información en otro idioma, puede comunicarse al 417-865-3042.

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

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Appendix E: Public Participation Plan

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PUBLIC PARTICIPATION PLAN 2023



The Ozarks Transportation Organization

A Metropolitan Planning Organization

Approved by the Board of Directors July 20, 2023

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

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Our goal at the Ozarks Transportation Organization is to have meaningful involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. Your comments are reviewed by staff and included in agendas for consideration by our Board of Directors and appropriate committees. Here is how you can join the conversation via the linked buttons to the OTO website:

MAP A CONCERN

LEARN MORE

ATTEND A MEETING

LEARN MORE

LEAVE A COMMENT

LEARN MORE

WHAT WE DO WITH YOUR INPUT

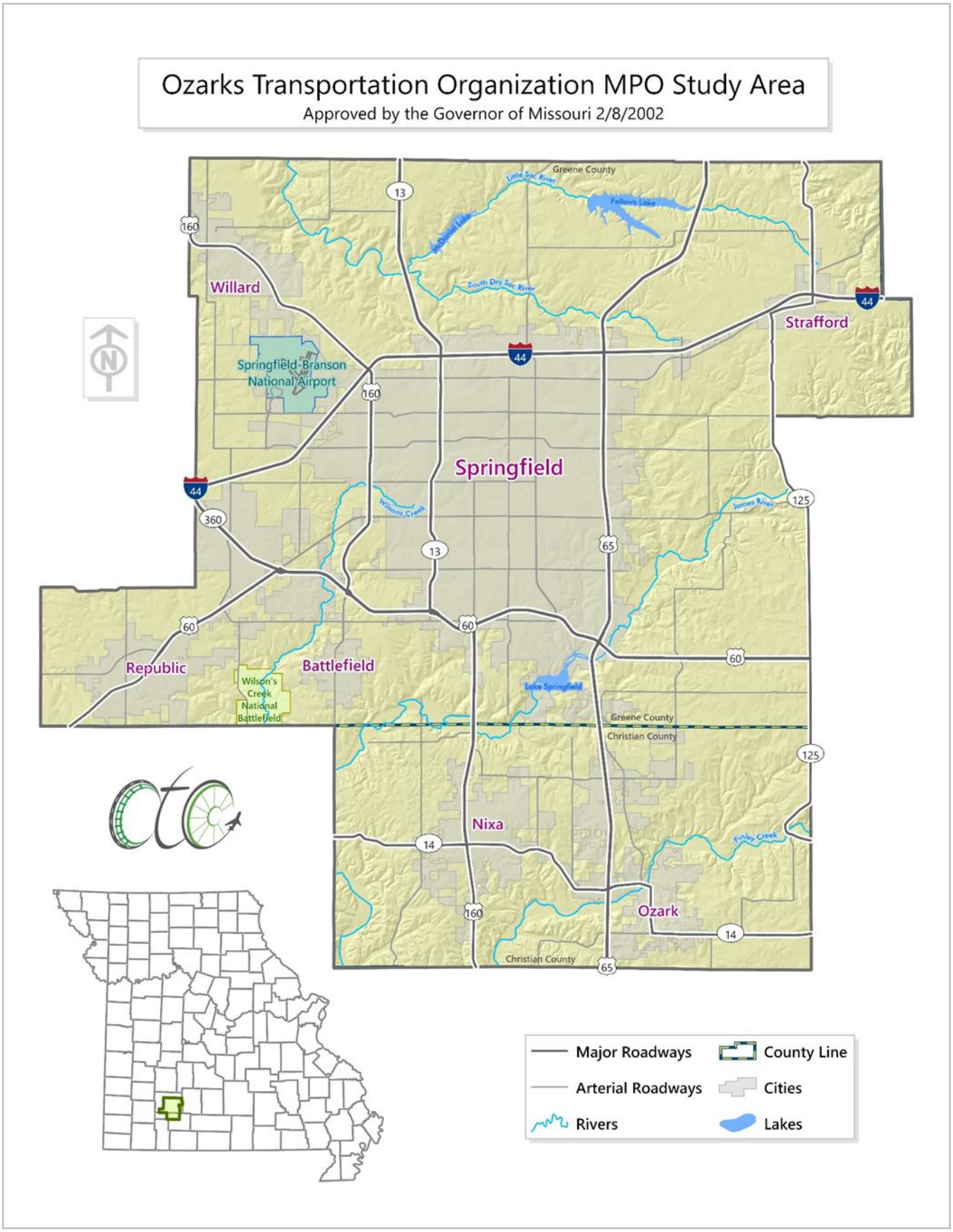
The OTO solicits public comments for updates and major amendments to all the requisite plans and key decision points in the planning process. Public comments for major plans are summarized with an explanation of how they were integrated into the final version. All comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. In addition, public concerns are shared with MoDOT and local governments as appropriate. Meaningful public involvement is key to developing a sound and efficient transportation system that works for the people it serves.

Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.

Executive Summary

The OTO 2023 Public Participation Plan (PPP) is an update of the 2020 PPP. The OTO updates its PPP every three years to ensure that we are employing the latest techniques and utilizing the most up-to-date resources to keep the public involved with and informed of our planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on August 20, 2020. Updates include:

- A section describing Virtual Public Engagement has been added to the Methods of Engagement section of the plan;
- Policy objectives have been reformatted and included in a new section with the same title;
- Content throughout the plan was updated in consultation with Promising Practices for Meaningful Public Involvement in Transportation Decision-Making, U.S. Department of Transportation, 2022 and Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Report 710: Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decision-making, 2012;
- The OTO has developed a supporting tool, a Social Equity Index was developed using GIS software and U.S. Census Bureau data as a first step in involving traditionally underserved populations by identifying equity areas for targeted engagement.
- Results from the 2023 Interested Parties Public Participation Survey have been added as Appendix A.


Ozarks Transportation Organization MPO Study Area
Approved by the Governor of Missouri 2/8/2002
Greene County
Little Sac River
Fellows Lake
McDaniel Lake
South Dry Sac River
Willard
Springfield-Branson National Airport
Strafford
Springfield
Wilsons Creek
James River
Republic
Battlefield
Wilson's Creek National Battlefield
Lake Springfield
Greene County
Christian County
Nixa
Finley Creek
Ozark
Christian County
13
160
44
360
60
65
125
14
Major Roadways
Arterial Roadways
Rivers
County Line
Cities
Lakes

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Introduction

The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The mission of the OTO is: ***To provide a forum for cooperative decision-making in support of an excellent regional transportation system***. The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive**, **cooperative**, and **continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard.

The OTO is responsible for four major transportation plans and programs: Long-Range Transportation Plan (LRTP); Transportation Improvement Program (TIP); Unified Planning Work Program (UPWP); and Public Participation Plan (PPP). In addition, the OTO is responsible for preparing other transportation plans and studies as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a path for meaningful involvement of individuals, public agencies, and other interested parties in OTO's transportation planning processes.

The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs, "***Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs.***" **(23 CFR §450.316)**

To achieve full public access, the OTO adheres to other regulations that require MPOs be proactive in involving underserved populations in the planning process. Traditionally underserved can be defined as low-income and minority populations including Hispanics/Latinos, African Americans/Blacks, Asian Americans, Native American/ Alaskan Natives and Native Hawaiians, and Pacific Islanders. Populations recognized in Title VI and other civil rights legislation, executive orders, and transportation legislation are those with limited English proficiency, low-literacy populations, seniors, persons with disabilities, and transit-dependent populations are considered underserved groups in the transportation decision-making process.

- Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. Title VI applies to all organizations that receive federal funding;
- Section 504 of the Rehabilitation Act of 1973 and The Americans with Disabilities Act of 1991 prohibit discrimination based on a disability by public and private sector parties;
- In 1994, Executive Order 12898, required federal agencies make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations;
- In 2000, Executive Order 13166 gave Title VI discrimination protection to people with Limited English Proficiency (LEP).

We at the OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that affect them. The PPP provides direction and documents the process for inclusive community engagement for the OTO transportation planning activities. In addition, the PPP is how the OTO will maintain compliance with federal regulations and measure the effectiveness of procedures and strategies aimed at supporting early and continuous involvement of the public.

Public involvement is an ongoing effort at the OTO. Whether it is a component of a major plan update, posting agendas for committee meetings, reviewing roadway concerns received from the citizens, or sending press releases to local media to notify the press and citizens of studies and proposed projects. As such, all staff members must have the capacity to effectively communicate with individuals and stakeholders and reduce barriers to meaningful public engagement. This plan document is intended to be a useful guide to all OTO staff members no matter their role in the planning process.

The remainder of the plan includes goals and policy objectives to ensure effective public involvement for the planning activities at the OTO are in place and to hold ourselves accountable. Additional sections of the plan include methods for communicating with and gathering input from the public, public participation requirements for specific plans and activities required of MPOs, and finally, the processes and workflows the OTO employs are illustrated to provide structure and continuity for public engagement in the various activities of our transportation planning efforts.

Public Participation Goals

At the OTO MPO, the level of public participation required for activities in the planning process changes according to what is to be accomplished. The International Association for Public Participation developed a spectrum for increasing levels of public impact. The table below describes the spectrum which helps define the public's role and engagement in the transportation planning process.



	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place the final decision-making in the hands of the Public

Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.

The progressive spectrum of public impact applies to the different work products and day-to-day engagement activities at the OTO. These categories and goals are aligned with various planning activities, tools, and workflows to ensure that early and continuous public participation is achieved in support of the OTO mission. More detail is provided in the "Planning Process" section of the plan.

Policy Objectives

The U.S. Department of Transportation defines meaningful public involvement as, "…a process that proactively seeks full representation from the community, considers public comments and feedback, and acts on that feedback to incorporate into a project, program, or plan." To ensure that individuals and communities have an equitable voice in transportation decision-making processes, practitioners should address barriers to meaningful public involvement, especially in historically underserved communities. To remove barriers to meaningful public participation, the OTO will adhere to the following set of public participation policy objectives:

- The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.

- The OTO will demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.

- The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.

- The OTO will develop planning material that is easily understood and visually engaging and strive to ensure all citizens have the information necessary to deliver informed input.

- The OTO will prepare visualizations of transportation issues including charts, graphs, aerial photos, maps, analyses, physical models, and computer simulations with the public in mind.

- Making public information (technical information and meeting notices) available in electronically accessible formats and means on the OTO website.

- The OTO will strive to ensure that when conducting public meetings where matters related to transportation programs are being considered, they are connected to transit and meet Americans with Disabilities Act requirements.

- The OTO will strive to demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration. Upon receiving public comments, the OTO will respond in a timely manner and provide copies of comments to appropriate boards, committees, and related agencies.

- The OTO will maintain an up-to-date database of contacts to ensure that all interested parties have reasonable opportunities to comment on the transportation planning process and products.

- The OTO will seek out input from and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, limited English-speaking persons, and persons with disabilities who may face challenges accessing employment and other services.

Methods of Community Engagement

The Resources listed here are the methods the OTO uses to engage and communicate with the individuals and stakeholders we serve.

Virtual Public Involvement

The OTO employs virtual public involvement tools that make public participation more convenient and affordable than in-person public meetings. In-person meetings may conflict with work and school schedules or are less accessible to individuals that rely on transit or have disabilities. In 2020, the OTO began utilizing Facebook to live broadcast Technical Planning Committee and Board of Director meetings moderating and communicating comments in real-time due to COVID-19 stay-at-home orders. The broadcasts remain available on the OTO's Facebook page. This example illustrates how virtual public involvement has emerged to provide increased transparency and access to transportation planning activities at the OTO. While there are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties, OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.

The OTO Website

The OTO website was redesigned in 2019. The new design provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features an "About Us" page which contains information regarding "What is an MPO?" The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO's planners and administrative staff. The comment account also receives automated notifications when comments are submitted on other web-based public input tools. In addition, the comment account is the primary account for sending

press releases, news, announcements, and agendas to the press, interested parties, and committees.

"Give Us Your Input"

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

News & Updates

This is another component of the "Give Us Your Input" page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

Interactive TIP Tool

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metro area. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. Using this tool, the TIP can be searched by project name, location or agency, and TIP number. The tool also features a map viewer for projects.

The OTO Logo

The OTO logo is prominently featured on all work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

Social Media

Facebook and Twitter are used to announce meetings and events. Posts provide the opportunity to share links to pertinent information and survey sites. Social media platforms can also invite public comments and participation on the sites themselves.

ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A base map consisting of layers for the transportation network, including sidewalks, trails, transit routes, and roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map. Other applications include the OTO Equity Index. The Equity Index app includes American Community Survey data for 13 classes of traditionally underrepresented, transportation disadvantaged, and vulnerable populations.

OTO Contacts Database

The OTO maintains a comprehensive database of businesses, governmental agencies, community-based organizations, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantaged Business Enterprises (DBE), as well as minority and low-income groups. The database is used for meeting and survey announcements as well as other project specific notifications.

Press Releases

Formal press releases are sent to local media contacts to announce upcoming meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees.

Newspaper Ads

Press releases may result in media coverage of the OTO activities but in most cases, they do not guarantee publication of information. Thus, the OTO purchases legal advertisements for announcements of comment periods for some planning documents. These legal ads serve to document compliance with the required comment period length for specific plans and plan/TIP amendments. When seeking public input for LRTP updates and the annual TIP process the OTO has purchased regular ad space in the print editions of the *Springfield News-Leader* and the *Christian County Headliner*. Additionally, the OTO reviews and considers publications in circulation at the time an ad is needed.

Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then disseminated via email, social media, press releases, and the OTO website. Hard copies are also produced and distributed at public meetings, community events, and the OTO office. In addition, post card mailings are used to publicize surveys and comment periods and include QR codes for mobile devices.

Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

Posters and Flyers

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

This section of the plan defines how the OTO provides for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Elected officials;
- Local government staff;
- Transportation agencies (airport, transit, etc.);
- Local media (TV, radio, print, etc.);
- Civic groups;
- Special interest groups;
- Libraries (for public display);
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues;
- Parties that have an interest in the planning and development of the transportation network including affected public agencies in the OTO planning area;
- Private freight shippers;
- Representatives of public transportation employees;
- Providers of freight transportation services;

- Private providers of transportation, including intercity bus operators and employer-based commuting programs;
- Representatives of users of public transportation;
- Representatives of users of pedestrian walkways and bicycle transportation facilities;
- Representatives of people with disabilities;
- Members of minority populations;
- Representatives of Limited English Proficiency (LEP) populations;
- Public school district representatives within the OTO planning area;
- Representatives of colleges and universities; and
- Representatives of large employers.

Long-Range Transportation Plan

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the OTO. All transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over the next 25 to 30 years.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will use nearly the full range of the participation techniques employed by the OTO. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the *Springfield News-Leader* and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air

quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.

Revisions to the LRTP Requiring Amendments:

- Addition or deletion of any project (except as noted in the Administrative Modifications section below);
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
- Moving a project between the unconstrained and constrained lists
- Changes to the Major Thoroughfare Plan;
- Increases to a project's total cost estimate greater than 25 percent (or any amount greater than $2,000,000;
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. Administrative modification is a revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

Revisions to the LRTP Allowed as Administrative Modifications:

- Increases in a project's cost estimate less than 25 percent (up to $2,000,000);
- Minor changes to the scope of a project;
- Minor increases to the termini of a non-capacity project (no more than ¼-mile);
- Moving a project to another time band, provided fiscal constraint is maintained;

- Adding a project to the unconstrained list;
- Technical corrections.

Transportation Improvement Program

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated annually. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

The OTO consults with all city and county governments within its study area during the annual TIP development process. The projects submitted by local governments are all part of their respective Capital Improvement Programs (CIP) where required. When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

Depending on their area of concern, the following boards hold public hearings on the proposed projects: Airport Board; Park Board; and Planning and Zoning Commission/Board. Other required agencies that are consulted during the TIP development process include:

City Utilities of Springfield - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted

public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs;
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs;
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process;
- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO;
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP;
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements;
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP;
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment.

The OTO advertises City Utilities' POP each year in the *Springfield News-Leader*. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or
- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

Missouri State University - MSU utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, administration, and transit operations.

OATS Transit - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice;
- Input from an advisory group; and
- The Southwest Missouri Office on Aging.

The Missouri Department of Transportation – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

The TIP Public Involvement Process

Ahead of the TIP update process and upon completion of the annual STIP prioritization process, the OTO provides notice to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice

shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g., projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary analysis report on the disposition of the comments which will be made a part of the approved TIP.

The draft TIP is made available for comment for 30 days prior to Board of Director approval. A legal notice is placed in the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library, CU Transit office, and the MoDOT SW District office. Any public comment received during this review period will be considered by the OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

TIP Amendments require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice is announced by press release, Board & TPC agendas, and on the OTO website.

Revisions Requiring TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000);
6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. More than one administrative modification can be made to a project if meeting the described allowances. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period. The OTO staff ensures fiscal constraint is maintained.

Revisions Allowed as Administrative Modifications:

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

2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
6. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
7. Minor changes to funding sources between federal funding categories or between state and local sources;
8. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate);
9. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;
10. Changing a project's lead agency when agreed upon by the two agencies affected;
11. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes (beyond what is allowed administratively) are being made to the project;
12. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 25% or $2,000,000);
13. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change (an additional administrative modification may be made to the split project, as allowed elsewhere in this list);

14. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
15. Technical corrections.

Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The draft of the new UPWP for the coming year is usually completed by March for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft document is made available on the OTO website and at the OTO office for public comment. A press release announcing the comment period is sent to media contacts, posted on the OTO website, and posted in full view of the public at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

Public Participation Plan

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's policy

objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involve an inclusive public participation process. The process shall meet the goals of the currently adopted Public Participation Plan and strive to employ new and/or underused methods for engaging the public, particularly to evaluate and validate the effectiveness of strategies outlined in the current plan.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and maintain a hard copy at the OTO office. A press release announcing a 45-day public comment and review period will be sent to media contacts and a legal notice will be placed in the *Springfield News-Leader*. All comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

Other Plans and Studies

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) enacted under MAP-21 and the recently adopted FAST Act. The TCP is intended to identify needs and gaps in human service transportation services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website and a paper copy is made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent to media contacts providing public notice of the comment period. In addition, a legal notice is placed in the *Springfield News-Leader* and/or other community papers. Figure 1 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include, but are not limited to, the OTO Title VI/ADA program, the Annual Listing of Obligated Projects, the

Limited English Proficiency Plan, the Congestion Management Process, and the Performance Measures Report. These other plans and reports require a press release notifying the public of at least a 15-day comment period.

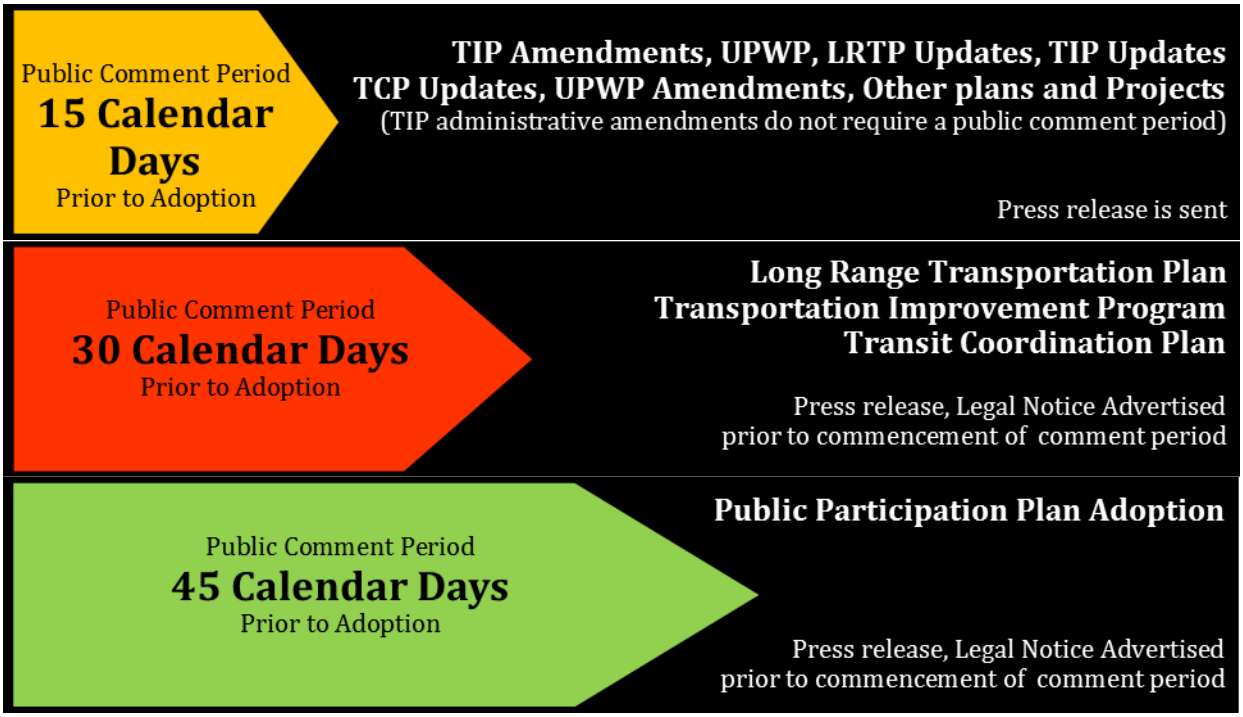


Figure 1 Public Comment Periods for Specific Plans and Purposes

Public Meetings

The OTO Board of Directors and Technical Planning Committee meetings are considered public meetings. Other meetings where the OTO leadership conducts business, such as the Executive Committee meetings are also considered public meetings. Press releases are sent to media contacts and agendas are posted in public spaces, including the OTO office, at least one week prior to the meeting date. The body of the press release is posted to the News & Updates section of the OTO website where the public can comment on the content. The URL for the posting is then sent via Facebook and Twitter.

When circumstances arise that prohibit in-person public meetings, such as a public health crisis or other emergencies, the OTO adheres to Missouri Sunshine Law guidance that provides means for public bodies to conduct public meetings in alternative ways, such as

online meetings or video conferencing. In these instances, the OTO may conduct an "E-meeting" via email where committee members can motion, second, and vote on agenda action items and takes advantage of our website and social media pages to post recordings or live streams of public meetings.

If the OTO chooses to have an online (E-meeting) meeting staff will need to ensure that the meeting notice references the change from the usual method. If the meeting will be held online, "§ 610.020.1, RSMo, requires that the body '**post a notice of the meeting on its website in addition to its principal office**.' Section 610.020.1, RSMo, further requires that the body '**shall notify the public how to access that meeting**.'" Staff will still need to provide a meeting agenda in the same manner as the standard in-person meeting notice.

The Sunshine Law does not preclude voice-votes during online or video conferencing, however, roll call voting will be conducted for all action items. Generally, under §610.015, RSMo, an elected member of a public governmental body can only participate in a roll call vote if they are physically present or participating via video conferencing. This also means that a quorum of the public governmental body must be present in-person or via video conferencing for a roll call vote to be held.

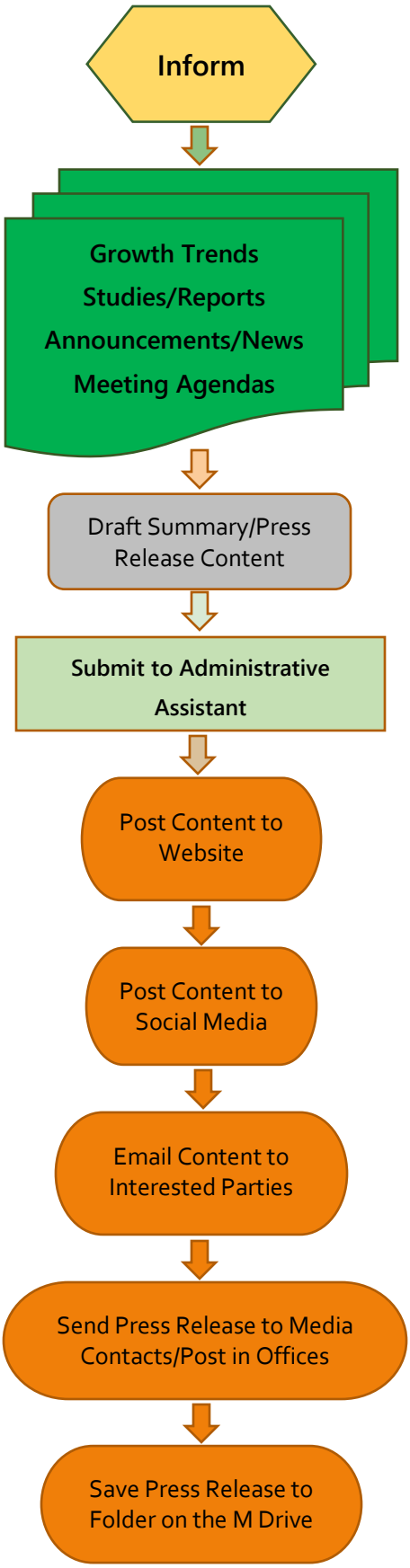
Public Participation Process

The goal of this outline is to provide structure and continuity for public engagement for various activities of transportation planning conducted by the OTO. The level of public participation required for activities in the planning process changes according to what is to be accomplished. The table below describes a spectrum of participation for an increasing level of public impact. This document provides an outline of the public participation process to be followed for each level of participation on the spectrum.



	Inform	Consult	Collaborate
Type of Plan, Study or Activity	Meeting agendas, Announcements/News Growth Trends, Studies/Reports, CMP	UPWP, DBE Goals, ALOP LEPP, Title VI, Amendments	TIP, LRTP, PPP, TCP, Other Studies & Plans
Tools	Press Releases, Social Media, Email, Website	Surveys, Public Meetings, Mailer/postcards, Legal Ads, Blog posts	Workshops, Deliberate Polling, Posters/Flyers, Media Ads, Community Events

Source: Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.



The **inform** level can be a standalone process for **public awareness** and **capacity building**.

The inform process, however, is also a component of higher levels on the participation spectrum.

This process will be used to inform the public of surveys, public meetings, and comment periods for plans and studies that require a higher level of public impact.

The lead OTO staff person responsible for the project or task will **prepare a summary or draft press release** with key information for public consumption. The press release/summary will submit information to the communications clerk.

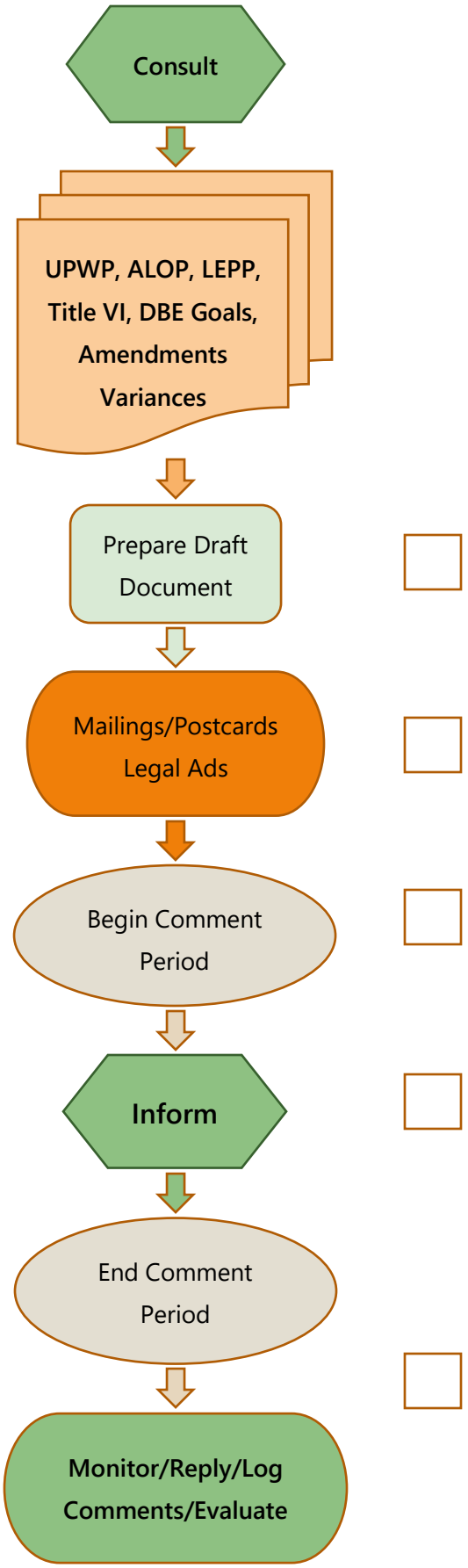
The **administrative assistant** is the position at the OTO that will be responsible for the execution of the process.

All announcements and/or reports will be **posted to the OTO website,** in the OTO office, or other public venues (Library, MoDOT office, etc.).

Summary content will be posted on **Facebook and Twitter** accounts with **links to the content at the OTO website**.

An **email** announcing completion of reports or meeting agendas will be sent to **Interested Parties** if applicable

The **press release** will be emailed to **media contacts** and posted in the OTO offices when applicable.



The **consult** level on the participation spectrum includes plans and policies where **public comments are being solicited**.

The consult process **includes** the **inform** process to make the public aware of the how, when, and what regarding the requested feedback.

The UPWP, UPWP Amendments, TIP Amendments have **required comment periods** of specified lengths as per the **Code of Federal Regulations** as presented in the OTO **Public Participation Plan**.

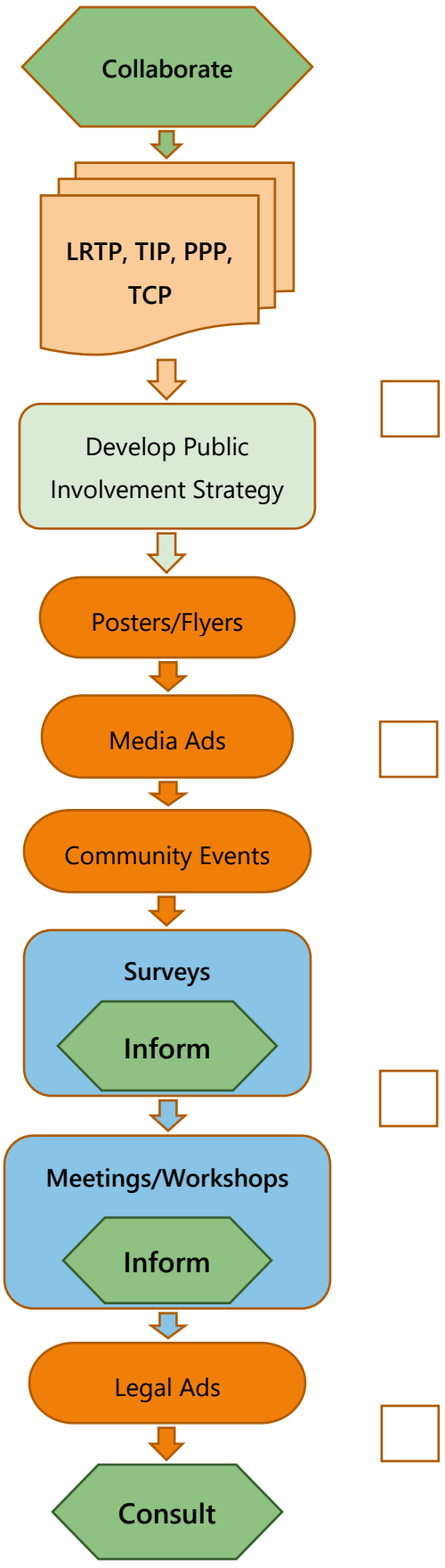
The OTO staff member responsible for the project or task will prepare a **draft document** to be made available **for public comment**.

These tools were not included in the **inform** process. These are **options** to elicit comment from **targeted stakeholder groups** or **document a comment period** which is necessary for some projects in the consult level of participation.

Draft content containing information about **when** the comment period begins and ends, **where** the documents can be accessed, and **how** to comment.

The **inform** process should be initiated as a sub-routine for the consult level of participation. Information should be submitted to the **administrative assistant** for **dissemination.**

At the end of the comment period, all **comments** will be **logged** into a central location and summarized. An explanation of how they impacted the plan or project will be prepared by the OTO staff member responsible for the project or plan and **included as an appendix** to the document.



Collaboration is the highest level of participation on the spectrum. This level **includes** both lower participation levels, **inform and consult**. At the collaboration level the **public** is actively **engaged** through **surveys** and **meetings** to provide **feedback** and **guide** the direction of the plan.

Most of the **plans** and **studies** at the collaboration level **include** the development of **a strategy** for public involvement. If **surveys** are included, they are created with specific content depending on the plan. Information for **meetings and workshops** must be prepared in advance to frame the issues for discussion. The strategy also must include a **"get the word out"** marketing campaign to make the public aware of planning activities.

The **Long-Range Transportation Plan** requires the highest levels of public engagement at the OTO. Public involvement tools that may be included in the strategy for plans and studies at the collaboration level include **direct marketing** with **promotional ads** as well as **posters and flyers** to **create awareness** of planning activities and **build capacity** for participation.

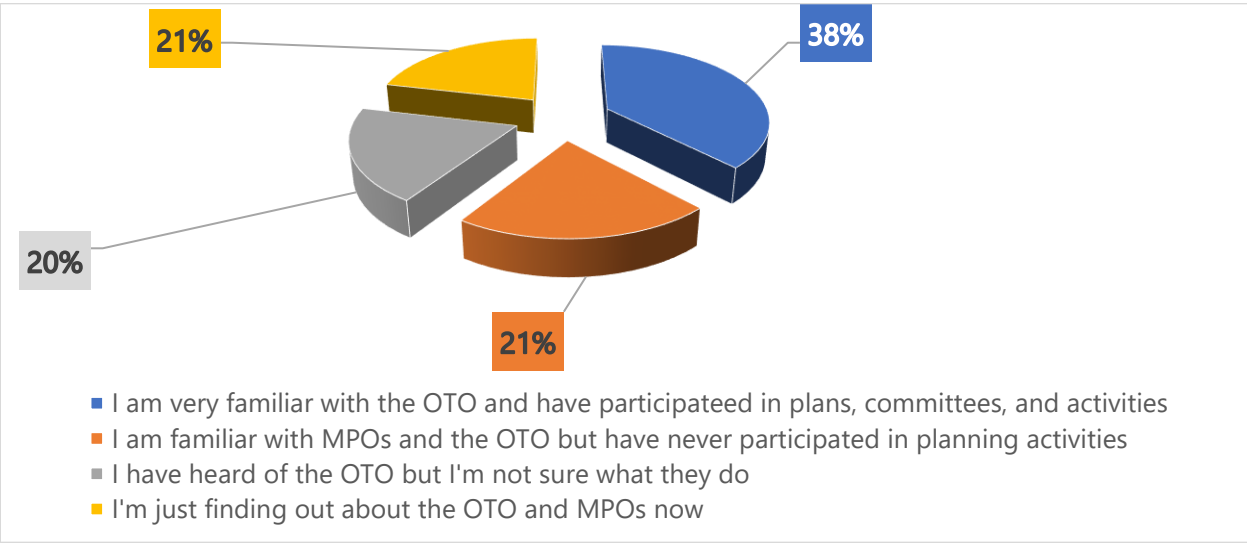
The **inform** process should be initiated for each **meeting**, **workshop** and/or **survey**. The inform process for these **high-level public involvement mechanisms** can be **enhanced** from its lower level base to include **direct marketing** tools to **"get the word out"** about these opportunities that are **vital** to the collaboration process and **successful plans**.

The **consult** process is initiated **after planning activities** have been completed and a plan document has been drafted to **allow for public comments before plans are adopted** or approved by the BOD. **Legal ads** should be integrated into the process for plans with required comment period lengths set forth in the Code of Federal Regulations as per the PPP.

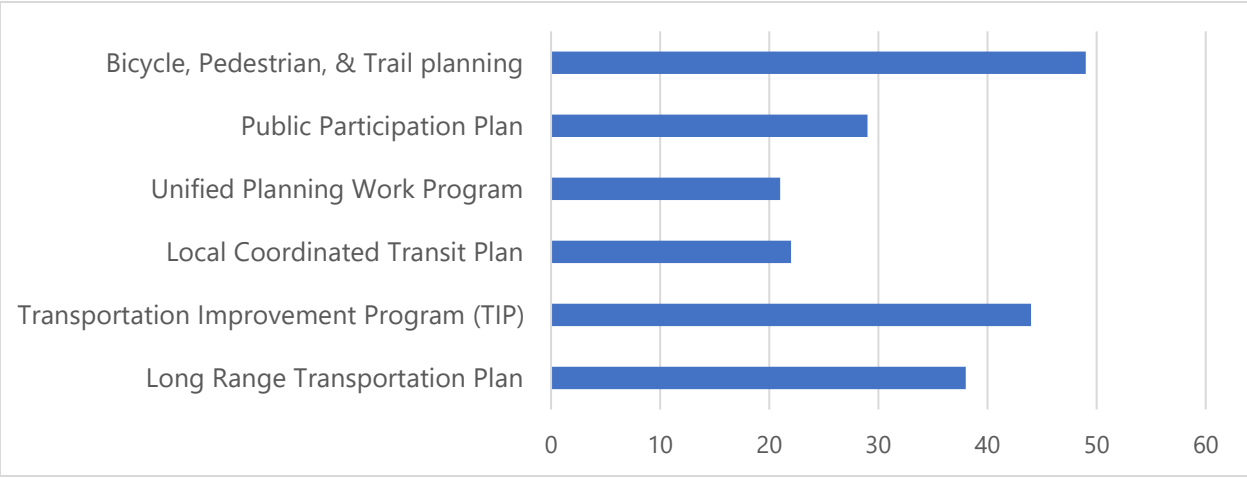
Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2023 Public Participation Plan update via an electronic survey. A link to the survey was sent to 305 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook and Twitter. The 8-question survey was active from April 8 – April 28, 2023 and resulted in 84 completed surveys.

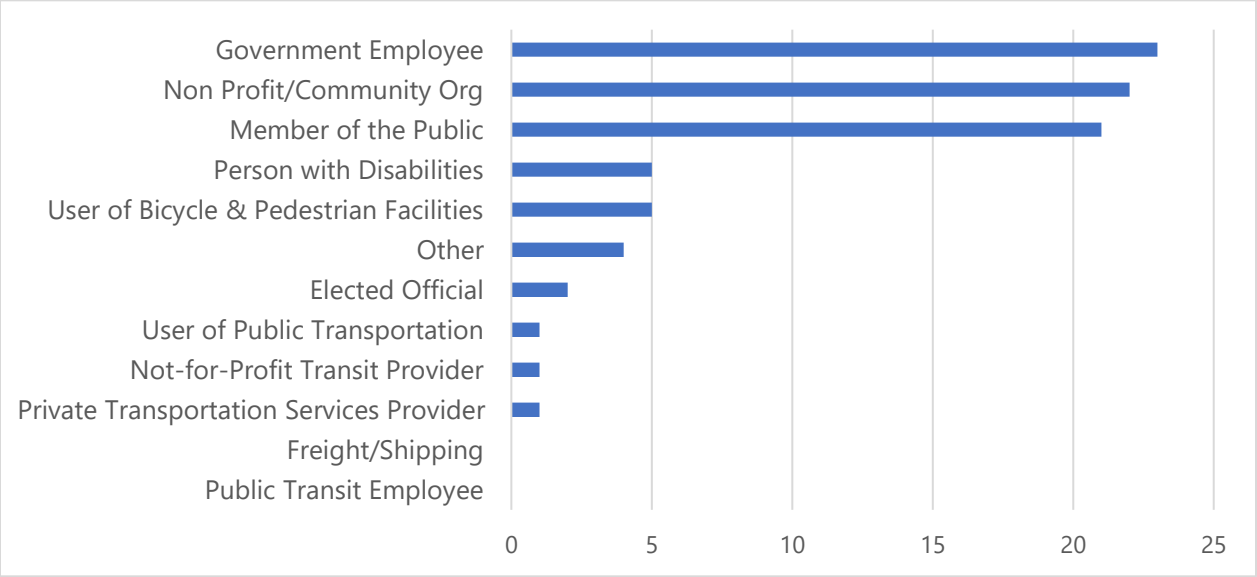
Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



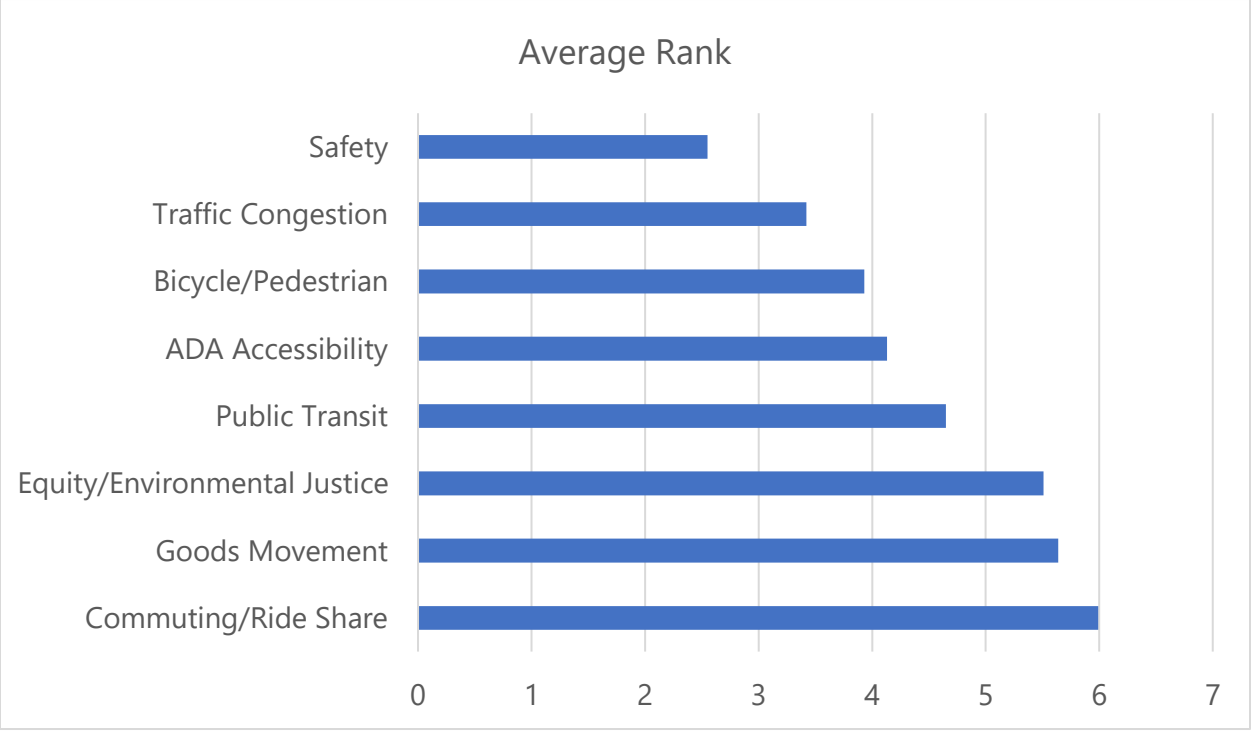
Question 2: Which of these OTO plans or activities are you familiar?



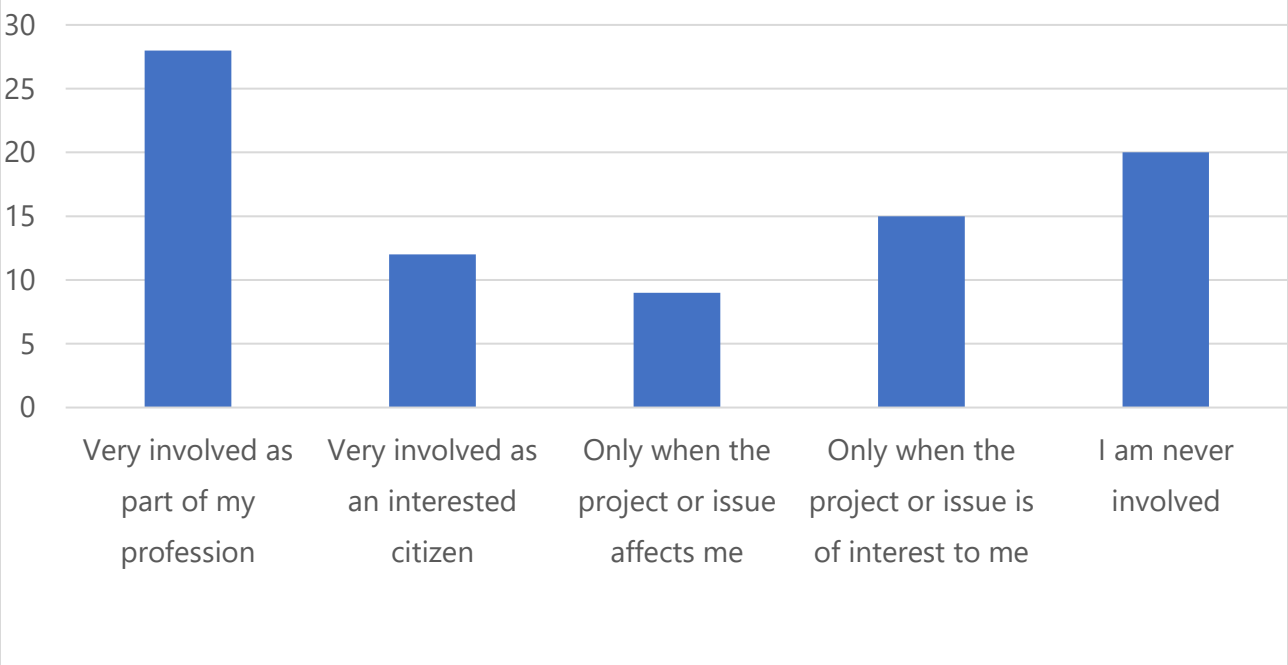
Question 3: Which of the following best describes you?



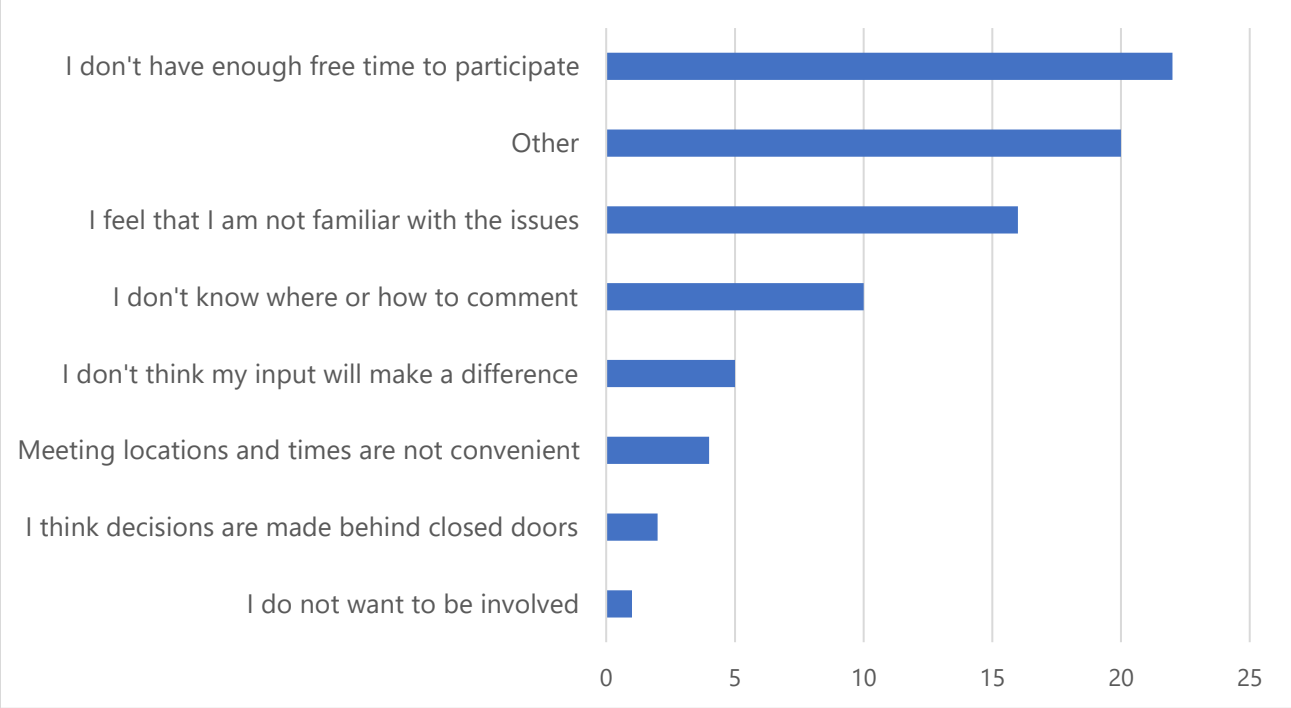
Question 4: Please rank (1 – 8) the following in order of interest



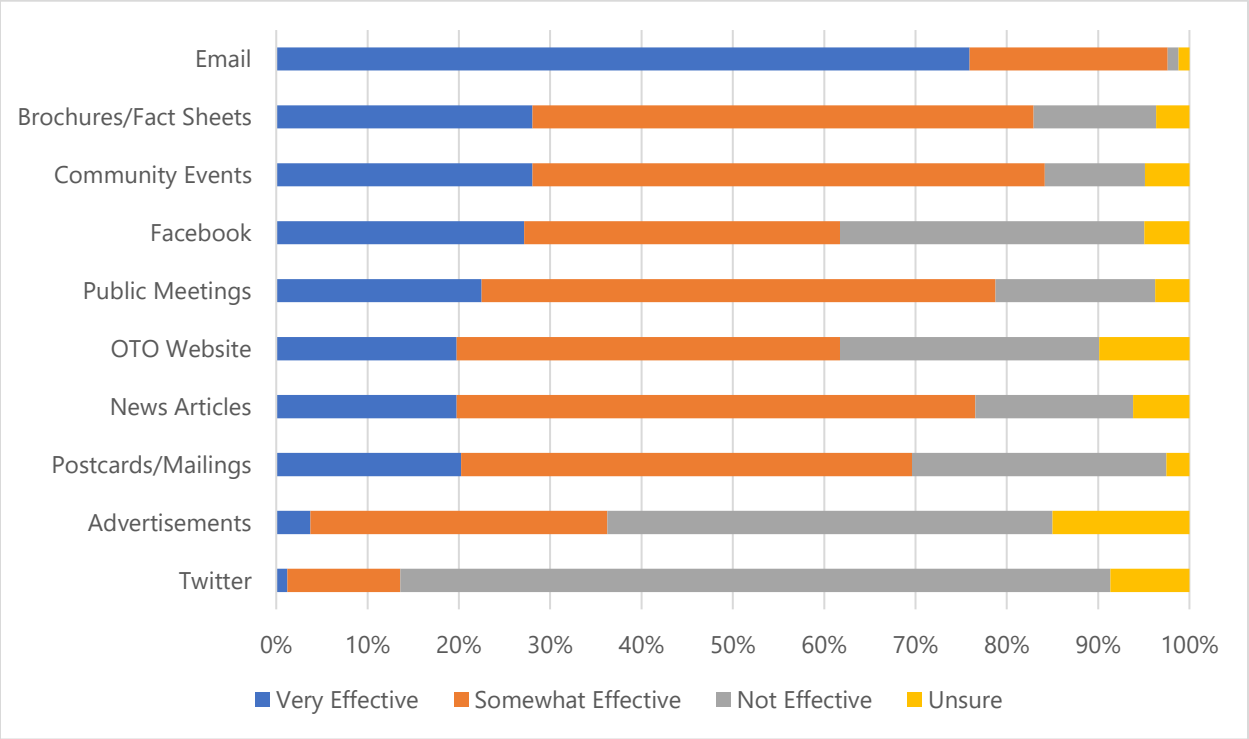
Question 5: How best would you describe your current involvement with the transportation planning process?



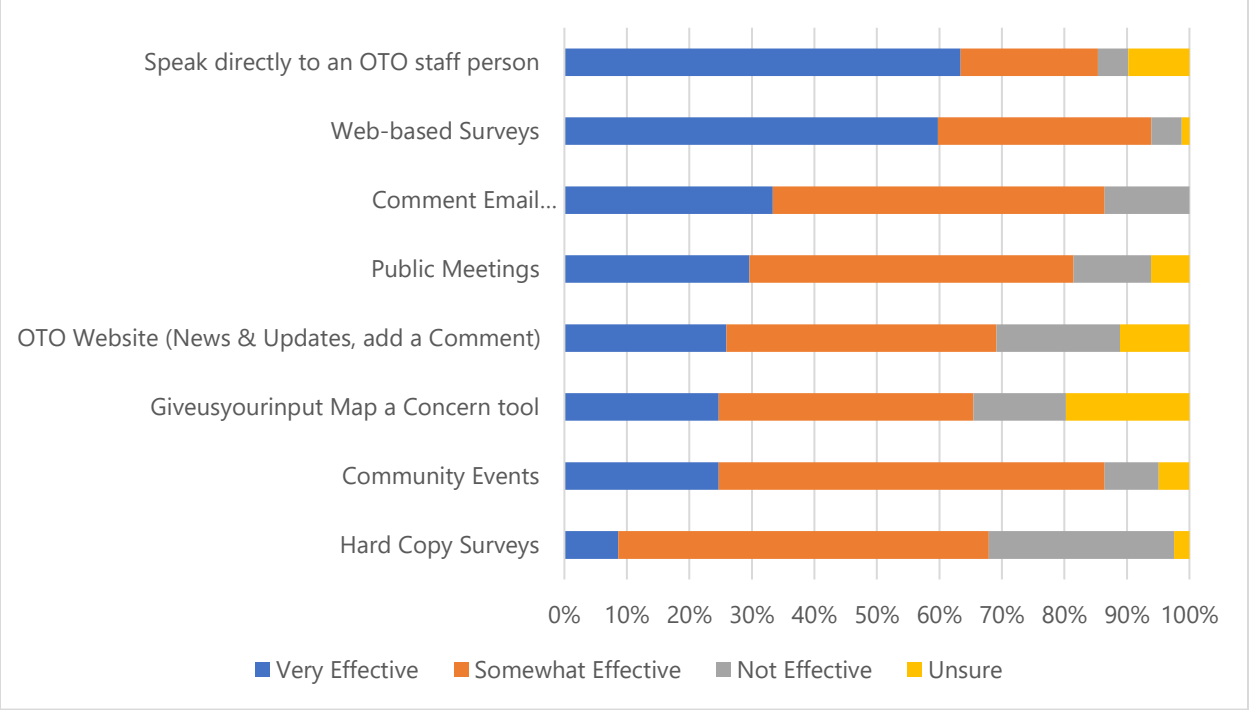
Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



Question 7: How effective are each of the following methods for getting information to you?



Question 8: How effective are each of these methods for gathering your comments?



Appendix F: Limited English Proficiency Plan

Draft

Ozarks Transportation Organization

Limited English Proficiency Plan

2024

Draft

Adopted by Board of Directors

May __, 2024

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Introduction

Background

The Ozarks Transportation Organization (OTO) operates its programs and services in accordance with the principle and intentions of the 1964 Civil Rights Act and its implementing acts and guidance. Title VI of the Civil Rights Act of 1964 (42 U.S.C. §2000d et seq) provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

On August 11, 2000, Executive Order 13166 was signed into law by President Clinton. This executive order required improved access to service for LEP persons, and gave Title VI (discrimination) protection to LEP persons. Following the Executive Order, the U.S. Department of Transportation (DOT) issued a "Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons" on December 14, 2005 (Federal Register/ Vol. 70, Mo. 239). DOT's policy requires DOT recipients to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons. In 2012, the Federal Transit Authority (FTA) released their guidelines and requirements for recipients of FTA financial assistance (FTA C 4702.1). This required MPOs to have an LEP plan, which identifies the LEP populations which might need improved access to the planning process, the methods to identify LEP individuals at public meetings, and identifies available language services.

The FTA also references the DOT LEP guidance in its Circular 4702.1B *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*. Chapter III, Section 9 of this Circular references the LEP requirements and responsibilities and suggests that FTA recipients and subrecipients develop a language implementation plan consistent with the DOT LEP guidance.

The DOT LEP guidance states that "most individuals living in the United States read, write, speak and understand English. There are many individuals, however, for whom English is not their primary language. For instance, based on the 2020 census, regarding individuals older than age 5, over 26 million individuals speak Spanish and almost 7 million individuals speak an Asian or Pacific Island language at home. If these individuals have a limited ability to read, write, speak, or understand English, they are limited English proficient or 'LEP.'"

The DOT guidance also provides a framework for an analysis on how to determine reasonable steps to ensure meaningful access to recipients' programs and activities by LEP persons, which includes four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
2. the frequency with which LEP individuals come in contact with the program;
3. the nature and importance of the program, activity, or service provided by the program to people's lives; and
4. the resources available to the grantee/recipient or agency, and costs.

In the LEP plan the OTO incorporates the different policies and guidelines, including the four-factor analysis to ensure meaningful access by LEP persons.

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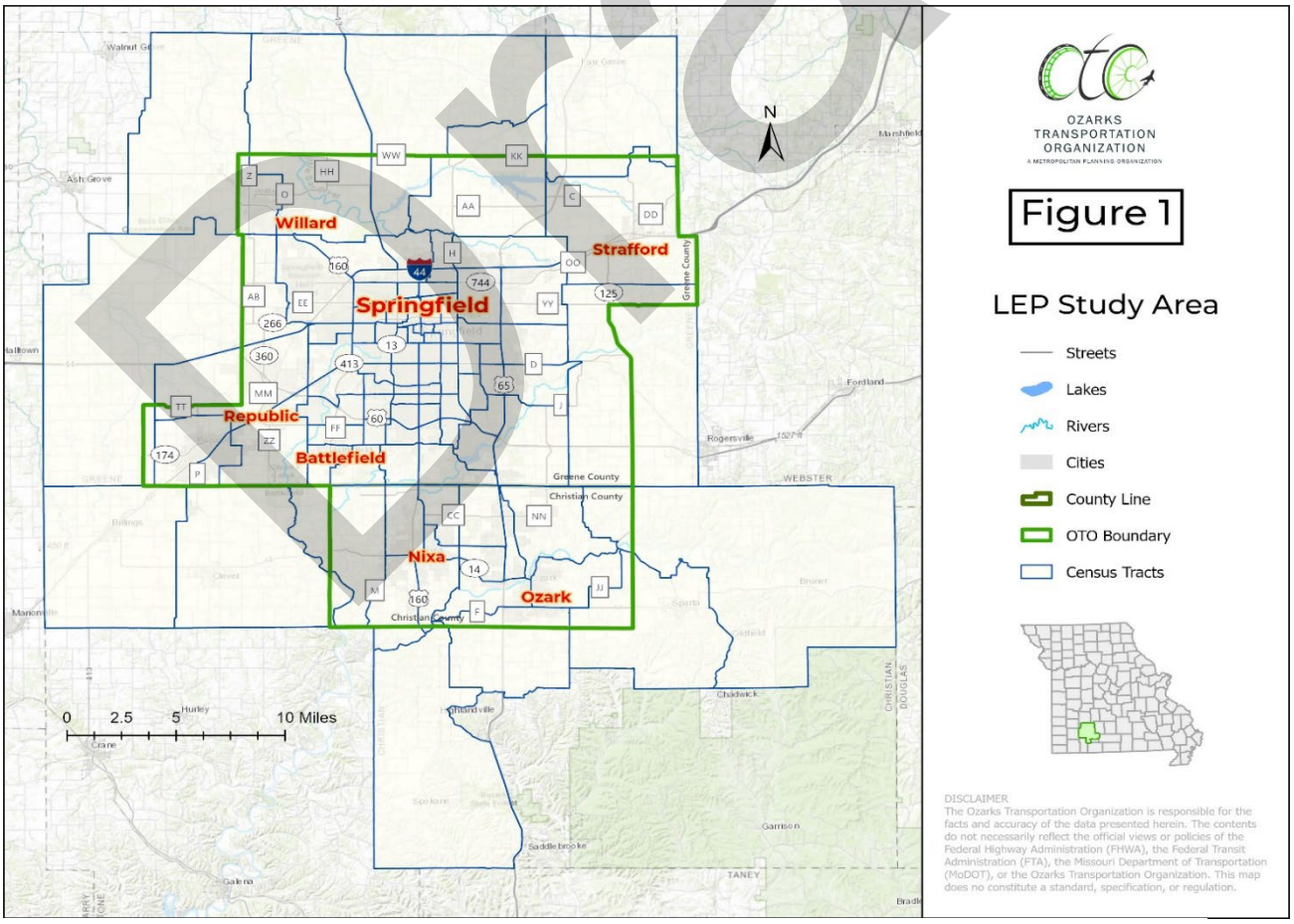
The Ozarks Transportation Organization

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

The OTO includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

Staff from local governments and area transportation agencies serve on the OTO's various committees and provide technical review, comments, and recommendations on draft OTO plans, programs, studies, and issues.

As shown in Figure 1, the LEP study area includes all census tracts that overlap with the OTO boundary due to the availability of the data from the American Community Survey. The LEP study area includes almost all census tracts in Greene and Christian Counties. Each County has one census tract that does not overlap with the OTO boundary. In Christian County, it is census tract 205.02 in the southeast and in Greene County, it is census tract 50.01 in the northwest.



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Four Factor Analysis

Factor 1: The Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population

The first step in determining factors of an LEP Plan is to identify the proportion of LEP persons who may encounter the OTO, their literacy skills in English and their native language, and the location of their communities and neighborhoods within the OTO region.

To do this, the OTO evaluated the level of English literacy and to what degree individuals in the planning area speak a language other than English and what those languages are. This was done by using U.S. Census data from the American Community Survey (Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates Table ID 16001) and data from the Missouri Department of Elementary and Secondary Education. Data has been mapped by census tract, census PUMA, and school district. Please note that the analysis used all census tracts that overlap with the OTO boundary, which increased the population of the LEP study area compared to the OTO service area.

Overall, there are 5,985 individuals that speak English less than "very well," as shown in Table 1. Greene County has the largest LEP population in terms of overall numbers and percentage of population. The largest group of LEP persons who speak English Less Than "Very Well" speak Spanish, followed by Vietnamese as second largest group. People speaking a language other than English at home in Greene and Christian Counties is much larger than the LEP population. Over 19,100 people live in a home where English is not the dominate language spoken.

TABLE 1 ANALYSIS OF LEP PERSONS

	Greene County Census Tracts that overlap with OTO Study Area	Christian County Census Tracts that overlap with OTO Study Area	All census tracts that overlap OTO Study Area
Number of Persons 5+ Years of Age	**278,696**	**80,610**	**359,306**
Number of Vietnamese Speaking Persons 5+ Years Who Speak English Less Than "Very Well"	338	222	560
Percentage of Vietnamese Speaking Persons 5+ Years Who Speak English Less Than "Very Well"	0.12%	0.28%	0.16%
Number of Spanish Speaking Persons 5+ Years Who Speak English Less Than "Very Well"	1,901	507	2,408
Percentage of Spanish Speaking Persons 5+ Years Who Speak English Less Than "Very Well"	0.68%	0.63%	0.67%
Number of All Persons 5+ Years Who Speak English Less Than "Very Well"	4,729	1,256	5,985
Percentage of All Persons 5+ Years Who Speak English Less Than "Very Well"	1.70%	1.56%	1.67%
Number of Persons 5+ Years of Age that Speak a Language Other Than English at Home	15,769	3,373	19,142
Percentage of Persons 5+ Years of Age that Speak a Language Other Than English at Home	5.66%	4.18%	5.33%

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates Table, C16001

The OTO also mapped specific Census Tracts where the proportion of LEP persons exceeds the proportion of LEP persons in the service area as a whole. This can be seen in Figure 2 and Figure 3.

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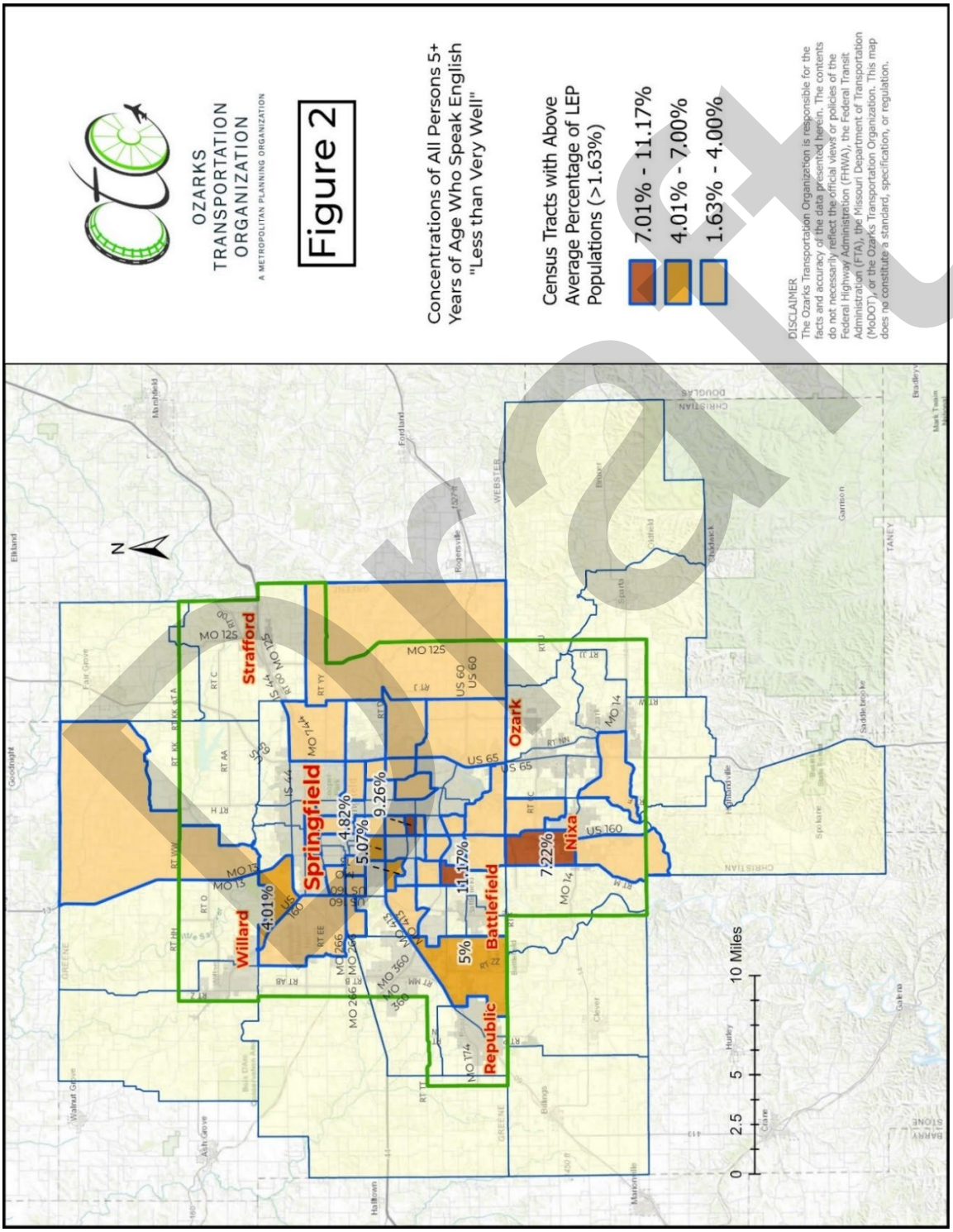
These maps highlight those Census Tracts which have a LEP population higher than the MPO average proportion of LEP individuals and Spanish speaking LEP individuals, respectively. Many LEP individuals are in the cities of Springfield, Nixa and east of Republic. The tracts with the highest concentrations of LEP individuals are in central and south-central Springfield, and northern Nixa and between Battlefield and Republic. The census tract with the highest percentage of Spanish speaking individuals, who speak English less than very well is in south Springfield and also includes areas outsides the city limits. Other areas of Spanish speaking populations include central Springfield, east of Republic and southern Nixa.



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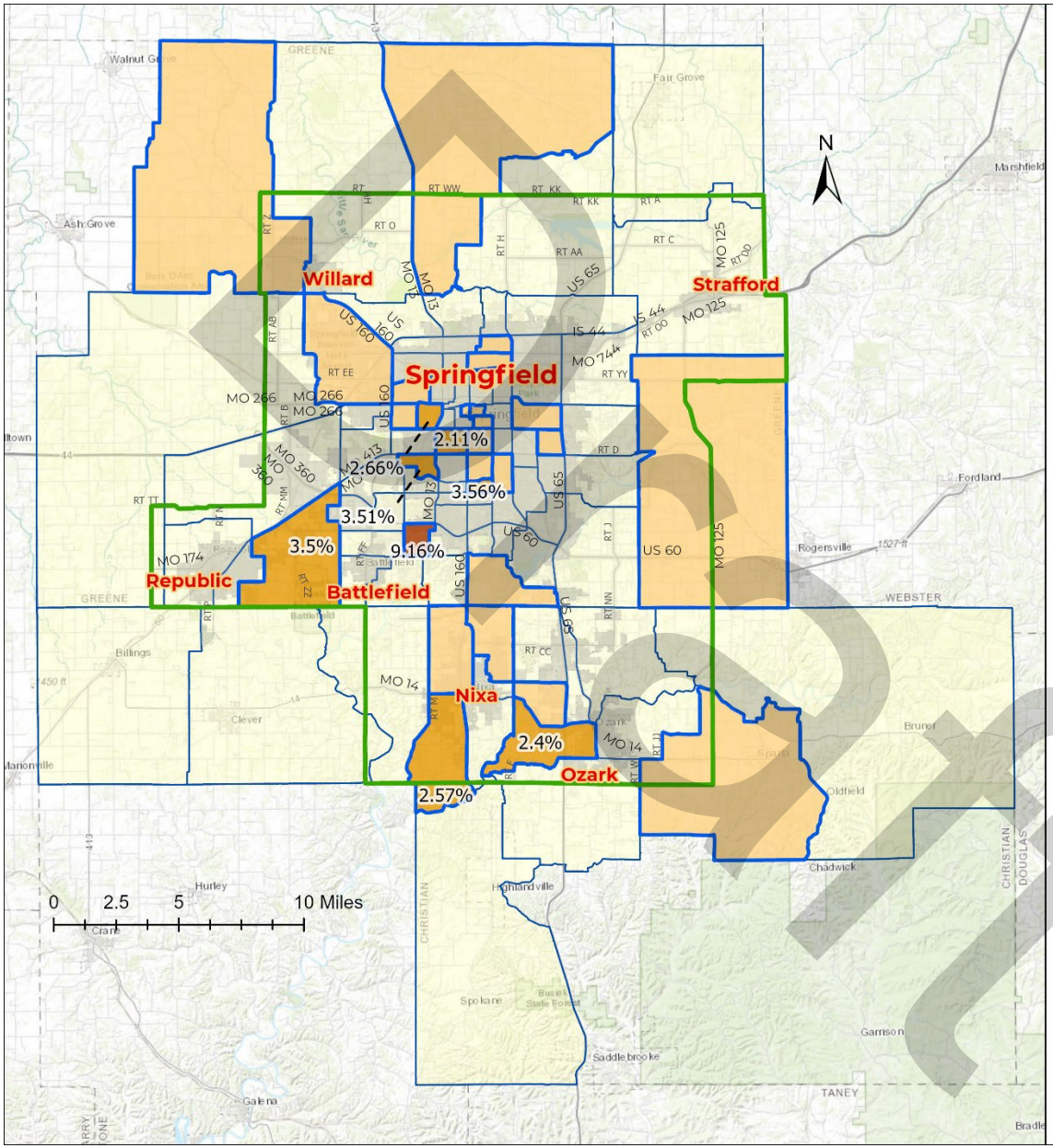

OZARKS TRANSPORTATION ORGANIZATION

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Figure 3

Concentrations of Spanish Speaking Persons 5+ Years of Age Who Speak English "Less than Very Well"

Census Tracts with Above Average Percentage of LEP Spanish Speaking Populations (>.66%)

- 4.01% - 9.16%
- 2.01% - 4.00%
- 0.66% - 2.00%

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 no constitute a standard, specification, or regulation.

Finally, data on language spoken at home was reviewed. This data is only available for regions with very large populations or for a geographic unit that does not correspond to common jurisdictional boundaries called Public Use Microdata Area (PUMA). PUMAs have similar populations and are designed to protect individual anonymity. The OTO area overlaps with three PUMAs, as shown in Figure 4. The City of Springfield and portions of Greene County immediately surrounding the city are divided into two PUMAs. The remainder of Greene County and all of Christian and Webster Counties are included in a third. Within the two PUMAs containing the City of Springfield, Spanish, Chinese, and Vietnamese are the most common languages other than English spoken at home. Table 2 contains the top ten language groups other than English spoken at home for the two PUMAs containing Springfield combined and individually. Filipino, French, Malayalam, Other English – based Creole languages, and Chin Languages are five languages that appear on the lists for individual PUMAs but not the list for the combined PUMAs.

TABLE 2 TOP 10 LANGUAGE GROUPS OTHER THAN ENGLISH SPOKEN AT HOME, NORTH AND SOUTH SPRINGFIELD PUMAS

Springfield – Combined PUMAs	Individual PUMAs	
	Greene- North Springfield	Greene- South Springfield
Spanish	Spanish	Spanish
Chinese	Vietnamese	Chinese
Vietnamese	Chinese	Russian
Russian	German	Hmong
Hmong	French	Vietnamese
German	Romanian	German
French	Filipino	Tagalog
Romanian	Other English-based Creole languages	French
Tagalog	Telugu	Malayalam
Telugu	Hmong	Chin languages

The third PUMA, including parts of Greene County outside Springfield, Christian County, and Webster County contains information on the large German speaking Amish and Mennonite populations located in Webster County. The German, Swiss German, and Pennsylvania German languages shown in Table 3 primarily correspond with these groups in Webster County. These individuals have limited interaction with the OTO Study Area. The other languages included in this PUMA's top ten generally correspond to the languages spoken in the two Springfield PUMAs.

TABLE 3 TOP 10 LANGUAGE GROUPS OTHER THAN ENGLISH SPOKEN AT HOME, CHRISTIAN, WEBSTER, AND REMAINDER OF GREENE

Christian, Greene (Outside Springfield), & Webster Counties PUMA
Spanish
Swiss German
German
Romanian
Russian
Hungarian
Pennsylvania German
Japanese
Korean
Tagalog

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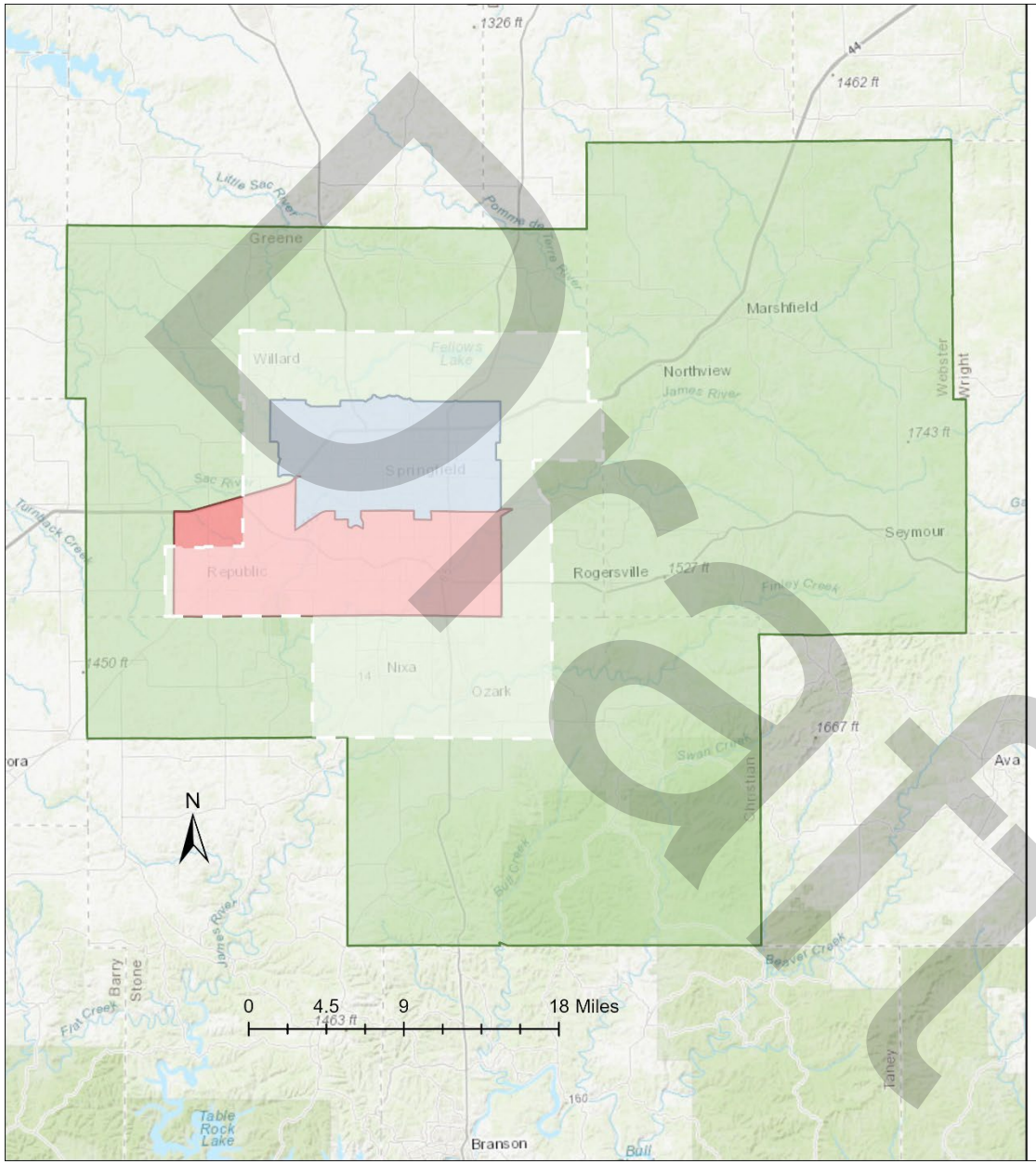

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Figure 4

Public Use Microdata Areas (PUMA) in the OTO Study Area

- Christian, Greene (Outside Springfield City) & Webster Counties PUMA
- Greene County--Springfield City (North) PUMA
- Greene County--Springfield City (South) PUMA

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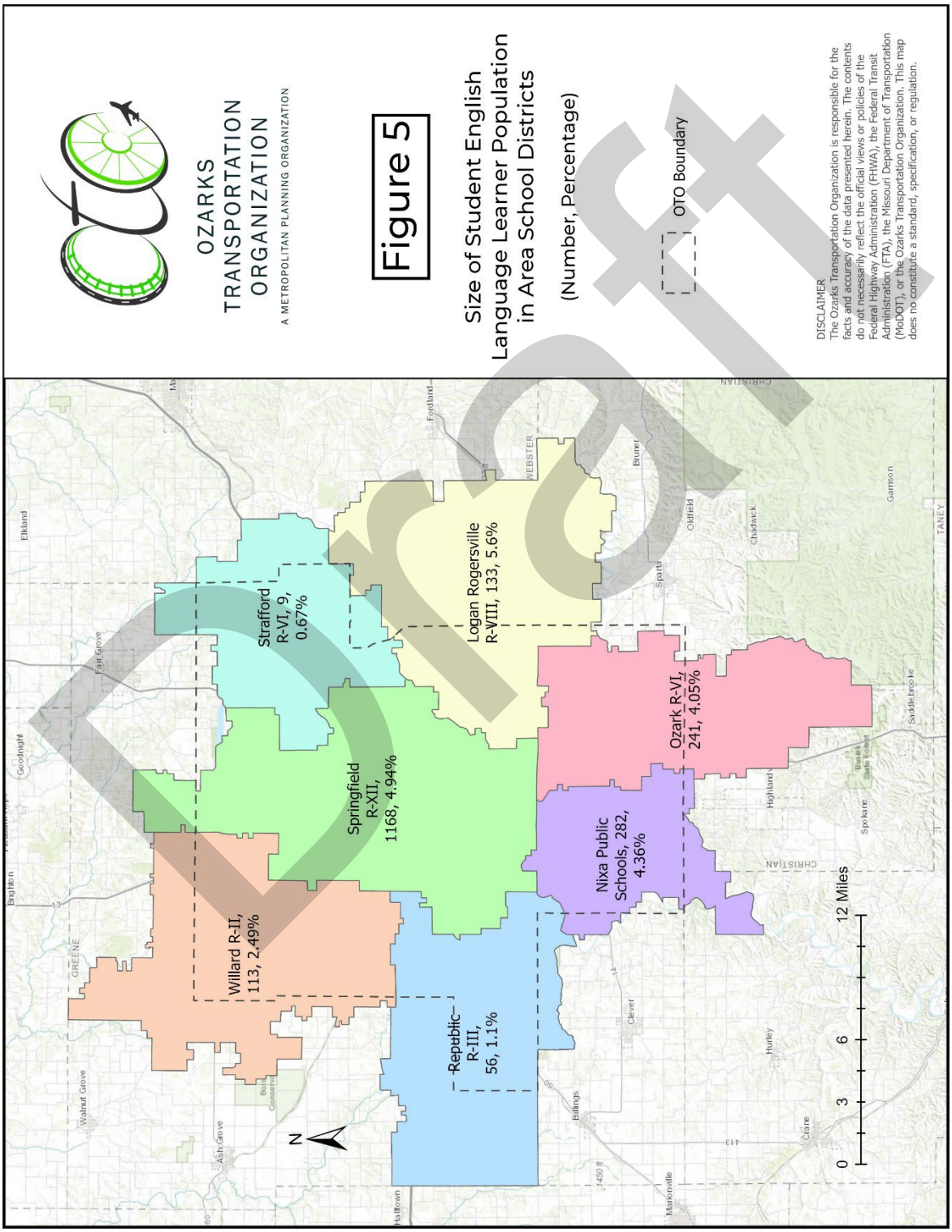
Data from area schools was also consulted to gauge the size of the student English Language Learner (ELL) population in each district, as shown in Figure 5. The Logan Rogersville R-VIII district has the highest percent of ELL students at 5.6%, and Strafford R-VI had the lowest reported percent at 0.67%. While Logan-Rogersville R-VIII has the highest percentage of ELL students, Springfield's, Nixa's and Ozark's actual ELL population is larger than Rogersville's. All school districts experienced a growth of ELL population since the last analysis with the biggest total increase in the Nixa Public Schools district from 145 to 282 and the lowest increase in the Springfield R-XII district from 1163 to 1168.



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Factor 2: The Frequency with which LEP Individuals Come into Contact with an MPO Program, Activity, or Service

OTO does not have any knowledge, documented or otherwise, of LEP persons coming into contact with an OTO program, activity, or service outside of the 2 individuals who completed City Utilities Transit survey for the ConnectSGF plan in Spanish in 2022. In recent history, there has been no contact at meetings, through Board or Committee members, through phone contact, or by personal visit. Website access by LEP persons is unknown.

City Utilities (CU) Transit System conducted a survey as part of their ConnectSGF study in 2022. ConnectSGF was a planning study to improve the CU transit system with short term and long-term recommendations. The survey was part of the public engagement effort of the study and was conducted in November 2022. The surveys were available online on the City Utilities Transit homepage and were handed out on paper during the Public Visioning Workshop, at the Transit Center during the month and on selected bus routes. A total of 406 surveys were returned. Of the 406 completed, two surveys were completed in Spanish. 4 other individuals completed the survey in English, indicated that they either speak both English and Spanish (2 out of the 4) or just Spanish or Urdu at home. As shown in Table 4, a total of 16 survey respondents indicated they were Hispanic. The survey is a good representation of the overall OTO area as shown in Table 3 of the OTO's Title VI and ADA program. Please note that the total number of answers to Question 16 is higher than the total number of surveys because respondents could check all race or ethnicities they identify as.

TABLE 4 CITY UTILITIES TRANSIT CONNECTSGF SURVEY

	Total	Percentage
Asian/ Pacific Islander	5	1.2%
Black/ African American	19	4.6%
Latino/ Hispanic	16	3.9%
Native American	16	3.9%
White	339	82.3%
Other	17	4.2%
Total	412	100%

Source: Question 16 of 2022 City Utilities Transit ConnectSGF Survey

Factor 3: The Nature and Importance of the Program, Activity, or Service Provided by the MPO to LEP Community

OTO has three main planning documents which identify and direct OTO's transportation activities in the region. The Long Range Transportation Plan provides direction for transportation investments twenty years in the future. The Transportation Improvement Program is a schedule of short-range transportation investments and activities intended to be implemented through a combination of State, Federal, and local funding. The Unified Planning Work Program outlines planning tasks and the budget for the upcoming year.

The OTO uses USDOT funds to plan for future transportation projects, and therefore does not include any service or program that requires vital, immediate, or emergency assistance such as medical treatment or services for basic needs (food, housing, education, etc.) or transportation services. The OTO also does not conduct compulsory activities (applications, interviews, or other activities prior to

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participation in our programs and/or events). Public involvement with the OTO or its committees is done entirely on a voluntary basis.

The OTO does provide regular opportunities for the public to comment through its bi-monthly Technical Planning Committee and Board of Directors meetings. Input is also sought on the use of Federal funds in major transportation planning areas, including an annual Unified Planning Work Program (UPWP), a 4-year Transportation Improvement Program (TIP), a 5-year Transit Coordination Plan, and a 20-year Long Range Transportation Plan (LRTP). The TIP is updated every year and the Transportation Plan and Transit Coordination Plan every five years. The potential impacts of transportation improvements resulting from these actions may have an impact on all residents and efforts are made to provide an understanding of the process and opportunities to comment.

As a result of this regional transportation planning process, selected projects receive approval for Federal funding and progress toward advanced project planning, design, and construction. Advanced planning, design, and construction usually come under the responsibility of the Missouri Department of Transportation (MoDOT) or a member jurisdiction. These organizations carry-out the coordination with state and federal partners and project area populations. MoDOT and other member jurisdictions have their own policies in place to ensure opportunities for LEP individuals to participate in the process that shapes how and when a specific project is implemented or constructed.

The OTO also completed a survey of regional organizations serving LEP populations to evaluate what services are most critical to the local LEP population and how these groups could be reached best. The survey was sent out via email to organizations where an email address was available and via mail when only a postal address was available in February 2024. The survey was sent out to the 49 organizations shown in Appendix A and completed by eight different organizations, including school districts, universities, churches and one non-profit organization. Appendix B includes the results of the survey.

Survey respondents stated that they work with LEP persons with a wide variety of different languages with Spanish being mentioned the most, followed by Vietnamese and Russian. All these three languages are within the most common languages spoken at home other English in the OTO area as shown in Tables 2 and 3. The survey respondents work with all age groups and the majority stated that they have seen an increase in the LEP population in the last 5 years. The census data in the Factor 1 analysis also shows a total growth of LEP persons from 5,170 in 2019 to 5,985 in 2020. However, the percentage of the total population has seen a slight decrease from 1.75% to 1.67%. Most respondents also stated that most of the LEP persons understand, speak, or write basic English with two respondents noticing that there is a wide spectrum of skills, with some being fluent and others not knowing any English.

The survey identified that the LEP population has expressed an interest or need in public transportation options within the area (See answers to Questions 7 and 8 in Appendix B), but only 2 respondents stated that the LEP population has shown interest in giving input regarding transportation in the area. OTO will strive to increase outreach via the community stakeholders during public participation activities as many respondents stated that these groups or organizations would be trusted contact points.

Factor 4: The Resources Available to the MPO and Overall Costs

The OTO traditionally budgets approximately between $4,000 and $4,500 for promotional materials and all general printing costs. As shown in the table below, translation costs associated with major OTO planning documents are between 145% and 176% of budgeted funds. Translation costs would also represent around nine percent of the OTO's operational and commodities budget areas.

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Document	Word (approx.)	Avg. Cost per word	Total Cost
LRTP	27,000	$0.16	$4,320
TIP	18,000	$0.16	$2,880
UPWP	7,600	$0.16	$1,216
TCP	9,000	$0.16	$1,440
PPP	7,500	$0.16	$1,200
		Total	$11,056

Under federal requirements, federal-aid recipients are expected to take reasonable steps to provide language assistance services to its LEP constituents. Notably, reasonable steps do not require a recipient to expend resources for language assistance services if the cost imposed substantially exceeds the benefits. Considering the size of the LEP population in OTO's MPO area and current financial constraints, full multilanguage translations of large transportation-planning documents and maps is not warranted at this time.

However, OTO meets the safe harbor provision for Spanish speakers that speak English less than very well and that is why OTO will provide the Notice of Rights under Title VI in English and Spanish at the OTO office and on the webpage, as well as the complaint procedures and the complaint form for Title VI and ADA complaints. These documents are seen as vital documents for access to OTO's program by LEP persons. Further details on language assistance is provided in the next section.

Language Assistance Plan

After analyzing the four factors, OTO developed the plan outlined in the following section for assisting persons of limited English proficiency. This includes identifying what staff and volunteer language interpreters are readily available, which documents should be translated, taking an inventory of available organizations that OTO could partner with for outreach and translation efforts, examining which financial and in-kind sources could be used to provide assistance, and what level of staff training is needed.

Providing Notice of Available Language Service to LEP Persons

- OTO will post public notices for Rights under Title VI in English and in public areas such as the OTO reception area or public notice bulletin board. More detailed materials are also available at the OTO front desk;
- Language identification materials provided by CTS Language Link will also be taken to any off-site meetings hosted by the OTO.

How to Identify an LEP Person who Needs Language Assistance

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

- OTO staff will utilize printed material provided by CTS LanguageLink to identify a spoken language and request an over-the-phone interpreter;
- Examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- When OTO sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee's

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ability to speak and understand English, staff will ask a question that requires a full sentence reply;
- Though language needs may not be met at the current meeting, an inventory of those needs will help staff plan for language needs at a future meeting;
- Post a notice of available language assistance in the OTO reception area**.**

Language Assistance Measures

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

Relay Missouri also offers Spanish Relay service for those with hearing impairments. Relay users can type in Spanish and the conversations will be relayed in Spanish. Voice users can speak Spanish to the relay user. Spanish to English Translation is offered. Users must dial 711 or 1-800-520-7309 (TTY/VCO/HCO/STS).

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

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

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

OTO Staff Training

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

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

Outreach Techniques

- If staff knows that they will be presenting a topic that could be of potential importance to an LEP person or if staff will be hosting a meeting or a workshop in a geographic location with a known concentration of LEP persons, staff will have meeting notices, fliers, advertisements, and agendas contain a notice, in Spanish, of language service availability with notification in advance of the meeting.
- When running a general public meeting notice, staff should insert "Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3047, al menos 48 horas

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antes de la reuníon," which asks persons who need Spanish language assistance to make arrangements with OTO within two days of the meeting date.

Monitoring and Updating the LEP Plan

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

Each update should examine all plan components such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population in the OTO region?
- Has there been a change in the types of languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified OTO programs?
- Are there other programs that should be included?
- Has the OTO's available resources, such as technology, staff, and financial costs, changed?
- Has the OTO fulfilled the goals of the LEP plan?
- Were there any complaints received?

Dissemination of the OTO Limited English Proficiency Plan

The OTO will post the LEP plan, the compliant procedures, including the public notice and the complaint form on its website at www.ozarkstransportation.org. The complaint procedures and the complaint form will also be posted in English and Spanish.

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

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

David Knaut
Ozarks Transportation Organization
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO 65807
Phone: (417) 865-3047 X107
Fax: (417) 862-6013
Email – dknaut@ozarkstransportation.org

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Appendix-A: Community Groups Serving LEP Populations

Alliance for Leadership & Success 918 E. Calhoun St Springfield, MO 65802	Asian World Market 2904 S Campbell Ave Springfield, MO 65807	Assembly of God - Chinese Church 1909 W. Chestnut Expressway Springfield, MO 65802
Assemblies of God Southern MO District Headquarters 528 W. Battlefield Springfield, MO 6580	Assembly of God Immanuel Korean Church PO Box 8962 Springfield, MO 65807	Baptist Bible College 628 E. Kearney St. Springfield, MO 65803
Binh Tay Oriental Food 1418 W Sunshine St Springfield, MO 65807	Dol Sem Korean Church 4547 S. Freemont Ave Springfield, MO 65804	Drury University, International Support Services Findlay Student Center 900 N. Benton Ave. Springfield, MO 65802
Ebenezer Romanian Assembly 2233 N. East Ave. Springfield, Mo 65803	El Faro Assembly of God 644 South Eastgate Ave Springfield, MO 65809	Evangel University International Student Services 1111 N. Glenstone Springfield, MO 65802
Filipino Market 3448 S Campbell Ave Springfield, MO 65807	First Korean Presbyterian Church 205 E. South St Nixa, MO 65714	Greene County Baptist Association 834 W. Battlefield Springfield, MO 65807
Grace Romanian Pentecostal Church 2015 W. State Highway WW Springfield, MO 65803	Grupo Latinoamericano 918 E. Calhoun Springfield, MO 65802	Hand in Hand Multicultural Center P.O. Box 1577 Springfield, MO 65801
International Institute Southwest Missouri 1443 N Robberson, Suite 903 Springfield, MO 65802	Iglesia Cristiana Casa De Oracion 3935 W. Sunshine Springfield, MO 65807	Iglesia Rio de Vida 3144 W Grand St Springfield Mo 65802

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Islamic Center of Springfield 2151 E. Division Street Springfield, MO 65803	Korean Cumberland Presbyterian Church 416 S. Charleston Ave. Springfield, MO 65804	Latin America Library Services 3728 W. Chestnut Expressway Springfield, MO 65802
Latino Market 1661 E St Louis St Springfield, MO 65802	Life 360 Intercultural Church 1349 W. Meadowmere St. Springfield, MO 65807	Missouri State University English Language Institute 301 S Jefferson Ave Springfield, MO 65806
Nadia's European Market 3023 E. Sunshine St Springfield, MO 65804	New Life Hmong Alliance Church PO Box 474 Brookline, MO 65619	Karen McKnight Nixa Public Schools 301 S Main St. Nixa, MO 65714
Old Town European Market 1257 E Republic Rd Springfield, MO 65804	Our Church of Missouri 1559 S Grant Ave Springfield, MO 65807	Ozark Mountain Deaf Church 776 W. Farm Road 186 Springfield, MO 65810
Dr. Laura Easkins Ozark R-VI School District 302 North 4th Avenue Ozark, MO 65721	Ozarks Technical College International Programs and Services 933 E. Central Springfield, MO 65801	Pathways United Methodist Church 1232 E. Dale Street. Springfield, MO 65803
Beth Trogdon Republic R-III School District 636 N Main Ave Republic, MO 65738	Sacred Heart Catholic Church 1609 N. Summit Ave. Springfield, MO 65803	Second Baptist Church 3111 E. Battlefield Road Springfield, Missouri 65804
Seoul Oriental Market 3165 S Campbell Ave Springfield, MO 65807	Springfield Sister Cities Association 2400 S Scenic Ave Springfield, MO 65807	Slavical Evangelical Church 1005 E. Dale St Springfield, MO 65803
Tatiana Sanchez Springfield Public Schools 1359 E. St. Louis Street Springfield, MO 65802	St. Agnes Catholic Church 533 S. Jefferson Ave. Springfield, MO 65806	Dr. Mark Hedger Strafford R-VI School District 201 W. McCabe Strafford, MO 65757

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The Refuge Springfield 3112 W Grand St Springfield, MO 65802	Temple Israel P.O. Box 4284 Springfield, MO 65808	Melissa Lewis Willard R-II School District 500 E. Kime Street Willard, MO 65781

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Appendix-B: Limited English Proficiency (LEP) Survey 2024

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Limited English Proficiency (LEP) Survey 2024

53	11	8	72.73%	3	12 min
Viewed	Total Responses	Completed	Completion Rate	Dropouts	Average Time

Question 1: To how many LEP persons does your agency provide services on a monthly basis?

Answer	Count	Percent	20%	40%	60%	80%	100%
0-25	0	0%					
26-50	2	25%					
51-75	0	0%					
76-100	0	0%					
100-150	3	37.5%					
150+	3	37.5%					
Total	**8**	**100 %**					

Question 2: Has the size of the LEP population you serve changed over the last five (5) years?

Answer	Count	Percent	20%	40%	60%	80%	100%
No, it has stayed the same	2	25%					
Yes, it has INCREASED	6	75%					
Yes, it has DECREASED	0	0%					
Total	**8**	**100 %**					

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Question 3: What are the languages spoken by the LEP population you serve?

02/19/2024	63303541	Spanish
02/15/2024	63281748	Arabic, Korean, Chinese, Thai, Taiwanese, Japanese, Mongolian, Vietnamese, Congolese, Spanish, but there have been many more in past years. This is just who we currently have.
02/13/2024	63264761	Countries Languages Afghanistan Dari and Pashto Algeria Arabic Argentina Spanish Bangladesh Bengali Brazil Portuguese Bulgaria Bulgarian Burundi "Swahili French" Colombia Spanish Congo "French Kituba (indigenous language in Congo) Lingala (indigenous language in Congo) Swahili and Tshiluba (indigenous language in Congo)" Ecuador Spanish El Salvador Spanish Erithrea Tigrigna France French Guatemala Spanish Haiti Haitian Creole and French Honduras Spanish India Hindi, English and + 13 more languages Iran Persian Italy Italian Kenya Swahili and English Korea Korean Mexico Spanish Micronesia English, Chuukese and 7 more languages Moldova Romanian Mongolia Mongolian Nicaragua Spanish Pakistan Punjabi Pashto - 18.24% Sindhi Philippines Tagalog and Cebuano Poland Polish Puerto Rico English and Spanish Russia Russian Saudi Arabia Arabic Singapore Malay South Africa Zulu, Xhosa, and Afrikaans Spain Spanish Tanzania Swahili Thailand Thai Ukraine Ukrainian United Arab Emirates Venezuela Spanish Vietnam Vietnamese
02/08/2024	63243571	Spanish
02/02/2024	63201417	Romanian
02/01/2024	63197074	Ukrainian, Russian, Vietnamese, Spanish and many others
02/01/2024	63195800	Chinese, Hungarian, Vietnamese, German, Japanese, Tagalog, Spanish, Portuguese, Burmese, Ukrainian, Russian, and Romanian
02/01/2024	63195187	French, Portuguese (Brazilian), Spanish, Nepalese, Urdu, Pashto, Hindi, Russian, Ukrainian, Polish, Arabic (Egyptian and Levantine dialects), and rare instances of Swahili.

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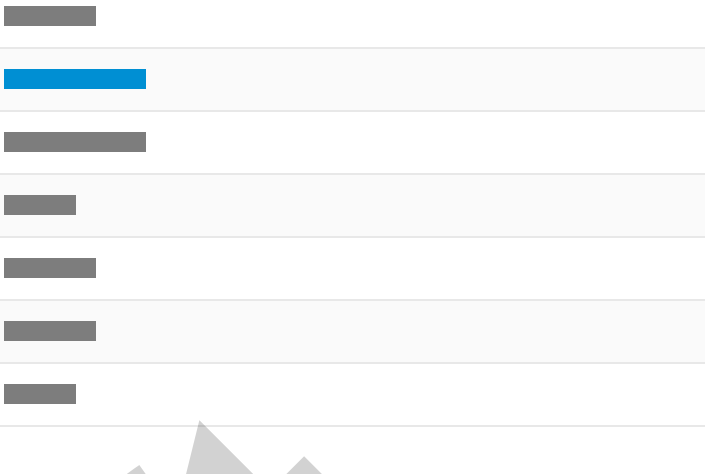
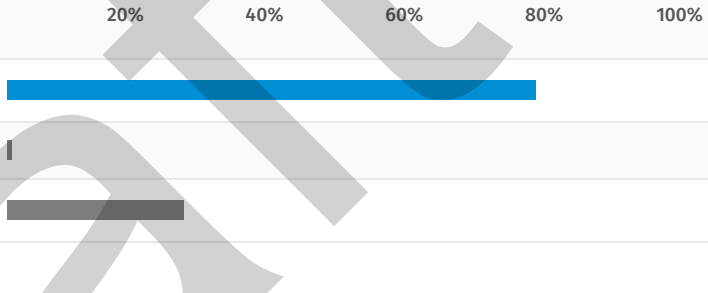
Question 4: What age groups of LEP persons do you serve? (Select all that apply)?

Answer	Count	Percent
Infant/Preschool	4	13.33%
School-Age	6	20%
18-24	6	20%
25-35	3	10%
36-55	4	13.33%
55-65	4	13.33%
65+	3	10%
Total	**30**	**100 %**



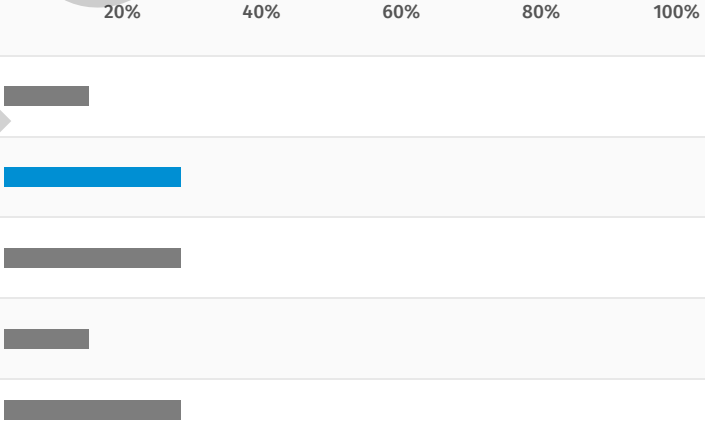
Question 5: Do you serve a roughly equal proportion of males and females?

Answer	Count	Percent
Yes	6	75%
No, we serve more females than males	0	0%
No, we serve more males than females	2	25%
Total	**8**	**100 %**



Question 6: What is the English speaking and writing level of the LEP persons you serve?

Answer	Count	Percent
Most do not speak, understand, read or write English	1	12.5%
Most speak, understand, read and write basic English	2	25%
Most speak and understand basic English, but have trouble reading or writing in English	2	25%
Most understand basic English, but have trouble speaking it	1	12.5%
Other:	2	25%
Total	**8**	**100 %**



Question 6: What is the English speaking and writing level of the LEP persons you serve? - Dynamic Text / Comments

02/15/2024 63281748	[Other:] We have some who know nothing and others who are very proficient.
02/01/2024 63195800	[Other:] We have a mixed population with them being pretty equally spread across the spectrum. Some have absolutely not English as they are new the country while we have other that speak it fluently and can read it, but are still working on being proficient in writing (this is the last area for individuals to usually acquire proficiency).

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QuestionPro

Question 7: What needs or expectations for public services has this population expressed?

02/19/2024	63303541	Buses circulating with more frequency on weekends.
02/15/2024	63281748	They are in great need of public transportation. They could also benefit from driving instruction.
02/13/2024	63264761	Better and more routes around town. More bus stops.
02/08/2024	63243571	More routes
02/01/2024	63197074	Need for adult education English classes and parent transportation to such events to better support their students.
02/01/2024	63195800	Many of those that are new to the country do not have cars or personal modes for transportation so while we having bussing for students, parental involvement on-site is greatly impacted.
02/01/2024	63195187	more frequent bus stops near the campus.

Question 8: Do you feel like the transportation needs of the LEP population you serve, are being meet in the area?

Answer	Count	Percent	20%	40%	60%	80%	100%
Yes	2	25%					
No	6	75%					
Total	**8**	**100 %**					

Question 8: Do you feel like the transportation needs of the LEP population you serve, are being meet in the area? - Dynamic Text / Comments

02/19/2024	63303541	[No] On Sunday, buses run one every hour. When the weather is cold, there could be long periods of waiting in freezing temperatures at the bus stop.
02/15/2024	63281748	[No] I feel like the bus system is slow and infrequent, but I don't use it, so I'm not sure.
02/13/2024	63264761	[No] Sometimes the closest bus stop is 30'-40' walking distance.
02/08/2024	63243571	[No] Very few routes
02/01/2024	63197074	[No] Parents are in need of transportation to school events or other activities. Many families have 1 car leaving one parent home without transportation to get to school for various events, meetings, etc.
02/01/2024	63195800	[No] Since we are outside of Springfield's city limits, options are more limited and they typically have to rely on others.

Question 9: Has the LEP population you serve shown interest about how to give input regarding transportation in the area, including planning or construction of roadways, bicycle trails, or pedestrian projects, or public transit projects?

02/19/2024	63303541	Posibly
02/15/2024	63281748	no
02/13/2024	63264761	Not really, most of this population are just learning how life in this country works..
02/08/2024	63243571	Not really
02/01/2024	63197074	Not that I am aware of
02/01/2024	63195800	No
02/01/2024	63195187	yes.

Draft

Question 10: To what locations in the region does the LEP population you serve travel most frequently?

02/19/2024	63303541	To Latino Market, Supermercado Leslie, and any Walmart. Also, Aldi and second hand stores. For any medical needs they go to Jordan Valley.
02/15/2024	63281748	grocery stores and parks
02/13/2024	63264761	Schools and supermarkets
02/08/2024	63243571	Clinics, churches, the mall
02/02/2024	63201417	To church. Eben Ezer Romanian Assembly 2233 N East Ave Springfield, MO 65803
02/01/2024	63197074	Nixa to Springfield businesses or area churches
02/01/2024	63195800	Church, school, grocery store
02/01/2024	63195187	bank, grocery store, airport, shopping mall

Question 11: Are there locations that the LEP population you serve has expressed difficulty accessing via the public transportation system? Accessing via other modes of transportation?

02/19/2024	63303541	They don't have easy access to the Food Bank places in the city.
02/15/2024	63281748	Nearby towns and cities like Branson, KC, and St. Louis. I wish we had a rail system for the larger cities.
02/13/2024	63264761	They are located all around springfield. It's hard to pick a particular location.
02/08/2024	63243571	Don't know
02/01/2024	63197074	There is no public transportation system in Nixa that gets them to Springfield.
02/01/2024	63195800	Getting across HWY 60 in Republic is pretty dangerous and difficult.
02/01/2024	63195187	not that I am aware of

Question 12: What is the best way to obtain input from the LEP population you serve?

02/19/2024	63303541	Maybe by having a survey in Spanish that they can fill out, either on paper or through email.
02/15/2024	63281748	We use Microsoft forms, but google would probably work better.
02/13/2024	63264761	Asking them directly.
02/08/2024	63243571	Facebook
02/01/2024	63197074	Coordination with our EL teachers - they can access the families and receive a response.
02/01/2024	63195800	I would reach out to the local churches that serve these populations (especially Ukrainian/Russian), the International Institute of Southwest MO, and schools can assist.
02/01/2024	63195187	surveys like this.

Draft

Question 13: Who would the LEP population you serve trust most in delivering language appropriate messages?

02/19/2024	63303541	A hispanic person that is knowledgeable and friendly.
02/15/2024	63281748	Our director or instructors
02/13/2024	63264761	Anyone willing to listen and has patience.
02/08/2024	63243571	Grupo Latinoamericano
02/01/2024	63197074	EL teachers
02/01/2024	63195800	Schools and churches
02/01/2024	63195187	University administration, Safety and Security personnel, faculty, or possibly local community leaders

Question 15: What geographical area does your agency serve?

02/19/2024	63303541	Springfield in general
02/13/2024	63264761	Green County Springfield, MO
02/08/2024	63243571	Southwest Missouri
02/02/2024	63201417	North Springfield
02/01/2024	63197074	Nixa School District boundaries
02/01/2024	63195800	Parts of Greene and Christian County
02/01/2024	63195187	Southwest Missouri / Springfield

Draft

Appendix G: Letter to Owner of Chesterfield Lofts Concerning ADA Issues

Draft

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

June 27, 2017

Mr. Mark Frees
The Wooten Company
1675 East Seminole, Suite B&C
Springfield MO, 6580

Re: ADA Compliance at Chesterfield Lofts

Mr. Frees,

The Ozarks Transportation Organization (OTO) is in the process of evaluating its compliance with the Americans with Disabilities Act of 1990, as amended. We are looking at the accessibility of our programs, our websites, our electronic documents, and our physical office space. In the process of our evaluations, we identified a few accessibility issues with the Chesterfield Lofts Building. We want to bring these issues to your attention, as the Chesterfield Lofts building is subject to Title III of the ADA Act.

Issues identified included numbers of accessible parking spaces, entrance doors closing too fast, restroom doors requiring too much effort to open, and placement of grab bars in the restroom, amongst others. While the configuration of the grab bars match the general configuration outlined in the ADA guidelines, the specific placement does not comply. On the other hand, the doors leading in the building's commercial restroom require approximately 200% more force to open than required in the guidelines. Attached to this letter is a listing of issues identified.

It should be noted the OTO's analysis is not an all-inclusive analysis of the Chesterfield Lofts building, nor is it intended to be authoritative. You are encouraged to evaluate these issues yourself to confirm our measurements and to identify appropriate fixes.

Please let me know if you have any questions regarding our analysis. I can be reached at athomason@ozarkstransportation.org or 865-3047 x107.

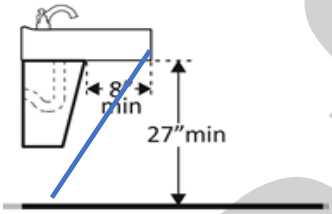
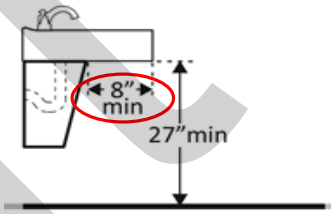
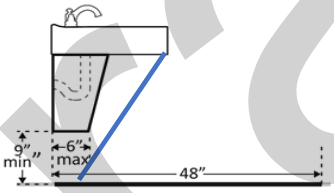
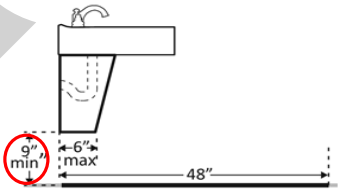
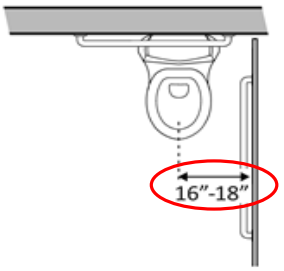
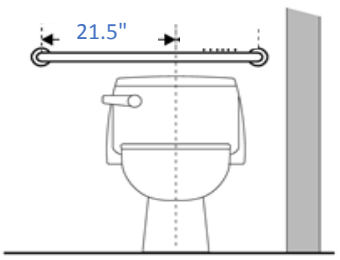
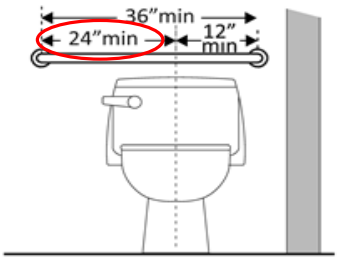
Thanks,

Andy Thomason

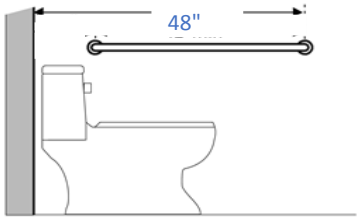
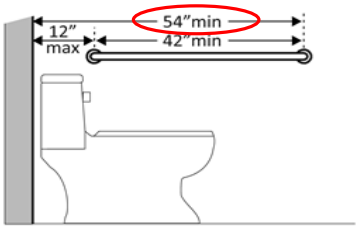
Andy Thomason
ADA Coordinator

Enclosure

Draft

Accessibility Issues at Chesterfield Lofts Building 1		
Description of Issue	**Existing Condition**	**Requirement**
The parking lot behind the Chesterfield Lofts building does not have enough accessible parking spaces	90 Parking Spaces/ 2 Accessible	76-100 Spaces= 4 accessible Spaces
The threshold is too high on front exterior door	11/16" high	1/2" high
The doors on the front exterior entrance, the rear exterior entrance, and the entrance between the lobby and rear vestibule close too quickly	Rear Exterior = 2.7 sec. to close completely Rear Vestibule= 3.2 sec. to close completely Front Exterior= 3.2 sec. to close completely	5 seconds to close within 12 degrees of the latch.
The exterior door to the OTO offices and the door from the lobby close too quickly	Exterior = 3.3 sec. to close completely Lobby = 4.2 sec to close completely	5 seconds to close within 12 degrees of the latch.
Restroom door requires too much force to open	16 lbs to open	5 lbs to open
The lavatory cabinet does not have adequate knee clearance under countertop	 Cabinet shielding plumbing extends to the front of the lavatory countertop	 8" of knee clearance
The lavatory cabinet does not have adequate toe room under the countertop	 The cabinet extends to the floor, 5 inches from wall.	 9" of toe space
The men's toilet is mounted too far from the side wall	The center of the toilet is 20" from the side wall	 16-18" of sidewalk
The grab bar behind the toilet is not mounted in a compliant position	 The bar is only extends 21.5" from the center of the toilet to the open side.	 The bar should extend 24" to the open side of the toilet

Draft

Accessibility Issues at Chesterfield Lofts Building 1		
Description of Issue	**Existing Condition**	**Requirement**
The grab bar on the side wall does not extend far enough beyond the rear wall	 The bar extends 48" from the rear wall	 The bar should extend 54" from rear wall

Draft

Appendix H: Accessible Formatting for Word

Draft

Skip Navigation



ACCESSIBLE FORMATTING FOR MS WORD

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Contents

Headings **1**
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Headings

All documents need to be organized using headings and subheadings. These elements should be created using MS Word's Heading Styles. This will ensure screen readers recognize the document's heading

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structure and allow users to navigate the document using these headings. Headings created by independent of MS Word's Style tool will not be recognized.

How-To

MS Word's Styles can be found in the Home Ribbon at the top of the screen, shown in Figure 1. It is important to not skip headings in your document structure (i.e. do not jump from *Heading 1* to *Heading 3*). You can either select a style before you being typing, or highlight existing text and select a style for that text. Use the *Normal* style for body text. *Heading 1* should be used for the first level heading. Subsequent headings (i.e. *Heading 2, Heading 3*) should be used as subheadings. Three levels should be appropriate for most documents.

Modify Headers

Headings can be modified several ways. Characteristics of individual headings may be changed from the Styles section on the Home Ribbon. Characteristics of all the entire heading structure of document theme can be edited on the Design Ribbon.

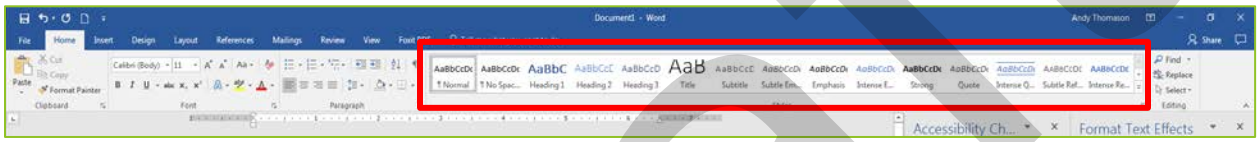

FIGURE 1 LOCATION OF MS WORD'S HEADING STYLES

Modify Individual Heading Styles

One option is to right-click on the heading style you want to change and click "Modify," see Figure 2 Using this method, you can change size, font, boldness, and other characteristics of the heading.

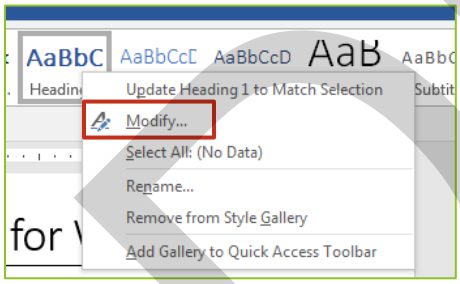

FIGURE 2 MODIFYING INDIVIDUAL HEADINGS

Modify Heading Structure Characteristics

The Design Ribbon contains many predesigned heading structures, see Figure 3. These structures include justification, underlining, and other layout characteristics.



FIGURE 3 PREDESIGNED HEADING STRUCTURES

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Once a structure has been chosen, heading themes can be found by clicking on the “Themes” button. Themes primarily include font and color and are common across Office Products.

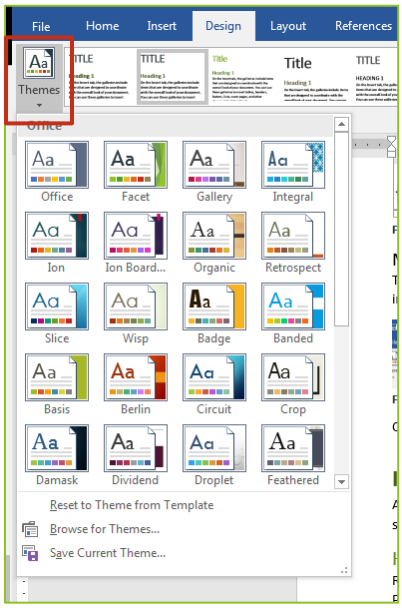

FIGURE 4 HEADING THEMES

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Object Placement

It is important to place any object, whether image, chart, or table, ‘in-line’ with the document’s content. Using features such as text wrapping, in-front of text, or behind text makes the object inaccessible. Screen reading software may skip over these objects or place them in the wrong reading order.

To ensure an object is placed in-line, ensure the *In Line with Text* is selected in the Layout Options. These options can be accessed in multiple ways.

Generally, the layout options can be accessed from the Layout Ribbon. The *Wrap Text* button is in the Arrange portion of the Ribbon, as shown in Figure 5

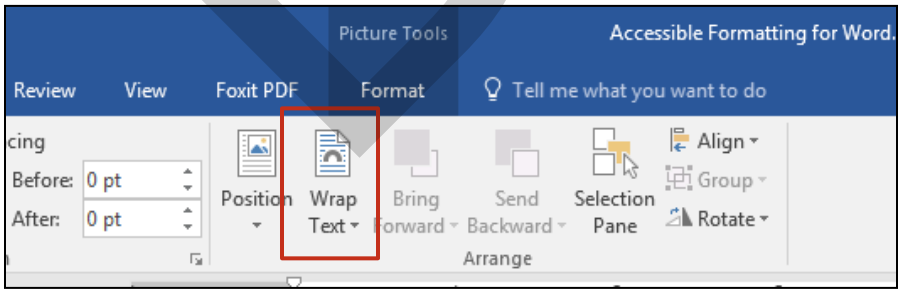

FIGURE 5 LAYOUT OPTIONS ON LAYOUT RIBBON

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For images, click once on the image and then click on Layout button, as shown in Figure 6.

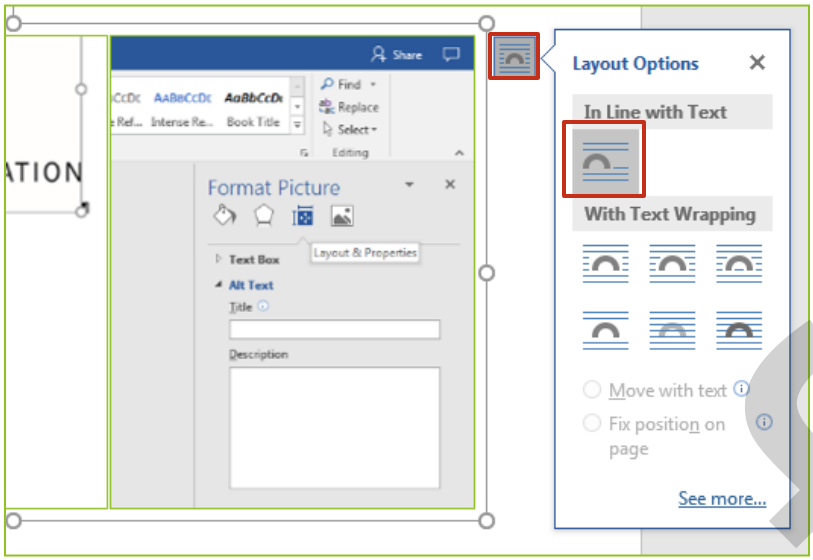

FIGURE 6 LAYOUT OPTIONS FOR IMAGES

If it is not feasible to place an object in-line, use the alternative text to describe how the object relates to the content on that page.

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Images

All images need to have alternative text added. The text describes the content picture and is read by screen reading software. It is important these descriptions be clear and concise.

How-To

Right click on photo and click “Format Picture”. In the “Format Picture” dialogue box, click on Layout & Properties tab. Add a short title and a concise description. Please limit description to 100 words.

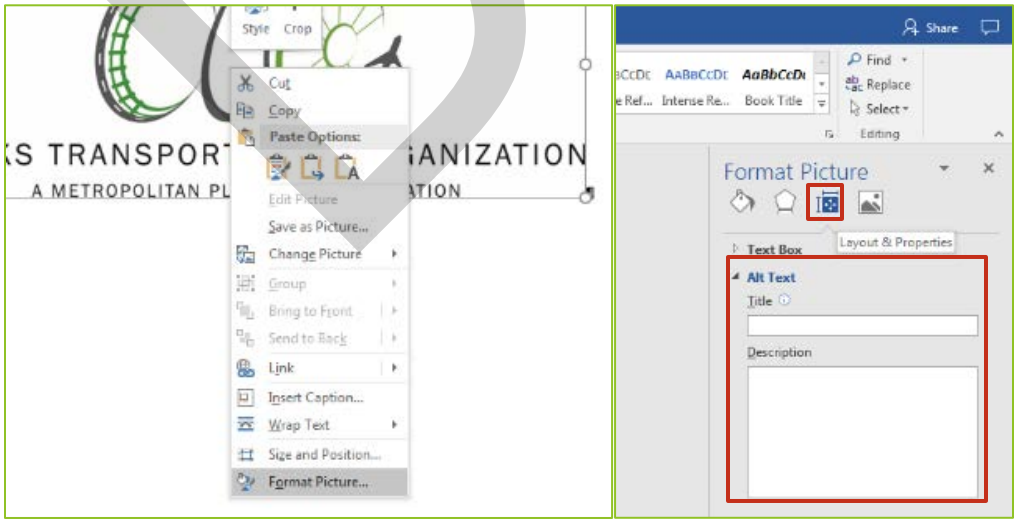

FIGURE 7 HOW TO ADD ALTERNATIVE TEXT

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Notes

If more than one similar image is grouped using MS Word's grouping tool, please use this process to add alternative text to the group.

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Tables

Tables should be kept as simple as possible. If it is necessary to merge and split cells to convey information, a program such as Adobe Acrobat Pro should be used to appropriately tag the table. Regardless of the table's complexity, alternative text should be added to the table. The alternative text should highlight key bits of information contained in the table. Finally, the heading row of the table should be identified using the MS Word's Table Properties function.

How-To

The alternative text option for tables is available through the Table Properties dialogue box. It is important to include key bits of information from the table in the description. Navigate to the Alt Text tab to insert the description, as shown in Figure 8.

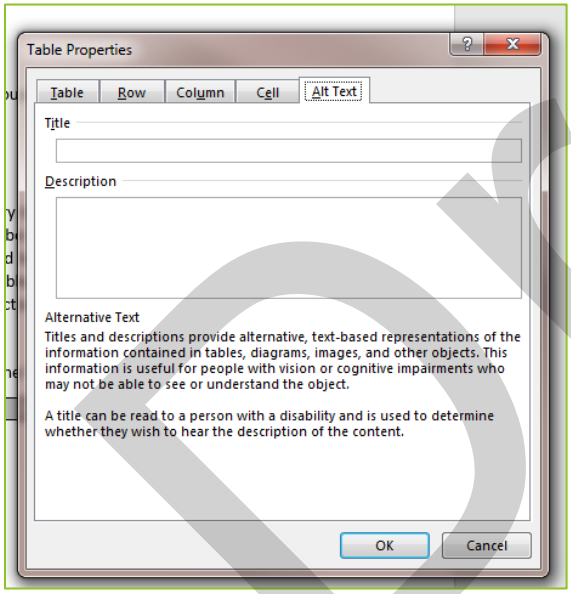

FIGURE 8 ALTERNATIVE TEXT FOR TABLES

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It is important to use MS Word's Table Property to indicate which row in a table is functioning as a header row. First, highlight row that is functioning as header. Then, in the Row tab of the Table Properties dialogue, select 'repeat as header row at the top of each page.'

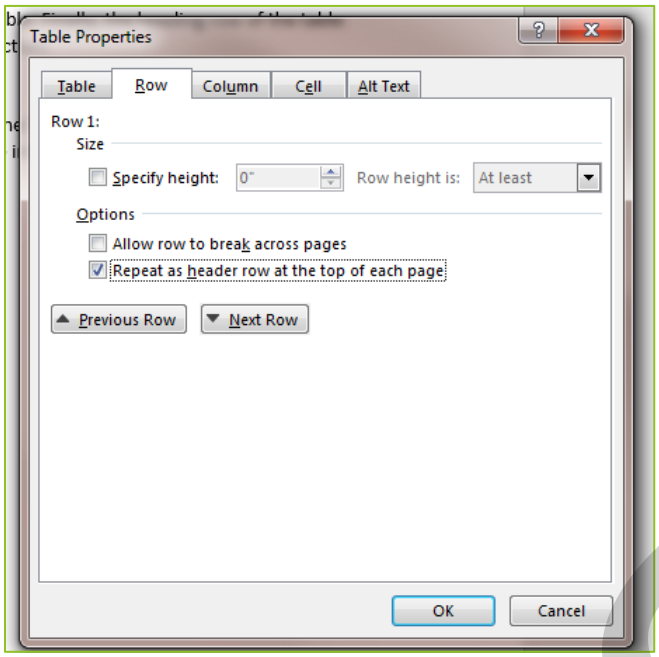

FIGURE 9 HEADER ROW FOR TABLES

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Hyperlinks

Hyperlinks should contain text that describes where the link will take the reader. "Click Here" provides no information about the destination of the link. The text 'TAP Funding Application' would be much more descriptive.

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Publishing Accessible Documents

Accessibility Checker

MS Word has a tool to check accessibility issues with your document. The Tool is available on the Review ribbon as shown in Figure 10. It identifies both critical issues and offers warnings on non-critical issues.

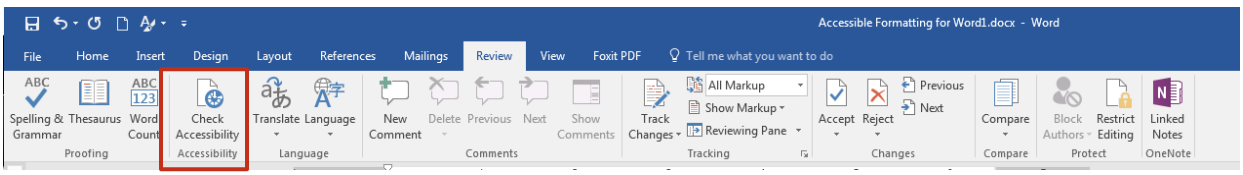

FIGURE 10 ACCESSIBILITY CHECKER

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Document Properties

Before publishing a Word document, complete the summary document properties, including title, subject, and author. These options are available from the File screen, as shown in Figure 11.

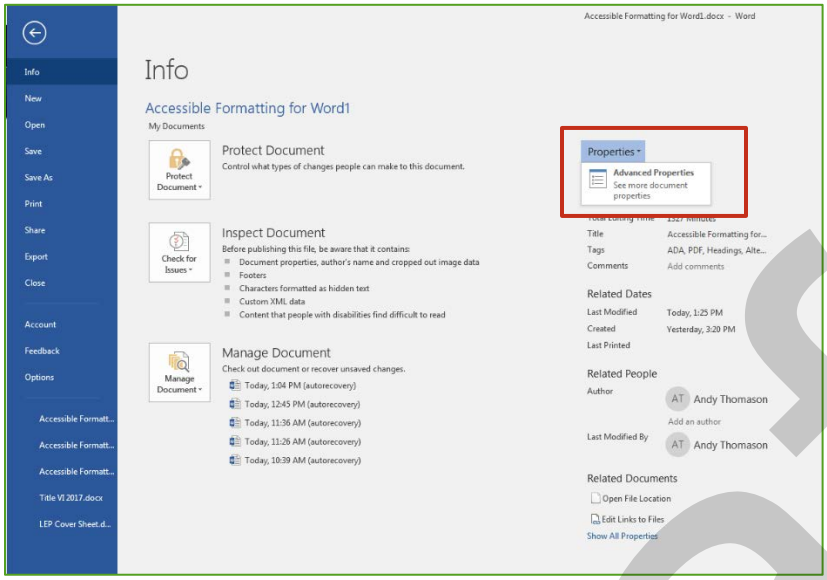

FIGURE 11 ACCESSING DOCUMENT PROPERTIES

The summary properties provide valuable information to all users, not just those using assistive technology.

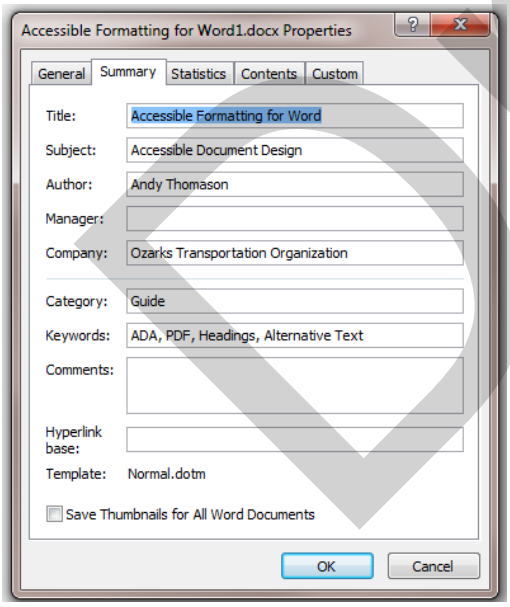

FIGURE 12 DOCUMENT PROPERTIES

PDF Settings (Bookmarks)

It is important to include Bookmarks in the Accessible PDF. MS Word can convert the document's heading structure into bookmarks, if the appropriate option is selected. When Saving as a Word

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document as a PDF, click on the “Options” button, as shown in Figure 13. Select the option to create bookmarks using Headings.

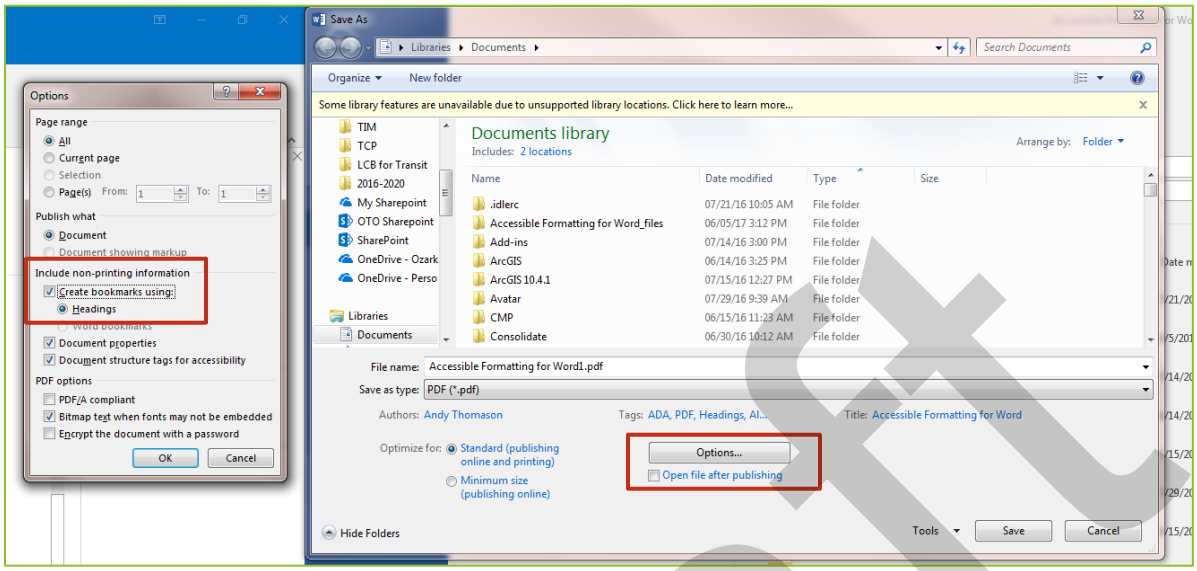

FIGURE 13 PUBLISHING BOOKMARKS

Publish as HTML

Publishing as an HTML file is another accessible option, as shown in Figure 14. HTML is an appropriate alternative format to post online alongside an accessible PDF version.

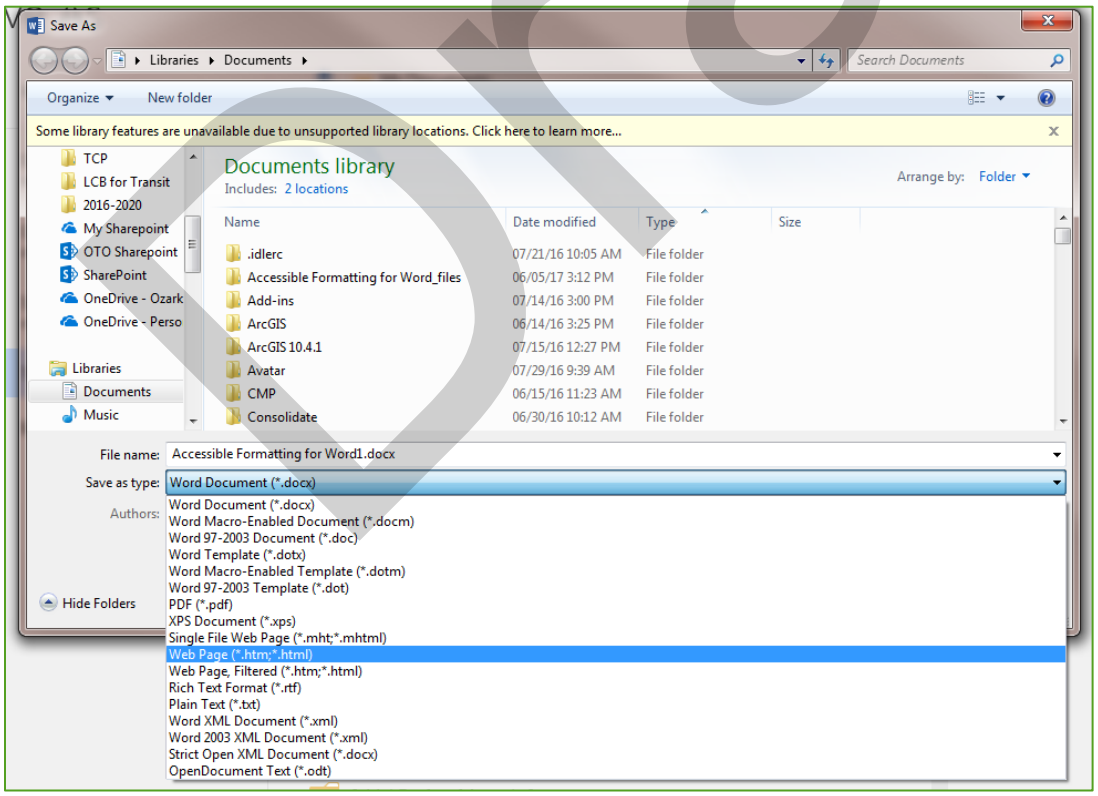

FIGURE 14 SAVING AS HTML

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Appendix I: Title VI/ADA/LEP Implementation Guide

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Title VI/ADA/LEP Implementation Guide

General Public Notices

Action	Documentation
Title VI/ADA Notice on Public Notices: The standard Title VI notice in English and Spanish shall be included on all press releases, agendas, and other forms of public notice.	• Press Release Folder, • Individual Committee Folders
Display of Notice of Title VI Policy: The OTO will always have the Notice of Title VI Policy on Display on the community bulletin board. The notice shall also be display at off-site meeting locations during OTO public meetings/workshops.	• Notice on Community Board, • Photo of notice at off-site events

Conducting Public Meetings

Action	Documentation
Initial Verbal Contact: At public meetings, OTO staff will engage each participant in a short conversation. The staff member will be on the lookout for individuals demonstrating limited English proficiency.	• New Hire Training Sheet • Annual Training Sheet
Public Transit Access: Offsite meeting locations should be accessible by transit. If multiple meetings are being held to discuss the same topics, at least one location should be accessible by transit.	• Annual Offsite Meeting Log
Accessible Meeting Locations: Offsite meeting locations should be ADA accessible. If meetings need to be held in a community with no accessible meeting rooms, meeting packets should be assembled so they can be taken out to citizens unable to access meeting room.	• Annual Offsite Meeting Log

Draft

Internal Title VI Training

Action	Documentation
New Hire Training: Each new hire will be given a copy of the Title VI/ADA/LEP Resources reference sheet by the Title VI/ADA Coordinator.	• New Hire Training Completion Sheet (Signed by New Hire)
Annual Training: Each staff member shall complete one civil rights training each year. The Title VI Coordinator shall identify a wide range of webinars that might be of interest to staff members.	• Annual Training Sheet (Training Topic/Date/Signature or Email)
Title VI Coordinator Training: The Title VI Coordinator will attend a minimum of four hours of civil tights	• Coordinator Training Log

Draft

Appendix J: OTO Title VI/ADA/LEPP Resources

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OTO Title VI/ADA/LEPP Resources

Title VI

Title VI/A ADA Program- insert updated link

Description: The Title VI/ADA program describes the OTO's commitment to and policies related to complying with Title VI requirements. It contains analyses, demographic profiles, and assurances.

Compliant Procedures- insert updated link

Description: The Title VI Compliant Procedures outlines the process for filing a Title VI compliant. It contains background information, step-by-step instructions, and contact information for MoDOT and USDOT Civil Rights Offices.

Compliant Form- insert updated link

Description: The Title VI Complaint form should be completed by anyone wishing to file a Title VI compliant with the OTO. Instructions for completing the Title VI form can be found in the Title VI Compliant Procedures

Limited English Proficient

Limited English Proficient Plan- Insert updated link

Description: This plan identifies the Limited English Proficient Populations the OTO might encounter and how to best engage these populations

Language Link Poster- Front Desk or Title VI Coordinator's Office

Description: These posters have language information from our over-the-phone interpreter.

I Speak Cards- https://www.lep.gov/sites/lep/files/media/document/2022-06/i-speak-booklet.pdf

Description: "I Speak Cards" are designed to identify the language spoken by an LEP person. Once a person's language is identified, a interpreter can be contacted.

Contact Info Cards- M:\EMPLOYEE RESOURCES\Civil Rights\ContactInfoCards.pdf

Description: These cards are designed to collect contact info and reason for visit from LEP individuals. This will allow us to contact them again once we have identified an appropriate interpreter.

ADA

Title VI/ADA Program- Insert updated link

Description: The Title VI/ADA Program describes OTO's effort to comply with ADA and identified actions for improving accessibility.

Formatting Accessible Documents in MSWord- M:\EMPLOYEE RESOURCES\Civil Rights\Accessible Formatting for Word.pdf

Description: This document can be used by OTO staff to help format accessible documents in MSWord.

Wave Web Accessibility Evaluation Tool- http://wave.webaim.org/

Description: This website identifies accessibility issues in any website. The OTO will use this site to internally monitor and improve its websites.

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TAB 2

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.B.

FY 2025 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 – UPWP Program Administration and Coordination
Task 2 – Planning Coordination and Outreach
Task 3 –Planning and Implementation
Task 4 – Project Selection and Programming
Task 5 – OTO Transit Planning
Task 6 – Operations and Demand Management
Task 7 – MoDOT Studies and Demand Management
Task 8 – Safe and Accessible Transportation Options
Task 9 – Studies and Project Administration
Task 10 – CU Transit Planning
Task 11 – 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 2025 for inclusion in the contract with MoDOT for funding the OTO annual work program 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 2024 and FY 2025 is shown below:

	FY 2024	Proposed FY 2025
OTO Consolidated FHWA/FTA PL Funds	$1,037,729	$993,235
Surface Transportation Block Funds	$243,101	$255,256
Local Jurisdiction Match/Project Fees Match	$162,954	$187,306
Local Jurisdiction Studies Match	$19,969	$15,000
In-Kind Match	$36,000	$30,000
MoDOT "Direct Costs"	$97,670	$60,000
Total OTO Revenue	$1,597,423	$1,540,797

The total budget amount for FY 2025 UPWP is $1,540,797. 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 83.38%.

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 2050 development
- FY 2026 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
- Discretionary grant applications
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2026-2029 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance
- Online Transportation Improvement Program Tool Call for Projects Implementation
- Local Jurisdiction Project Administration as needed
- Data acquisition for grants, plans, and performance measures
- ITS Coordination

UPWP SUBCOMMITTEE RECOMMENDATION:
The UPWP Subcommittee reviewed the draft FY 2025 UPWP at its April 2, 2024 electronic meeting. The subcommittee recommended the Technical Planning Committee review the FY 2025 draft.

EXECUTIVE COMMITTEE RECOMMENDATION:
At its regularly scheduled meeting on April 10, 2024, the Executive Committee did not have a quorum. After discussion on the agenda item, there were no objections, suggestions, or changes from those in attendance.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:
At its regularly scheduled meeting on April 17, 2024, the Technical Planning Committee recommended the Board of Directors approve the FY 2025 Unified Planning Work Program.

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

"Move to approve the FY 2025 Unified Planning Work Program."

OR

"Move to approve the FY 2025 Unified Planning Work Program with the following changes…"

Ozarks Transportation Organization

UNIFIED PLANNING WORK PROGRAM

Fiscal Year 2025

(July 1, 2024 - June 30, 2025)

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 an accessible format, contact:

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2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

By telephone: (417) 865-3042

By fax: 417-862-6013

By email: staff@ozarkstransportation.org

Online: www.ozarkstransportation.org



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, or 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

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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 under Section 134 of Title 23, United States Code, 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 2025 (July 2024 - June 2025). 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.

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 and security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility of people and freight;

4. 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;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation;
7. Emphasize the preservation of the existing transportation system;
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
9. Enhance travel and tourism.

The infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

> "(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)… (c) ...each MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a UPWP that includes a discussion of the planning priorities facing the MPA [metropolitan planning area]. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.

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 – UPWP Program Administration and Coordination	■	■	■	■	■	■	■	■	■	■
Task 2 – Planning Coordination & Outreach	■	■	■	■	■	■	■	■	■	■
Task 3 – Planning & Implementation	■	■	■	■	■	■	■	■	■	■
Task 4 – Project Selection & Programming	■	■	■	■	■	■	■	■	■	
Task 5 OTO Transit Planning				■	■	■	■		■	
Task 6 – Operations & Demand Management		■		■	■	■	■		■	
Task 7 – MoDOT Studies & Data Collection		■					■	■	■	
Task 8 – Complete Streets and 2.5% Set Aside	■	■		■	■	■				■
Task 9 – Studies & Project Administration	■			■	■	■				■
Task 10 – CU Transit Planning		■	■	■	■	■	■	■	■	
Task 11 – 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.

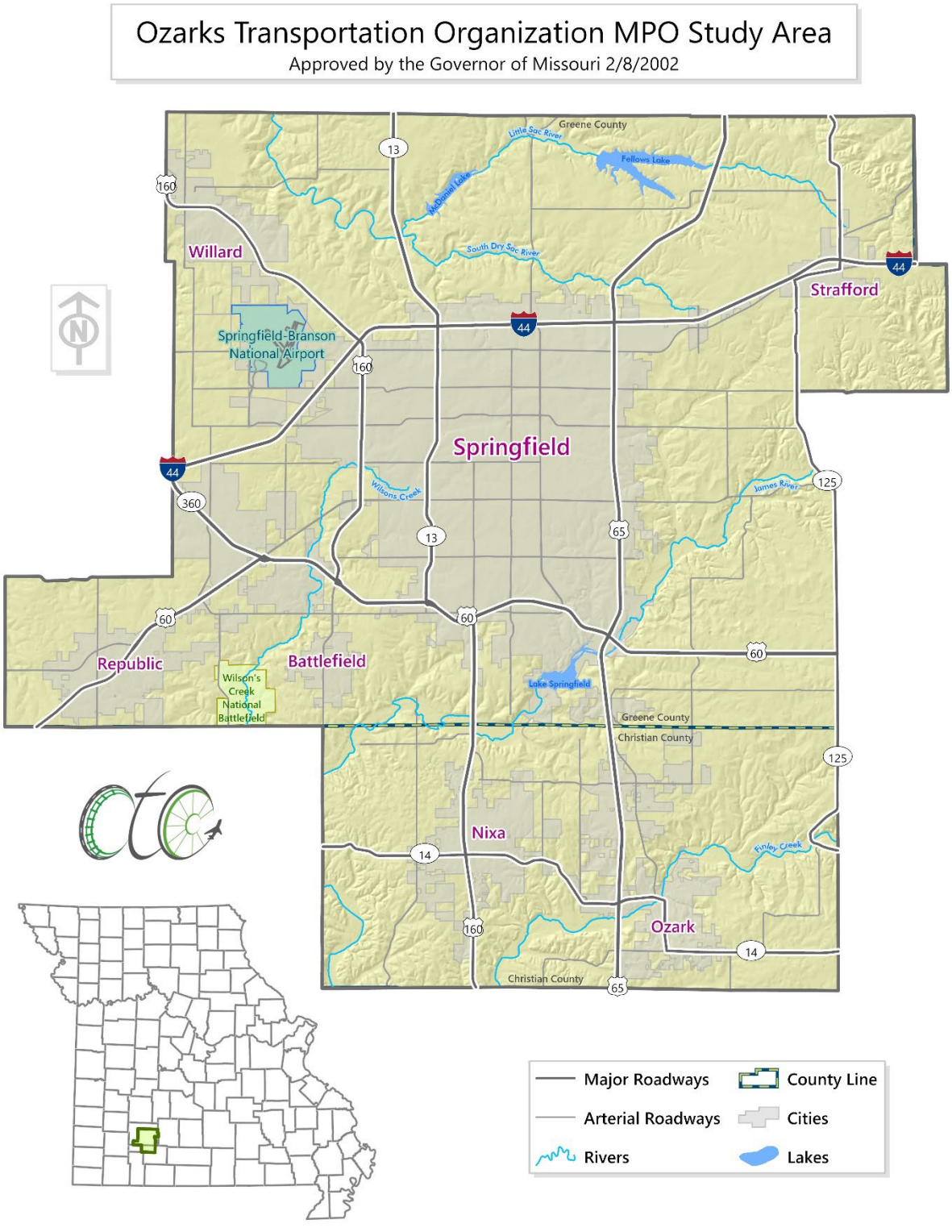
In addition, the planning process shall include developing the long-range transportation plan and transportation improvement program (TIP) through a performance-driven, outcome-based approach to planning for the metropolitan area. All work in the Unified Planning Work Program will be performed by OTO staff unless specifically specified in this document.

The OTO also considered the Planning Emphasis Areas (PEAs) in the development of the FY 2025 UPWP. The PEAs' alignment with the UPWP work program is shown below.

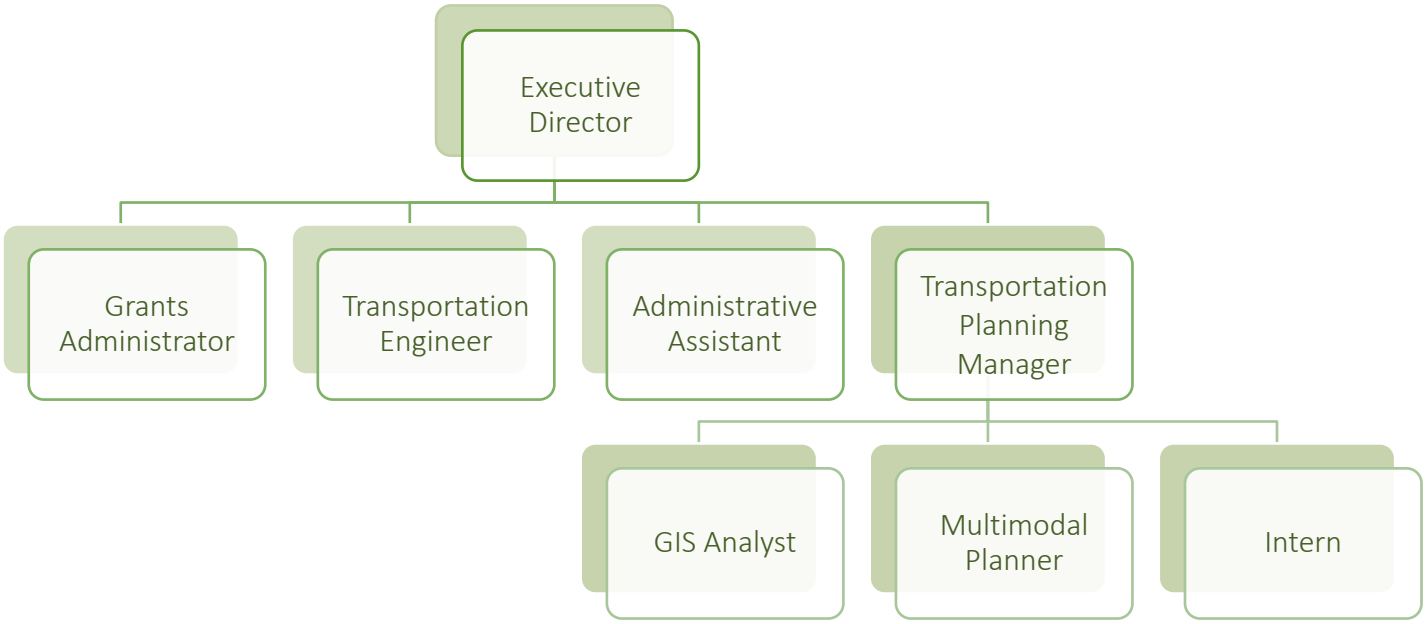
Planning Emphasis Areas / UPWP Tasks	1. Transition to a Clean Energy, Resilient Future	2. Equity and Justice40 in Transportation Planning	3. Complete Streets	4. Public Involvement	5. STRAHNET/DOD Coordination	6. FLMA Coordination	7. Planning and Environment Linkages	8. Data in Transportation Planning
Task 1 – UPWP Program Administration and Coordination								
Task 2 – Planning Coordination & Outreach		■		■			■	
Task 3 – Planning & Implementation	■				■	■	■	■
Task 4 – Project Selection & Programming			■				■	
Task 5 – OTO Transit Planning	■	■	■					
Task 6 – Operations & Demand Management								■
Task 7 – MoDOT Studies & Data Collection								■
Task 8 – Complete Streets & 2.5% Set Aside Safe and Accessible Transportation Options	■		■				■	
Task 9 – Studies and Project Administration				■			■	■
Task 10 – CU Transit Planning	■	■	■					
Task 11 – Safe Streets and Roads for All		■	■	■			■	■

OTO integrates Planning and Environmental Linkages (PEL) throughout the planning process to include data on natural, cultural, and community resources as well as environmental justice. PEL is considered through the following:

- Transportation planning process
- Participation by Federal and state resource agencies
- Multidisciplinary consideration of needs and effects
- Opportunity for public review and comments
- Use reliable and reasonably current data and reasonable, scientifically acceptable methodologies
- FHWA and FTA review as appropriate
- Documentation of the planning process


Ozarks Transportation Organization MPO Study Area
Approved by the Governor of Missouri 2/8/2002
Greene County
Little Sac River
Fellows Lake
McDaniel Lake
South Dry Sac River
Willard
Springfield-Branson National Airport
Springfield
Strafford
Wilsons Creek
James River
Republic
Battlefield
Wilson's Creek National Battlefield
Lake Springfield
Greene County
Christian County
Nixa
Finley Creek
Ozark
Christian County
Major Roadways
Arterial Roadways
Rivers
County Line
Cities
Lakes

Ozarks Transportation Organization Planning Staff



Important Issues Facing the Ozarks Transportation Organization

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. In addition, OTO and planning partners have been working together to get projects through the environmental and design phases to construction to meet obligation deadlines. The region, through the planning process, is identifying projects that are ready to go and can be easily completed. Looking forward, the OTO and partners are working to identify projects that would benefit from planning studies or federal grant applications to prepare them for future year funding.

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 2025 will also continue to implement the recommendations contained within *Destination 2045 (adopted in 2021 and amended in 2023)*, 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 2024 UPWP Year-End Report, which will be incorporated upon completion in July 2025.

Task 1 – UPWP Program Administration and Coordination

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 Direct Program Management

Purpose: Effective administration of the OTO transportation planning process, including management of OTO planning staff and financial/reporting administration of grants.

1.1.1 Financial and Contract Management

Timeframe – July 2024 to June 2025

- Preparation and submission of quarterly financial reports, regular payment requests, and year-end financial 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

1.1.2 Financial Audit

Timeframe – August 2024 to December 2024

- Conduct an annual, and if necessary single, audit of FY 2024 and report to Board of Directors
- Implement measures as suggested by audit

1.1.3 General Administration and Personnel

Timeframe – July 2024 to June 2025

- 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

1.1.4 Electronic Support for OTO Operations

Timeframe – July 2024 to June 2025

- 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

1.2 Unified Planning Work Program

Timeframe – July 2024 to June 2025

Purpose: Develop and maintain the Unified Planning Work Program in compliance with federal laws

- Amendments to the FY 2025 UPWP as necessary
- Development of the FY 2026 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

1.3 OTO Staff Travel and Training

Timeframe – July 2024 to June 2025

Purpose: Provide MPO Staff with the necessary training and development to perform their jobs efficiently and effectively. To stay current on changing regulations and certification requirements.

- Travel to meetings and trainings regionally, statewide, and nationally
  - MoDOT Planning Partner Meetings
  - Missouri Highways and Transportation Commission meetings
  - Missouri Public Transit Association Board Meetings
  - Springfield Traffic Advisory Board
  - 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

1.4 MPO Compliance and Certification

Timeframe – July 2024 to June 2025

Purpose: Conduct the metropolitan transportation planning process in compliance with applicable federal and state laws

- 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 2025 UPWP
- Regular reimbursement requests and quarterly progress reports
- FY 2024 Year-End Report
- Adoption of the FY 2026 UPWP and execution of associated agreements
- Financial reporting to the Board of Directors
- FY 2024 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 2024 year-end report, which will be incorporated upon completion in July 2024.

- Quarterly progress reports, payment requests and year-end report for FY 2024
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY 2023 Single Audit
- FY 2024 UPWP amendments and administrative modifications as needed through June 2024
- FY 2025 UPWP development and approval
- Conferences and training for staff
- Employment management
- Legal services and contracts
- Grant Administration
- Conflict of Interest Policy and Certifications
- Updated Continuity of Operations Plan
- Contract services performed by HR, Legal and Auditing professionals

Task 2 – Planning Coordination and Outreach

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 2024 to June 2025

- 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

2.1.1 Member Attendance at OTO Meetings

Timeframe – July 2024 to June 2025

- OTO member jurisdiction member's time spent at OTO meetings documented for In-Kind match on UPWP Program Agreement

2.2 Local Government and Stakeholder Education and Outreach

Timeframe – July 2024 to June 2025

Purpose: Provide education, outreach, and support to local governments and other stakeholders.

- Participate in and encourage collaboration among various community committees directly related to transportation and planning
- Educate local governments and other community stakeholder groups about the OTO transportation planning process, federal regulations, and associated documents
- Meet with local governments about their transportation and growth and development planning issues and needs and provide support and technical assistance as necessary
- 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 2024 to June 2025

- 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

- Give Presentations as requested

2.4 Civil Rights Compliance

Timeframe – July 2024 to June 2025

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

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

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2024 year-end report, which will be incorporated upon completion in July 2024.

- 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 Website for 2024 Highway MM Corridor RAISE Discretionary Grant Application
- Integration of Virtual Public Involvement Tools
- Updated Title VI Plan

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 2024 to June 2025

- 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
- Development of long range transportation plan update for 2050

3.2 Performance Measures

Timeframe – July 2024 to June 2025

- 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 2024 to June 2025

- 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

3.4 Federal Function Classification Maintenance and Updates

Timeframe – July 2024 to June 2025

- Annual call for updates
- Facilitate change requests as necessary

3.5 Freight Planning

Timeframe – July 2024 to June 2025

- 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
- Annual review of the STRAHNET system to identify routes in the OTO boundary

3.6 Alternative Fuel and Air Quality Planning

Timeframe – July 2024 to June 2025

- 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

3.7 Demographic and Geographic Data Management

Timeframe – July 2024 to June 2025

- 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 2024 to June 2025

- 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

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

- 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 2024 year-end report, which will be incorporated upon completion in July 2024.

- *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
- Bike/Ped Implementation Report
- Trail dashboard update
- CMP Update Finalized
- Regional Electric Vehicle Plan Finalized

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 2024 to June 2025

- Develop, and revise as necessary, policies and processes for project solicitation 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 2025-2028 Transportation Improvement Program
- Develop and draft FY 2026-2029 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
- Expand OTO TIP project database to include application process

4.2 Federal Funds Tracking

Timeframe – July 2024 to June 2025

- 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 2024 to June 2025

- 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, using a subcommittee of the Technical Planning Committee to prioritize projects

Anticipated Outcomes

- Adoption and approval of the FY 2025-2028 Transportation Improvement Program
- Development of the draft FY 2026-2029 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

- Online TIP Tool Call for Projects module implementation

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2024 year-end report, which will be incorporated upon completion in July 2024.

- Amendments and Administrative Modifications to the FY 2024-2027 Transportation Improvement Program
- Draft FY 2025-2028 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 2024 to June 2025

- 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 2024 to June 2025

- 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 2024 to June 2025

- 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 2024 to June 2025

- 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 2024 to June 2025

- 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 2024 to June 2025

- 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
- 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 2024 year-end report, which will be incorporated upon completion in July 2024.

- LCBT meetings, agendas, and minutes
- Transit agency coordination
- Let's Go Smart Transportation Collaborative participation
- Call for Projects and Award of FTA 5310 Funding
- Monitored FTA 5310 vehicle delivery and OTO balance
- Regional paratransit coordination

Task 6 – Operations and Demand Management

Purpose

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

Work Elements

6.1 Traffic Incident Management Planning

Timeframe – July 2024 to June 2025

- Coordinate meetings of Traffic Incident Management Committee

6.2 Intelligent Transportation Systems Coordination

Timeframe – July 2024 to June 2025

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

6.3 Intelligent Transportation Systems Architecture

Timeframe – July 2024 to June 2025

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

6.4 Travel Sensing and Travel Time Services

Timeframe – July 2024 to June 2025

- Ongoing maintenance of OTO Wi-Fi travel time units

6.5 Coordinate Employer Outreach Activities

Timeframe – July 2024 to June 2025

- 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

6.6 Collect and Analyze Data to Determine Potential Rideshare Demand

Timeframe – July 2024 to June 2025

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

6.7 Van Pool Program

Timeframe – July 2024 to June 2025

- 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 2024 year-end report, which will be incorporated upon completion in July 2024.

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

Task 7 – 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

7.1 MoDOT Transportation Studies and Data Collection

Timeframe – July 2024 to June 2025

- 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	COLA 3.2%	82.34% Annual Fringe	10.31% Annual Additive	Total	% Time	Eligible
Traffic Center Manager	112,730	116,337	95,792.18	11,994.38	220,516.56	5%	11,026
Senior Traffic Study Specialist	73,844	76,207	62,748.85	7,856.94	144,449.79	30%	43,335
Traffic Study Specialist	63,310	65,335	53,797.24	6,736.09	123,842.91	20%	24,769
Traffic Study Specialist	63,310	65,336	53,797.24	6,736.09	123,842.93	5%	6,192
Senior Information Systems Technologist	59,350	61,249	50,432.59	6,314.79	116,097.38	10%	11,610
						TOTAL	96,931

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 2024 year-end report, which will be incorporated upon completion in July 2024.

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

2.5% Set Aside Work Program and Complete Streets

Task 8 - 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 tasks for developing safe and accessible transportation options and work for complete streets. This task is utilizing the 2.5% ($14,458) set aside of Safe and Accessible Transportation Options Planning funds for the OTO and $64,811 in additional eligible activities in anticipation of 100% funding for eligible Complete Streets projects through FHWA. This task incorporates 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

8.1 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.

8.2 Complete Streets

- Maintain complete streets toolbox

8.3 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 and relevant non-motorist safety data
- Work with member jurisdictions to identify funding and timelines for potential trail projects, especially projects that address gaps in connectivity

8.4 Active Transportation Planning and Implementation

Timeframe – July 2024 to June 2025

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

8.5 OTO Staff Meetings Attendance

Timeframe – July 2024 to June 2025

Purpose: MPO Staff to travel to meetings and training regionally and statewide related to active transportation options

- Missouri Trails Advisory Board
- Ozark Greenways Technical Committee
- Let's Go Smart Collaborative

8.6 OTO Bicycle and Pedestrian Advisory Committee Support

Timeframe – July 2024 to June 2025

- Conduct and staff the Bicycle and Pedestrian Advisory Committee
- Respond to individual committee requests

Anticipated Outcomes

- Bicycle and Pedestrian Crash Maps
- Implementation of best practices for active transportation
- Work with Bicycle and Pedestrian Transportation Committee
- Identify trail projects and potential funding to ungap the regional trail map through project prioritization
- Attendance of OTO staff and members at relevant meetings
- Conduct meetings, prepare agendas and meeting minutes for Bicycle and Pedestrian Advisory Committee

Prior Year Accomplishments

- Pedestrian Safety Analysis
- Complete Streets Toolbox
- Best practices for active transportation

Task 9 – 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. OTO will utilize $255,256 in Surface Transportation Block Grant (STBG) towards Task 9 in addition to CPG funds.

Work Elements

9.1 Other Transportation Studies

Timeframe – July 2024 to June 2025

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

9.2 Administration of Local Jurisdiction Projects

- Oversee the project administration of local jurisdiction projects as needed
- OTO Transportation Engineer assistance for local jurisdictions with project administration on OTO allocated projects.
- OTO Transportation Engineer assistance for local jurisdictions with project administration on MoDOT system projects.

9.3 Grant Applications

Timeframe – July 2024 to June 2025

- 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

9.4 Transportation Consultant/Modeling Services

Timeframe – July 2024 to June 2025

- 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

Anticipated Outcomes

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

Prior Year

- Oversaw multi-year construction contract of Chadwick Flyer Trail Phase III resulting in project completion
- Assisted local jurisdictions with project administration on 27 OTO allocated projects
- Continued support for area comprehensive plan updates
- Grant application review and support letters
- Reviewed RAISE Grant/INFRA Grant opportunities
- 2024 Highway MM RAISE Discretionary Grant submitted
- Route 66 Trail Alignment Study

Funding Tables

The work contained in the FY 2025 Unified Planning Work Program (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 2025 UPWP is $1,545,797; with $1,250,491 in federal dollars and $295,306 in state, local, and in-kind dollars. The use of in-kind dollars allows the OTO to utilize an 83.38% 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 2025
- Table 6 – Total Available Revenue for FY 2025 UPWP Work Activities
- Table 7 – FY 2025 UPWP Budget

Table 1

Task Budget Summary

Consolidated Planning Grant PL

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 1 – UPWP Program Administration and Coordination	**$267,663**		
1.1 Direct Program Management			
1.1.1 Financial and Contract Management		*OTO*	*Yes*
1.1.2 Financial Audit		*OTO*	*Yes*
1.1.3 General Administration and Personnel		*OTO*	*Yes*
1.1.4 Electronic Support for OTO Operations		*OTO*	*Yes*
1.2 Unified Planning Work Program		*OTO*	*No*
1.3 OTO Staff Travel and Training		*OTO*	*No*
1.4 MPO Compliance and Certification		*OTO*	*No*
Task 2 – Planning Coordination and Outreach	**$293,767**		
2.1 OTO Committee Support		*OTO*	*No*
2.1.1 Member Attendance at OTO Meetings		*OTO*	*No*
2.2 Local Government and Stakeholder Education and Outreach		*OTO*	*No*
2.3 Public Involvement		*OTO*	*No*
2.4 Civil Rights Compliance		*OTO*	*No*
Task 3 – Planning and Implementation	**$192,840**		
3.1 Long Range Transportation Plan		*OTO*	*Yes*
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*	*No*
3.7 Demographic and Geographic Data Management		*OTO*	*Yes*
3.8 Support for Jurisdictions' Plans		*OTO*	*No*
Task 4 – Project Selection and Programming	**$112,848**		
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	**$33,869**		
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 – Operations and Demand Management	$28,526		
6.1 Traffic Incident Management Planning		*OTO*	*No*
6.2 Intelligent Transportation Systems Coordination		*OTO*	*No*
6.3 Intelligent Transportation Systems Architecture		*OTO*	*No*
6.4 Travel Sensing and Travel Time Services		*OTO Springfield MoDOT*	*Yes*
6.5 Coordinate Employer Outreach Activities		*OTO Springfield*	*No*
6.6 Collect & Analyze Data to Determine Potential Demand		*OTO*	*No*
6.7 Van Pool Program		*OTO*	*No*
Task 7 – MoDOT Studies and Data Collection	$60,000		
7.1 MoDOT Transportation Studies and Data Collection		*MoDOT SW*	*No*
TOTAL	$989,513		

2.5% Set Aside/Complete Streets

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 8 – Complete Streets and 2.5 % Set Aside Safe and Accessible Transportation Options - $79,269 – 100% Reimbursement	$79,269	OTO	
8.1 Transportation Options Best Practices		*OTO*	*No*
8.2 Complete Streets		*OTO*	*No*
8.3 Bicycle & Pedestrian Transportation		*OTO*	*No*
8.4 Active Transportation Planning and Implementation		*OTO*	*No*
8.5 OTO Staff Meeting Attendance		*OTO*	*No*
8.6 OTO Bicycle and Pedestrian Advisory Committee Support		*OTO*	*No*
TOTAL	$79,269		

STBG

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 9 – Studies and Project Administration	$472,015		
9.1 Other Transportation Studies		*OTO*	*Potentially*
9.2 Administration of Local Jurisdiction Projects		*OTO*	*No*
9.3 Grant Applications		*OTO*	*Potentially*
9.4 Transportation Consultant/Modeling Services		*OTO*	*Yes*
TOTAL	$472,015		

FTA 5303 (City Utilities) – Appendix A

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 10 – CU Transit Planning	**$210,000**		
10.1 Operational Planning		*City Utilities*	*No*
10.2 ADA Accessibility Planning		*City Utilities*	*No*
10.3 Transit Fixed Route/Regional Service Analysis Imp.		*City Utilities*	*No*
10.4 Service Planning		*City Utilities*	*No*
10.5 Financial Planning		*City Utilities*	*No*
10.6 Competitive Contract Planning		*City Utilities*	*No*
10.7 Safety, Security, and Drug/Alcohol Control Planning		*City Utilities*	*No*
10.8 Transit Coordination Plan Implementation		*City Utilities*	*No*
10.9 Program Management Plan Implementation		*City Utilities*	*No*
10.10 Data Collection and Analysis		*City Utilities*	*No*
TOTAL	$210,000		

Safe Streets and Roads for All Grant – Appendix A

Task 11– Safe Streets and Roads for All	**$201,765**		
11.1 Data Collection and Analysis		*OTO*	*Yes*
11.2 Public Input		*OTO*	*Yes*
11.3 Travel Model Updates		*OTO*	*Yes*
11.4 Safe Streets and Roads for All Subcommittee		*OTO*	*No*
11.5 Safety Plan Development		*OTO*	*No*
TOTAL	$201,765		

Table 2

Funding Totals

	Local Funding			Federal Funding						
Task	Local Match 16.6114%	City Utilities	In-Kind 2.0259%	CPG 65.2121%	STBG 18.2127%	Complete Streets and 2.5% Set Aside Safe & Access Trans	SS4A Discretionary Grant	5307	Total	Percent (%)
1	$ 44,463	$ -	$ -	$ 223,200	$ -	$ -	$ -	$ -	$ 267,663	18.08%
2	$ 18,799	$ -	$ 30,000	$ 244,968	$ -	$ -	$ -	$ -	$ 293,767	10.90%
3	$ 32,033	$ -	$ -	$ 160,807	$ -	$ -	$ -	$ -	$ 192,840	7.16%
4	$ 18,746	$ -	$ -	$ 94,102	$ -	$ -	$ -	$ -	$ 112,848	4.19%
5	$ 5,626	$ -	$ -	$ 28,243	$ -	$ -	$ -	$ -	$ 33,869	1.26%
6	$ 4,739	$ -	$ -	$ 23,787	$ -	$ -	$ -	$ -	$ 28,526	1.06%
8	$ -	$ -	$ -	$ -	$ -	$ 79,269	$ -	$ -	$ 79,269	2.94%
9	$ 77,901	$ -	$ -	$ 138,858	$ 255,256	$ -	$ -	$ -	$ 472,015	17.52%
Total	$ 202,306	$ -	$ 30,000	$ 913,966	$ 255,256	$ 79,269	$ -	$ -	$ 1,480,797	
Total of CPG/STBG Expenses									$ 1,480,797	63.11%
7	Value of MoDOT "Direct Cost"								$ 60,000	
Total of CPG/STBG Work Program									$ 1,540,797	
10	$ -	$ 42,000	$ -	$ -	$ -	$ -	$ -	$ 168,000	$ 210,000	
11	$ 40,353	$ -	$ -	$ -	$ -	$ -	$ 161,412	$ -	$ 201,765	
Totals	$ 40,353	$ 42,000	$ -	$ -	$ -	$ -	$ 161,412	$ 168,000		
Total of Transportation Planning Work									$ 1,952,562	

Table 3

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

CPG/STBG Anticipated Contracts by Cost & Equipment Over $5,000		
Cost Category	**Budgeted Amount FY 2025**	**Equipment Purchase**
Building Lease	$ 54,060.00	No
Cleaning Services	$ 4,680.00	No
Data Acquisition	$ 25,000.00	No
ESRI Licensing	$ 7,000.00	No
Insurance (Directors & Officers, Errors & Omissions, Professional Liability, Workers Compensation, Network Defender)	$ 11,336.00	No
IT Managed Services	$ 12,500.00	No
Online TIP Tool	$ 25,000.00	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	$ 150,000.00	No
Travel Demand Model Update	$ 12,000.00	No
Webhosting	$ 8,000.00	No

Table 4

CPG/STBG Eligible Funding FY 2025

Total Value of OTO/Springfield Metropolitan Transportation Planning Work Tasks 1-6 & 9	$ 1,401,528
Plus Value of Task 7 MoDOT Direct Costs Credit	$ 60,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	$ 1,461,528
Federal Pro-Rata Share	80%
Federal CPG & STBG Funding Eligilble	$ 1,169,222
Federal CPG 2.5% Set Aside and Complete Streets	$ 79,269
Federal Pro-Rata Share	100%
Additional Federal 2.5% Set Aside CPG Funding Eligible	$ 79,269.00

*The value of MoDOT Direct Costs (Traffic Studies) makes an additional $48,000 ($60,000 X .80) of Federal CPG funding available for budgeted actual cost. The total direct cost value amount of $60,000 allows the actual cost of CPG funded transportation planning costs to be funded at 83.38% federal.

Table 5

Budgeted Revenue for Actual CPG/STBG Costs FY 2025

Ozarks Transportation Organization Revenue	**Total Amount Budgeted**
Federal CPG Funding Eligible	$ 913,966
Federal CPG 2.5% Set Aside & Complete Streets (added in CPG revenue line)	$ 79,269
Total CPG Revenue	$ 993,235
Surface Transportation Block Grant	$ 255,256
Local Match to be Provided	$ 205,306
Value of In-Kind Match	$ 30,000
MoDOT Direct Costs	$ 60,000
Total OTO Revenue	**$ 1,543,797**

Table 6

Consolidated Planning Grant Available Balance

OTO CPG Fund Balance as of 2/29/2024 (includes FY 2024 estimated allocation)*		$1,388,630.02
Less Remaining Expenses to be Billed for FY 2024		($456,329.82)
PLUS FY 2025 CPG Expected Allocation		$813,834.00
TOTAL Estimated CPG Funds Available for FY 2025 UPWP		$1,746,134.20
LESS CPG Funds Programmed for FY 2025	$	(993,235)
Remaining Unprogrammed Balance		**$752,898.80**

*Previously allocated, but unspent CPG Funds through 2/29/2024

Justification for Carryover Balance

The projected carryover balance of $752,898.80 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 2025 Budget

	FY 2025 Jul '24 - Jun '25
Ordinary Revenue/Expenditures	
Revenue	
Other Types of Income	
In-Kind Match	$ 90,000
Total Other Types of Income	$ 90,000
OTO Revenue	
Consolidated Planning Grant (CPG) FHWA & FTA	$ 993,235
Local Jurisdiction Dues/Project Fees Match	$ 187,306
Local Jurisdiction Studies Match	$ 15,000
Surface Transportation Block Grant	$ 255,256
Total Revenue	$ 1,540,797
Expenditures	
Personnel	
Mobile Data Plans	$ 3,240
Payroll Services	$ 3,500
Salaries and Fringe	$ 956,931
Professional Services (Accounting, Audit, HR, Leg	$ 45,000
Total Personnel	$ 1,008,671
Operating	
Dues/Memberships	$ 8,000
Education/Training/Travel	$ 29,000
Food/Meeting Expense	$ 8,000
Legal/Bid Notices	$ 1,200
Postage/Postal Services	$ 500
Printing/Mapping Services	$ 2,500
Staff Mileage Reimbursement	$ 4,000
Telephone/Internet	$ 7,000
Total Operating	$ 60,200

Commodities		
Office Supplies/Furniture	$	6,365
Public Input Promotional Items	$	635
Publications	$	700
Total Commodities	$	7,700
Information Technology		
Computer Upgrades/Equipment Replacement	$	7,000
GIS Licenses	$	7,000
IT Maintenance Contract	$	12,500
Software	$	4,500
Webhosting	$	8,000
Total Technology	$	39,000
Insurance		
Directors and Officers	$	3,744
General Liability/Property	$	4,784
Workers Compensation	$	1,248
Network Defender	$	1,560
Total Insurance	$	11,336
Service/Projects		
Aerial Photography	$	25,000
Data Acquisition	$	30,000
Rideshare	$	250
TIP Tool Maintenance	$	20,000
Transportation Consulting Services	$	150,000
Travel Demand Model Update	$	12,000
Total Service/Projects	$	237,250
Building		
Building Lease	$	54,060
Common Area Maintenance Expense	$	23,000
Maintenance	$	1,500
Office Cleaning	$	4,680
Utilities	$	3,400
Total Building	$	86,640
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	$	60,000
Membership Attendance at Meetings	$	30,000
Total In-Kind Match Expense	$	90,000
Total Expenditures	$	1,540,797
Net Revenue Over Expenditures	$	-

FTA 5303 - City Utilities Work Program

Task 10 – 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

10.1 Operational Planning

Timeframe – July 2024 to June 2025

- 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)

10.2 ADA Accessibility Planning

Timeframe – July 2024 to June 2025

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

10.3 Transit Fixed Route/Regional Service Analysis Implementation

Timeframe – July 2024 to June 2025

- CU will implement recommendations of the ConnectSGF Transit Optimization Study.

10.4 Service Planning

Timeframe – July 2024 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.

10.5 Financial Planning

Timeframe – July 2024 to June 2024

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

10.6 Competitive Contract Planning

Timeframe – July 2024 to June 2025

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

10.7 Safety, Security, and Drug/Alcohol Control Planning

Timeframe – July 2024 to June 2025

- Implementation of additional safety and security policies as required by federal legislation.

10.8 Transit Coordination Plan Implementation

Timeframe – July 2024 to June 2025

- 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.

10.9 Program Management Plan Implementation

Timeframe – July 2024 to June 2025

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

10.10 Data Collection and Analysis

Timeframe – July 2023 to June 2025

- 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, performs asset analysis and reporting activities to provide data to MODOT for inclusion in the MODOT TAM Plan.
- PTASP Plan – CU will be gathering safety risk data, establishing benchmarks and participating in reporting activities for the PTASP plan as required by FTA in 49 CFR Part 637.

Anticipated Outcomes

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

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2024 year-end report, which will be incorporated upon completion in July 2024.

- 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 11 – 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.

Work Elements

11.1 Data Collection and Analysis

Timeframe – July 2024 to June 2025

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

11.2 Public Input

Timeframe – July 2024 to June 2025

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

11.3 Travel Model Updates

Timeframe – July 2024 to June 2025

- Travel demand model scenarios to assist with safety plan prioritization

11.4 Safe Streets and Roads for All Advisory Committee

Timeframe – July 2024 to June 2025

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

11.5 Safety Plan Development

Timeframe – July 2024 to June 2025

- Review of existing policies, programs, and engineering solutions
- Development of performance targets
- Identification of education programs and behavioral modifications that can accompany engineered improvements
- Development of engineering improvements
- Plan Document/Adoption Process

Anticipated Outcomes (New Task)

- Data acquisition
- Public Input
- Safe Streets and Roads for All Advisory Committee meetings
- Final Adopted/Approved Plan

Location of Referenced Documents

FY 2024 UPWP – https://www.ozarkstransportation.org/uploads/documents/11-FY-2024-UPWP-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/media/PPPeval2022.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 2024-2025 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/15_FY2023ALOPReport.pdf

Federal Funds Balance Report - https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program/federal-funds-status

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 3

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.C.

FY 2025 Operating Budget

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization prepares an operating budget annually. This budget includes the various grant budgets as well as OTO operational expenses. This operating budget is the compilation of all OTO revenue and expense from all sources.

An OTO FY 2025 Operating Budget Document has been developed that includes the FY 2025 Unified Planning Work Program and Safe Streets and Roads for All grant budgets plus some additional expenses that are not billable to the federal grant. Once approved this will be the OTO's audited budget.

Explanation

Operating Budget

Revenue

- **Consolidated Planning Grant.** The OTO is primarily funded through a Consolidated Planning Grant that flows through MoDOT. Eligible expenses are reimbursed at 80%. However, we are allowed to bill In-kind meeting expenses and MoDOT Traffic Study services. This results in a larger percentage of reimbursed expenses, which varies from 82% to 87%. The amount budgeted has increased since the February EC meeting.

- **Surface Transportation Block Grant. Urban -** OTO is also proposing to use $255,256 in STBG Urban to fund operations.

- **Local Jurisdiction Studies and Project Fees.** OTO has budgeted $15,000 for the matching funds billed for jurisdiction's cost share on studies or reimburse fees to assist jurisdictions administer LPA projects.

OTO charges membership dues which are 47 cents per capita and are annually adjusted for population estimates. 2021 Census estimates have been used for the due's calculations. In addition, Local Project Administration Fees are assessed at the rate of $1,000 for each project that appears in the Transportation Improvement Program that is recommended each June.

Expenses

The OTO operational expenses are predictable in that most are recurring or occur on a predictable schedule.

Notable Expenses:

- Maintenance expenses cover quarterly HVAC maintenance and unexpected issues.
- Travel has been increased to accommodate additional staff.

- Personnel Costs
    - Personnel costs include 7 full-time, 1 part-time employee/intern.
    - Health Insurance increased 3% on January 1, 2024. A 12% increase is budgeted for next year effective January 1, 2025.
    - A cost-of-living increase is budgeted at 1% on January 1, 2025. COLA is budgeted for the 7 regular full-time employees.
    - Merit raises are budgeted at the maximum 4% for full-time employees eligible for merit raises on July 1, 2024. Approximately half of the staff has reached the top of the range and will only be eligible for $1,000 based on performance.

- Professional Services are on-demand services which are difficult to predict as they are used as needed in the event of a personnel or legal matter.
    - Audit & Accounting
    - Human Resource - on demand
    - Legal - on demand
    - Graphic Design - on demand
    - Lobbyist - contract
    - Maintenance expenses cover quarterly HVAC maintenance and unexpected issues.

- Additional Projects are budgeted including:
    - $25,000 Aerial Photography Flight Cost Share with City of Springfield
    - $30,000 Data resources for work program and travel sensing services.
    - Transportation Consulting includes any studies or model work. $150,000 for studies, modeling services and grant applications has been budgeted.

Unified Planning Work Program (UPWP) Budget

- Contains most of the same items as the Operational Budget. Contains $90,000 in In-Kind Revenue and Expense that is not reflected in the Operating Budget.
- Does not contain the following Operating Expenses
    - $18,000 Professional Services
    - $9,000 Legislative Education
    - $1,000 OTO Media/Advertising
    - $4,500 OTO Promotional Items

Safe Streets and Roads for All (SS4A) Project Budget

<u>Revenue</u>

- **Safe Streets for All (SS4A).** OTO was awarded a SS4A grant to write a safety plan that will identify implementation projects for federal safety funds. This is a multi-year grant so the revenue will overlap fiscal years. The project started in FY 2024 and will be completed in FY 2025.

- **Safe Streets for All (SS4A) Local Match.** The proposed budget also includes $57,200 for local match for the SS4A grant.

Expenses

The Safe Streets for All Budget contains the following expenses:

- $198,400 Transportation Consulting Services
- $3,365 Public Involvement supplies and advertising

EXECUTIVE COMMITTEE RECOMMENDATION:
At its regularly scheduled meeting on April 10, 2024, the Executive Committee did not have a quorum. After discussion on the agenda item, there were no objections, suggestions, or changes from those in attendance.

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

"Move to approve the FY 2025 Operating Budget"

OR

"Move to approve the FY 2025 Operating Budget with the following changes…"

FY 2025 Budget

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION







Annual Operating Budget

July 1, 2024 - June 30, 2025

Adopted May ___2023

Management Note

We are pleased to present the FY 2025 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies, to deliver the planning products of the OTO.

The OTO prepares the operating budget annually. In addition to the operating budget the OTO prepares various grant budgets. The OTO prepares a Unified Planning Work Program (UPWP), a federally required planning grant budget. The operating budget combines all the various grant budgets into one document. Key differences between the operating budget and the individual grant budgets are highlighted on the grant budget breakout pages.

The OTO is audited on the approved operating budget and will have a Single Audit for any year with at least $750,000 in grant funds and a financial statement audit for other years. FY 2025 is expected to have a Single Audit.

The OTO is the transportation planning organization for the Springfield region. The Metropolitan Planning Organization (MPO) includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.



Financial Policy And Mission

Financial Policy

The financial health of the OTO is monitored with budgetary performance measures. This ensures that the OTO can maintain operations in the event of a delay or lapse in federal funds.

FIXED COSTS % OF REVENUE

86%

FY 2025

PERSONNEL COSTS % OF RECURRING REVENUE

67%

FY 2025

LOCAL RESERVE BALANCE

4.4 Months

FY 2025

FEDERAL RESERVE BALANCE

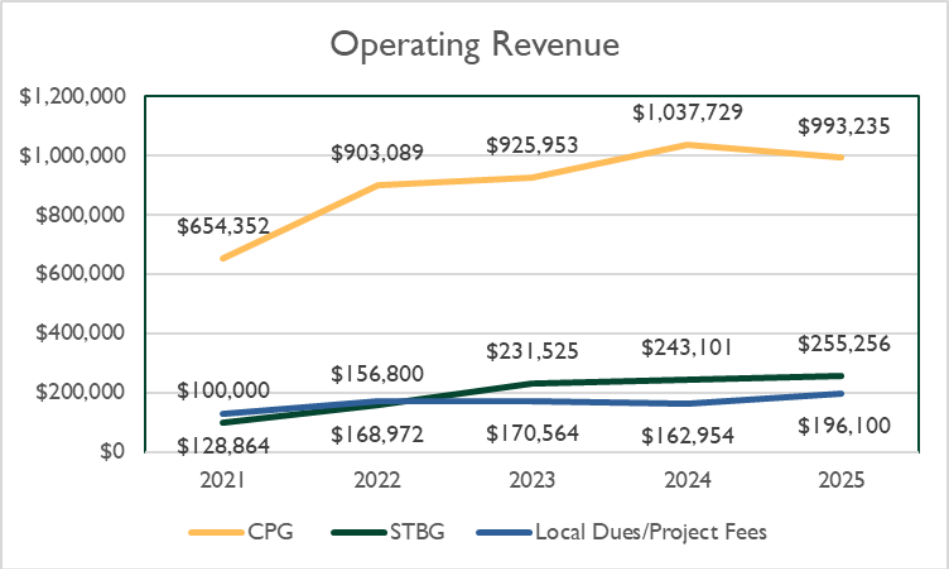
7 Months

FY 2025

Mission

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

Annual Budgeted Revenue



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

  OTO's annual federal allocation for transportation planning (operations) is approximately $813,834. The OTO has a balance of federal funds to draw from in future years. The amount estimated at the end of FY 2025 is $752,898.80.

OTO CPG Fund Balance as of 2/29/2024 (includes FY 2024 estimated allocation)*		$1,388,630.02
Less Remaining Expenses to be Billed for FY 2024		($456,329.82)
PLUS FY 2025 CPG Expected Allocation		$813,834.00
TOTAL Estimated CPG Funds Available for FY 2025 UPWP		$1,746,134.20
LESS CPG Funds Programmed for FY 2025	$	(993,235)
Remaining Unprogrammed Balance		**$752,898.80**

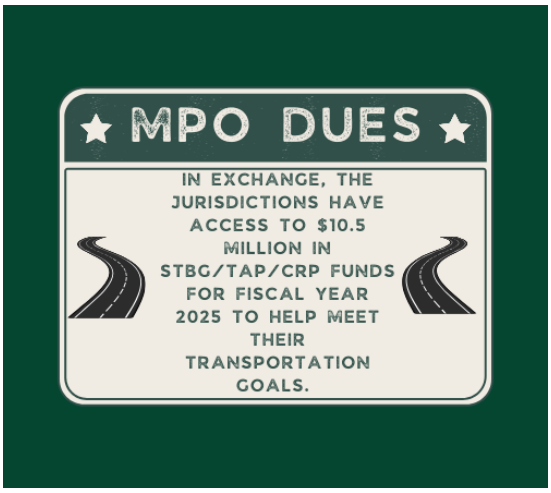
*Previously allocated, but unspent CPG Funds through 2/29/2024.

- **Surface Transportation Block Grant (STBG)** - In 2020, the OTO Board of Directors approved the use of Surface Transportation Block Grant funds for planning expenses. These funds are accessed to bridge the gap between federal funding for planning and actual planning expenses. The OTO is utilizing $255,256 in STBG funds for project management, grant applications, and regional studies.

Local Match

Jurisdiction Dues - The OTO assesses the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard and Counties Christian and Green dues at 47 cents per census capita for match on the federal grants. The amount for FY 2025 is $165,100.22.

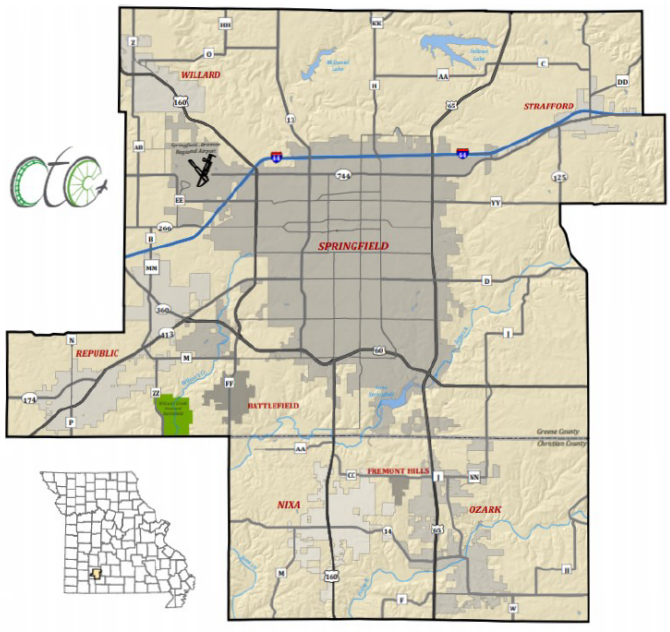
Jurisdiction	2022 Population	Assessed Dues
Battlefield	6,025	$2,920.58
Christian County	19,163	$9,439.93
Greene County	77,675	$37,042.16
Ozark	21,866	$10,580.64
Nixa	24,137	$11,632.03
Republic	19,136	$9,272.16
Springfield	169,724	$79,931.49
Strafford	2,598	$1,221.06
Willard	6,385	$3,060.17
Total Assessed Dues for Local Match		**$165,100.22**



Local Project Administration Fees - assessed at $1,000 for each project that appears in the Transportation Improvement Program with federal funding programmed as of June of each year.

Project Specific Match Funds - In addition to Jurisdiction Dues, the OTO members may provide match funds for specific studies, grant applications, or projects. This match is provided by the jurisdiction involved in the projects and allows the use of federal funds to fund regional studies and projects.

Safe Streets and Roads for All Local Match - The FY 2025 budget has matching funds in the amount of $57,200 for the Safe Streets and Roads for All grant.



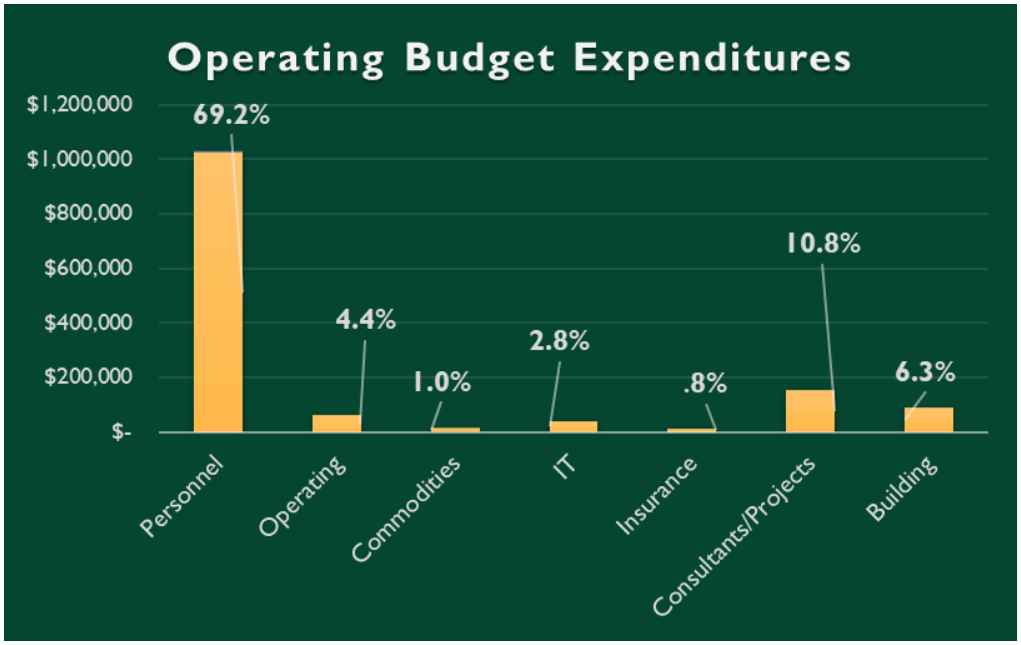
Budget Highlights

- **Unrestricted Fund Balance** - OTO currently has an unrestricted balance. The balance estimate for the beginning of FY 2025 is $445,000, which includes revenue reimbursables due within 30 days. The OTO invests part of its unrestricted funds balance in collateralized public deposits (Certificates of Deposit).

- **Debt** - The OTO utilizes a purchasing card program for small purchases that is paid in full each month. The OTO has an established business line of credit to cash flow special projects.

- **Grant Budgets**:
  - The UPWP grant budget includes $30,000 In-Kind Match and $60,000 MoDOT Direct Service Match. This is to match OTO grant funds and is not included in the OTO Operating Budget.

  - The Safe Streets and Roads for All (SS4A) grant is a multi-year project. Match funding and reimbursements may cross budget years.



Operating Budget

	BUDGETED FY 2025 Jul '24 - Jun 25
REVENUE	
Interest Revenue	$ 7,000
Miscellaneous Revenue	$ 200
Consolidated Planning Grant (CPG) FHWA & FTA	$ 993,235
Local Jurisdiction Dues/Project Fees	$ 196,100
Local Jurisdiction Studies Match	$ 15,000
Surface Transportation Block Grant - FHWA	$ 255,256
Total OTO Revenue	$ 1,466,791
EXPENDITURES	
Personnel Services	
Total Salaries and Fringe	$ 956,931
Mobile Data Plans	$ 3,240
Payroll Services	$ 3,500
Professional Services (Acctng, Audit, HR, Legal)	$ 63,000
Total Personnel	$ 1,026,671
Operating	
Bank Fees	$ 500
Dues/Memberships	$ 8,000
Education/Training/Travel	$ 29,000
Food/Meeting Expense	$ 8,000
Legal/Bid Notices	$ 1,200
Postage/Postal Services	$ 500
Printing/Mapping Services	$ 2,500
Staff Mileage Reimbursement	$ 4,000
Telephone/Internet	$ 7,000
Total Operating	$ 60,700
Commodities	
Office Supplies/Furniture	$ 6,365
OTO Media/Advertising	$ 1,000
OTO Promotional Items	$ 4,500
Public Input Promotional Items	$ 635
Publications	$ 700
Total Commodities	$ 13,200

Operating Budget
Continued

Information Technology		
Computer Upgrades/Equip Replace	$	7,000
GIS Licenses	$	7,000
IT Maintenance Contract	$	12,500
Software	$	4,500
Webhosting	$	8,000
Total Information Technology	$	39,000
Insurance		
Directors & Officers	$	3,744
General Liability/Property	$	4,784
Workers Compensation	$	1,248
Network Defender	$	1,560
Total Insurance	$	11,336
Services/Projects		
Aerial Photography	$	25,000
Data Acquisition/Travel Sensing	$	30,000
Legislative Education	$	9,000
Rideshare	$	250
TIP Tool Maintenance	$	20,000
Trans Consulting Services	$	150,000
Travel Demand Model Update	$	12,000
Total Services	$	246,250
Building		
Building Lease	$	54,060
Common Area Main Exp	$	23,000
Maintenance	$	1,500
Office Cleaning	$	4,680
Utilities	$	3,400
Total Building	$	86,640
Total Expense	$	1,483,797
Income Over Expenditures	$	(17,006)

Class 100 UPWP

The Ozarks Transportation Organization receives an annual formula grant from US Department of Transportation FHWA and FTA. This is the primary funding source of the OTO. The annual grant work program is contained in the FY 2025 Unified Planning Work Program and can be found at this link: https://www.ozarkstransportation.org/what-we-do/upwp.

The OTO is allowed to utilize in-kind dollars and MoDOT Direct Cost from the MoDOT Traffic Management Center as match for the grant program. This in-kind and direct cost is not included in the Operating Budget summary. The use of in-kind dollars allows the OTO to utilize an 83.38% federal reimbursement rate. The total budgeted costs for the FY 2025 UPWP is $1,540,797; with $1,248,491 in federal dollars and $295,306 in state, local, and in-kind dollars.

	BUDGETED FY 2025 Jul '24 - Jun 25
REVENUE	
Consolidated Planning Grant (CPG) FHWA & FTA	$ 993,235
Local Jurisdiction Dues/Project Fees Match	$ 187,306
Local Jurisdiction Studies Match	$ 15,000
Surface Transportation Block Grant - FHWA	$ 255,256
Total Grant Revenue	$ 1,450,797
In-Kind Match	$ 90,000
Total Grant Revenue and Local Match	$ 1,540,797
EXPENDITURES	
Personnel Services	
Total Salaries and Fringe	$ 956,931
Mobile Data Plans	$ 3,240
Payroll Services	$ 3,500
Professional Services (Acctng, Audit, HR, Legal)	$ 45,000
Total Personnel	$ 1,008,671
Operating	
Dues/Memberships	$ 8,000
Education/Training/Travel	$ 29,000
Food/Meeting Expense	$ 8,000
Legal/Bid Notices	$ 1,200
Postage/Postal Services	$ 500
Printing/Mapping Services	$ 2,500
Staff Mileage Reimbursement	$ 4,000
Telephone/Internet	$ 7,000
Total Operating	$ 60,200

Class 100 UPWP
Continued

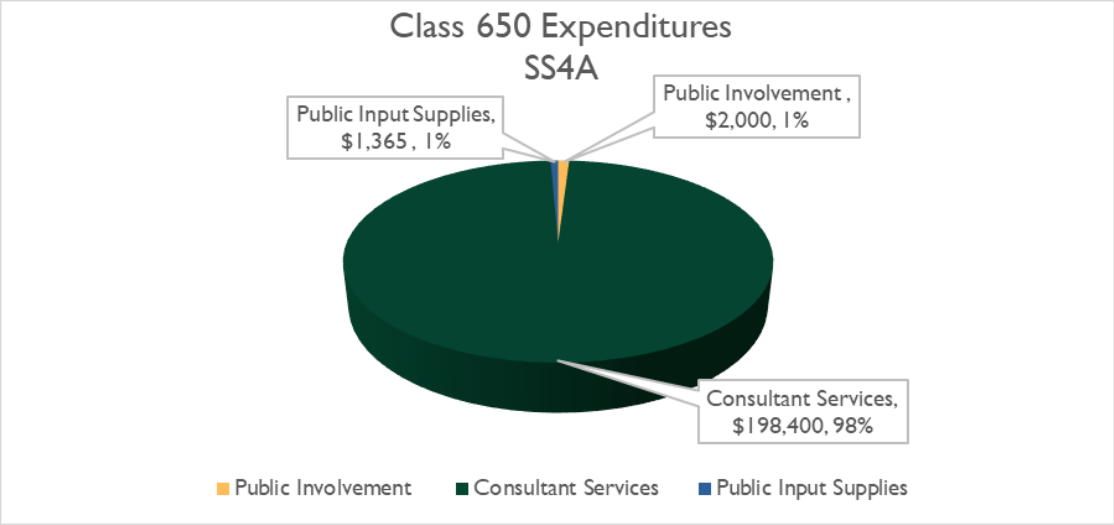
Commodities		
Office Supplies/Furniture	$	6,365
Public Input Promotional Items	$	635
Publications	$	700
Total Commodities	$	7,700
Information Technology		
Computer Upgrades/Equip Replace	$	7,000
GIS Licenses	$	7,000
IT Maintenance Contract	$	12,500
Software	$	4,500
Webhosting	$	8,000
Total Information Technology	$	39,000
Insurance		
Directors & Officers	$	3,744
General Liability/Property	$	4,784
Workers Compensation	$	1,248
Network Defender	$	1,560
Total Insurance	$	11,336
Services/Projects		
Aerial Photography	$	25,000
Data Acquisition	$	30,000
Rideshare	$	250
TIP Tool Maintenance	$	20,000
Trans Consulting Services	$	150,000
Travel Demand Model Update	$	12,000
Total Services	$	237,250
Building		
Building Lease	$	54,060
Common Area Main Exp	$	23,000
Maintenance	$	1,500
Office Cleaning	$	4,680
Utilities	$	3,400
Total Building	$	86,640
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	$	60,000
Membership Attendance at Meetings	$	30,000
Total In-Kind Match	$	90,000
Total Expenditures	$	1,540,797
Income Over Expenditures	$	0

Class 650
SS4A

Safe Streets and Roads For All

The Ozarks Transportation Organization applied for a US Department of Transportation Discretionary Grant for the Safe Streets and Roads for All program. The OTO was awarded a planning grant in the amount of $228,800 to write a Safety Action Plan for the OTO region. This is a two year grant program, so not all the funds will be received or expended in the current fiscal year. Project began in FY 2024. All SS4A Match will be billed in FY 2025. The $16,847 will reimburse OTO for FY 2024 expenses paid.

	BUDGETED FY 2025 Jul '24 - Jun 25	
REVENUE		
Safe Streets for All Grant	$ 161,412	
SS4A Local Match	$ 57,200	Total Local Match Billing
Total OTO Revenue	$ 218,612	
EXPENDITURES		
Salaries and Fringe	$ -	
Public Involvement Advertising	$ 2,000	
Public Input Supplies	$ 1,365	Public Involvement Materials
Trans Consulting Services & Data Acquisition	$ 198,400	Includes Data Acquistion, Public Involvement Consultant, and Model Runs
Total Expense	$ 201,765	
Net Ordinary Income*	$ 16,847	



Contact Us

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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, or sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at www.ozarkstransportation.org.

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.

TAB 4

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.D.

Draft FY 2025-2029 Statewide Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2025-2029 STIP is available for public comment through May 31 and will be considered for adoption by the Missouri Highways and Transportation Commission at their July 10, 2024 meeting. Included for member information is the 2025-2029 Scoping and Design Projects and the 2025-2029 Highway and Bridge Construction Schedule. The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP.

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the draft OTO 2025-2028 Transportation Improvement Program.

The entire adopted STIP can be viewed on MoDOT's website:
https://www.modot.org/DRAFTSTIP

Due to inflation and funding availability, no new projects from the OTO prioritization list were added to the STIP this year. Several did move fiscal years, however.

Projects advanced a fiscal year between the FY 2024-2028 STIP and the Draft FY 2025-2029 STIP:

- (2025, moved from 2026) I-44- Six lanes and pavement rebuild from Route 13 to Glenstone

Projects that stayed in the same fiscal year between the FY 2024-2028 STIP and the Draft FY 2025-2029 STIP:

- (2025) CC Widening from US65 to Fremont in Ozark
- (2025) CC/22nd Intersection Improvements in Ozark
- (2025) 65/CC/J Ramp/Bridge Improvements
- (2025) 125 Roundabout/Intersection Improvements in Strafford
- (2025) I-44- Six lanes and pavement rebuild from Glenstone to US 65
- (2025) MM - Relocation and RR Bridge
- (2025) MM - Add lanes from I-44 to James River Freeway
- (2025) ADA/Safety Improvements on Sunshine
- (2027) MO14 widening from 6th to 14th
- (2027) 13/44 interchange Improvements- Phase I
- (2028) 13 (Kansas) widening from Grand to Sunshine

Projects delayed a fiscal year between the FY 2024-2028 STIP and the Draft FY 2025-2029 STIP:

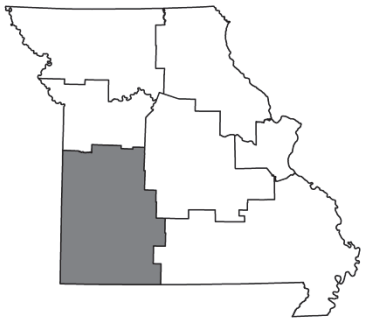
- (2025, moved from 2024) Roundabout at Main and CC in Nixa
- (2026, moved from 2025) Roundabouts at 266/AB and 266/B
- (2025, 2028 – several moved from 2027 to 2028) Various Signal Replacements

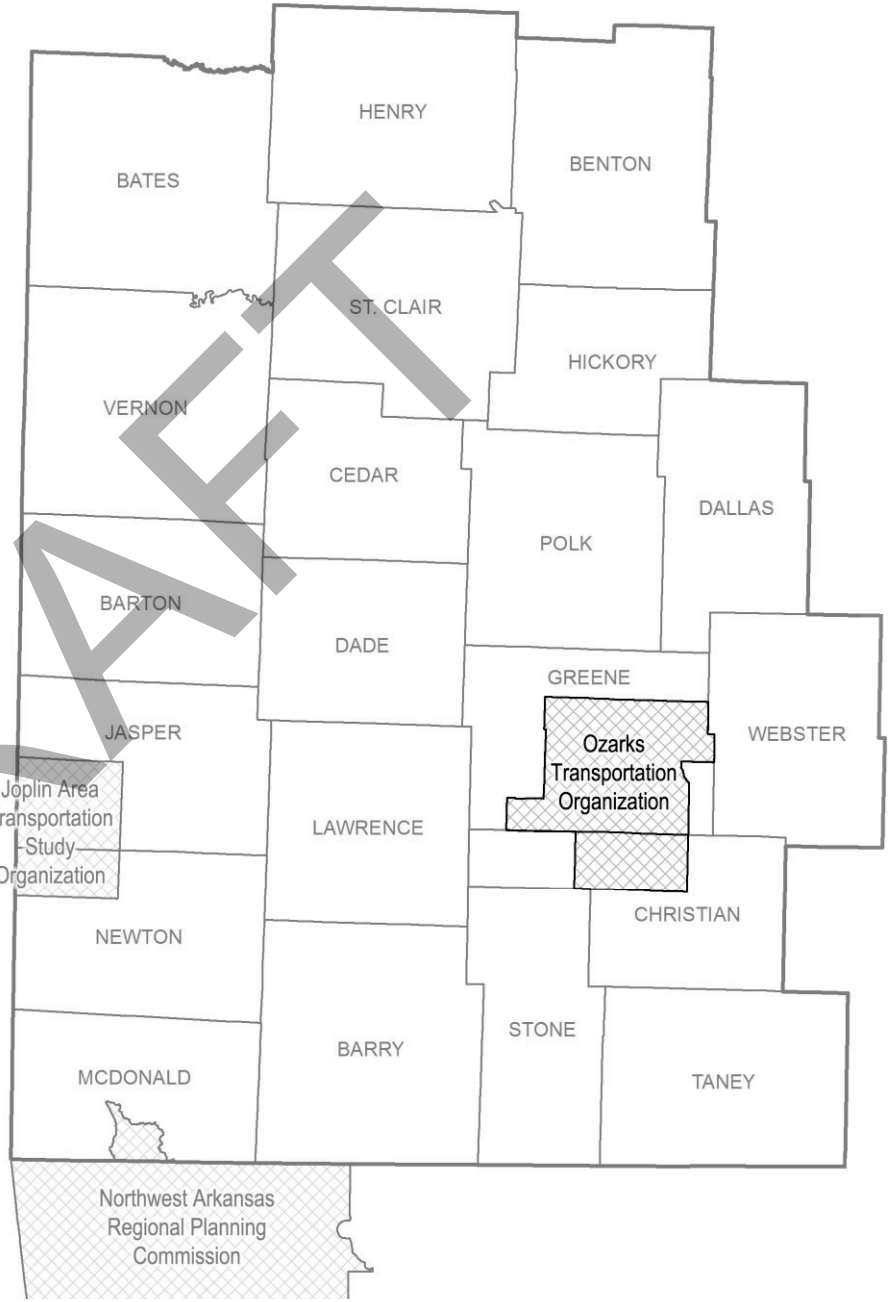
- (2028, moved from 2027) US 60 Improvements from James River Freeway to CR 103
- (2029, moved from 2028) US60 Improvements from 65 to NN/J
- (2029, moved from 2028) ADA/Safety Improvements on Glenstone – Phase II

We appreciate the partnership with MoDOT and are pleased to see the projects recommended by OTO in the annual STIP.

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

"Move to endorse the FY 2025-2029 Statewide Transportation Improvement Program."





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MoDOT's Southwest District

TMA: Ozarks Transportation Organization

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

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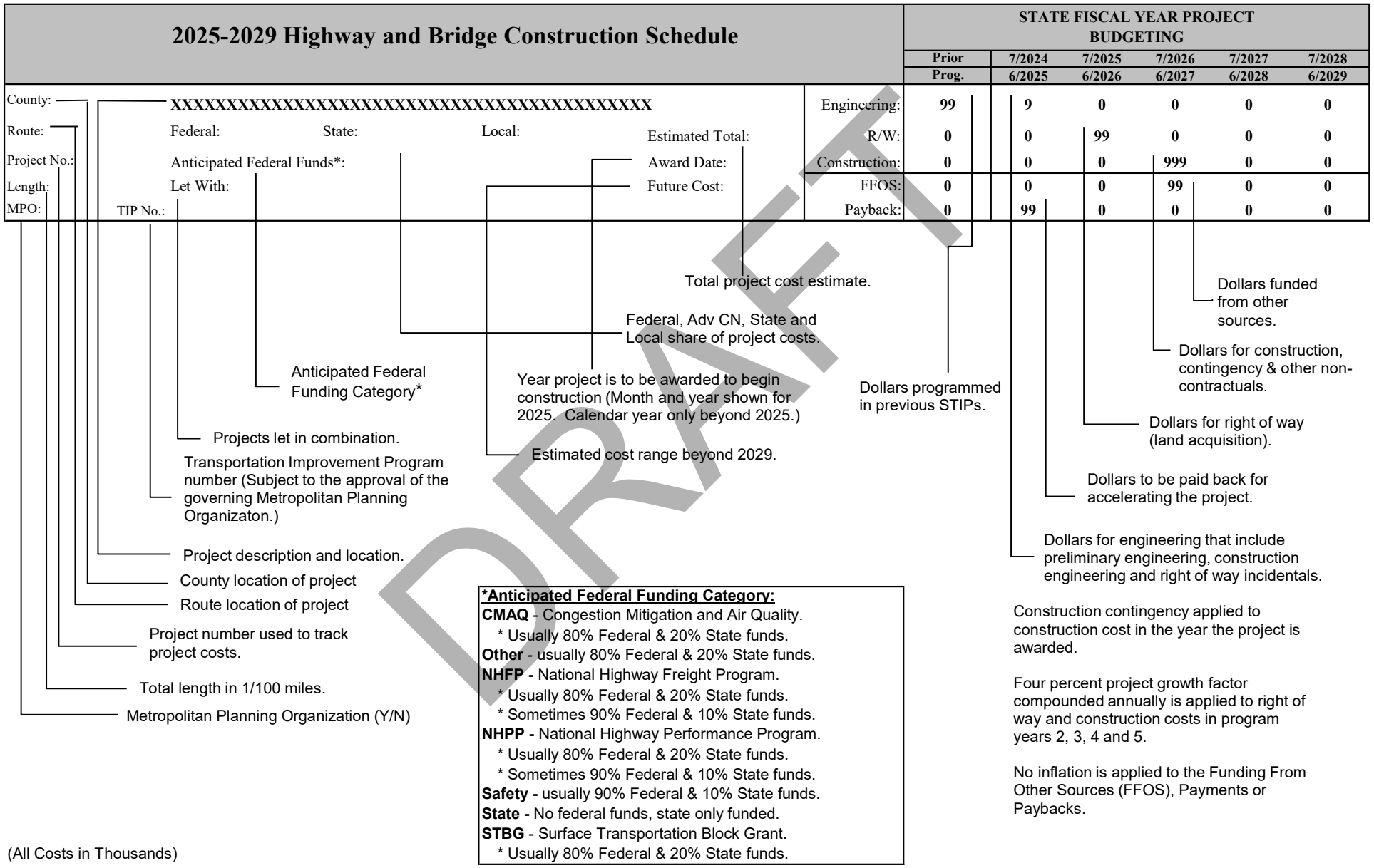
Projects in Section 4 shaded in gray represent projects which could be removed with the repeal of SB262, or because the projects bids exceeded the program estimate. Both possible actions are to help ensure the STIP's fiscal constraint.

PROJECT DESCRIPTION KEY



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2025 - 2029 Highway and Bridge Construction Schedule

									STATE FISCAL YEAR PROJECT BUDGETING					
									Prior	7/2024	7/2025	7/2026	7/2027	7/2028
									Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:		**CHRISTIAN**	**Add safety signage 0.1 mile north of Lindenlure Drive.**						Engineering:	**9**	**11**	**0**	**0**	**0**	**0**
Route:		**MO 125**	Federal: **31**	State : **3**	Local : **0**		Estimated Total: **43**		R/W:	**0**	**0**	**0**	**0**	**0**	**0**
Project No.:		**SU0103**	Anticipated Federal Funds : **SAFETY**				Award Date : **1/2025**		Construction:	**0**	**23**	**0**	**0**	**0**	**0**
Length:		**0.13**	Let With : **SR0097 SR0099**				Future Cost : **0**		FFOS:	**0**	**0**	**0**	**0**	**0**	**0**
MPO:	**Y**	Tip No. :							Payback:	**0**	**0**	**0**	**0**	**0**	**0**
County:		**CHRISTIAN**	**Roadway improvements on South Street from 6th Avenue to 14th Avenue in Ozark.**						Engineering:	**100**	**100**	**1,151**	**1,066**	**0**	**0**
Route:		**MO 14**	Adv. CN: **7,114**	State : **1,778**	Local : **0**		Estimated Total: **8,992**		R/W:	**0**	**0**	**2,384**	**0**	**0**	**0**
Project No.:		**8P0583B**	Anticipated Federal Funds : **AC-STBG**				Award Date : **2026**		Construction:	**0**	**0**	**0**	**4,191**	**0**	**0**
Length:		**0.56**	Let With :				Future Cost : **0**		FFOS:	**0**	**0**	**0**	**0**	**0**	**0**
MPO:	**Y**	Tip No. : **OK2201**	**Contingent upon the execution of an agreement**						Payback:	**0**	**0**	**0**	**0**	**0**	**0**
County:		**CHRISTIAN**	**Add lanes, sidewalk and shared use path from Fremont Road to 22nd Street in Ozark. Design, right of way acquisition and utility relocation by Ozark. $2,021,449 Cost Share, $2,128,397 STBG-Urban and $532,099 Ozark funds.**						Engineering:	**130**	**484**	**0**	**0**	**0**	**0**
									R/W:	**0**	**0**	**0**	**0**	**0**	**0**
Route:		**RT CC**	Adv. CN: **4,133**	State : **501**	Local : **532**		Estimated Total: **5,296**		Construction:	**0**	**4,682**	**0**	**0**	**0**	**0**
Project No.:		**8S0736D**	Anticipated Federal Funds : **AC-STBG**				Award Date : **3/2025**								
Length:		**0.80**	Let With : **8S0736E 8S3245 SR0283**				Future Cost : **0**		FFOS:	**0**	**2,660**	**0**	**0**	**0**	**0**
MPO:	**Y**	Tip No. : **OK2102-20A**							Payback:	**0**	**0**	**0**	**0**	**0**	**0**
County:		**CHRISTIAN**	**Add intersection turn lane and upgrade sidewalk and guardrail at 22nd Street in Ozark. Project involves culvert A3861.**						Engineering:	**645**	**645**	**0**	**0**	**0**	**0**
									R/W:	**368**	**0**	**0**	**0**	**0**	**0**
Route:		**RT CC**	Adv. CN: **2,609**	State : **652**	Local : **0**		Estimated Total: **4,274**		Construction:	**0**	**2,616**	**0**	**0**	**0**	**0**
Project No.:		**8S0736E**	Anticipated Federal Funds : **AC-STBG**				Award Date : **3/2025**								
Length:		**0.18**	Let With : **8S0736D 8S3245 SR0283**				Future Cost : **0**		FFOS:	**0**	**0**	**0**	**0**	**0**	**0**
MPO:	**Y**	Tip No. : **OK2202-22**							Payback:	**0**	**0**	**0**	**0**	**0**	**0**
County:		**CHRISTIAN**	**Add roundabout at Main Street in Nixa.**						Engineering:	**490**	**947**	**0**	**0**	**0**	**0**
Route:		**RT CC**	Adv. CN: **3,663**	State : **916**	Local : **0**		Estimated Total: **5,169**		R/W:	**100**	**0**	**0**	**0**	**0**	**0**
Project No.:		**8S0736F**	Anticipated Federal Funds : **AC-STBG**				Award Date : **12/2024**		Construction:	**0**	**3,632**	**0**	**0**	**0**	**0**
Length:		**0.20**	Let With : **SU0216**				Future Cost : **0**		FFOS:	**0**	**0**	**0**	**0**	**0**	**0**
MPO:	**Y**	Tip No. : **NX2202-22**							Payback:	**0**	**0**	**0**	**0**	**0**	**0**

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2025 - 2029 Highway and Bridge Construction Schedule

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PAYMENT

								STATE FISCAL YEAR PROJECT BUDGETING					
								Prior	7/2024	7/2025	7/2026	7/2027	7/2028
								Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	CHRISTIAN	Payment to Ozark for design, right of way and utility relocations for 8P0736D to add lanes, sidewalk and shared use path from Fremont Road to 22nd Street. $825,768 Cost Share funds.						Engineering:	15	5	0	0	0
Route:	RT CC	Adv. CN: 664	State : 166	Local : 0		Estimated Total: 845		R/W:	0	0	0	0	0
Project No.:	8S0736H	Anticipated Federal Funds : AC-STBG				Award Date : /		Construction:	0	825	0	0	0
Length:	0.80	Let With :				Future Cost : 0		FFOS:	0	0	0	0	0
MPO: Y	Tip No. :							Payback:	0	0	0	0	0
County:	CHRISTIAN	Add intersection turn lanes at Rtes. CC and J and bridge rehabilitation on eastbound bridge over Rte. 65 in Ozark. Project involves bridge A3860.						Engineering:	66	130	0	0	0
Route:	RT J	Federal: 718	State : 179	Local : 0		Estimated Total: 963		R/W:	0	0	0	0	0
Project No.:	8S3245	Anticipated Federal Funds : NHPP				Award Date : 3/2025		Construction:	0	767	0	0	0
Length:	0.06	Let With : 8S0736D 8S0736E SR0283				Future Cost : 0		FFOS:	0	0	0	0	0
MPO: Y	Tip No. : OK2203-22							Payback:	0	0	0	0	0
County:	CHRISTIAN	Add lanes from south of Rte. CC to north of Tracker Road in Nixa. Design, right-of-way acquisition and inspection by Nixa. $397,334 Nixa and $1,589,336 Nixa STBG-Urban funds.						Engineering:	0	2	0	0	0
Route:	CST MAIN ST	Federal: 1,591	State : 0	Local : 398		Estimated Total: 1,989		R/W:	0	0	0	0	0
Project No.:	SU0216	Anticipated Federal Funds : STBG				Award Date : 12/2024		Construction:	0	1,987	0	0	0
Length:	0.48	Let With : 8S0736F				Future Cost : 0		FFOS:	0	1,987	0	0	0
MPO: Y	Tip No. :	Contingent upon the execution of an agreement						Payback:	0	0	0	0	0
County:	CHRISTIAN	Pavement resurfacing from Rte. 14 to south of Timbercrest Road near Ozark.						Engineering:	4	1	1	1	2	22
Route:	RT W	Adv. CN: 186	State : 47	Local : 0		Estimated Total: 237		R/W:	0	0	0	0	0	0
Project No.:	SU0012	Anticipated Federal Funds : AC-STBG				Award Date : 2028		Construction:	0	0	0	0	0	206
Length:	1.00	Let With :				Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :							Payback:	0	0	0	0	0	0
County:	GREENE	Add roundabouts at I-44 ramps and at Chestnut Street, add signal at Rte. OO and add turn lane from Washington Avenue to Rte. OO in Strafford.						Engineering:	960	1,579	0	0	0	0
Route:	MO 125	Adv. CN: 6,667	State : 1,667	Local : 0		Estimated Total: 9,484		R/W:	190	0	0	0	0	0
Project No.:	8S3238	Anticipated Federal Funds : AC-STBG				Award Date : 12/2024		Construction:	0	6,755	0	0	0	0
Length:	1.10	Let With :				Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : ST2201-22							Payback:	0	0	0	0	0	0

2025 - 2029 Highway and Bridge Construction Schedule

										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior	7/2024	7/2025	7/2026	7/2027	7/2028
										Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	GREENE	**Bridge rehabilitation over I-44 in Strafford. Project involves bridge A5400.**							Engineering:	10	480	0	0	0	0
Route:	MO 125	Federal:	1,363	State :	341	Local :	0	Estimated Total: **1,714**	R/W:	0	0	0	0	0	0
Project No.:	SU0174	Anticipated Federal Funds : **NHPP**						Award Date : **5/2025**	Construction:	0	1,224	0	0	0	0
Length:	0.04	Let With : **8S3238**						Future Cost : **0**	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0
County:	GREENE	**Bridge replacement on Melville Road over I-44 in Springfield. Project involves bridge A0441. $531,953 Greene County and $371,793 STBG-Urban funds.**							Engineering:	753	720	0	0	0	0
Route:	CRD 127	Federal:	4,013	State :	471	Local :	532	Estimated Total: **5,794**	R/W:	25	0	0	0	0	0
Project No.:	8S3156	Anticipated Federal Funds : **NHPP**						Award Date : **4/2025**	Construction:	0	4,296	0	0	0	0
Length:	0.24	Let With :						Future Cost : **0**	FFOS:	0	904	0	0	0	0
MPO: Y	Tip No. : **SP1911-19A**								Payback:	0	0	0	0	0	0
County:	GREENE	**Interchange improvements at I-44 in Springfield.**							Engineering:	1,000	500	1,697	5,135	0	0
Route:	MO 13	Federal:	44,979	State :	11,245	Local :	0	Estimated Total: **57,224**	R/W:	0	0	12,748	0	0	0
Project No.:	SU0079	Anticipated Federal Funds : **NHPP**						Award Date : **2027**	Construction:	0	0	0	36,144	0	0
Length:	0.62	Let With :						Future Cost : **0**	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0
County:	GREENE	**Capital improvement on Kansas Expressway from Grand Street to Rte. 413 (Sunshine Street) in Springfield. Project involves bridge A3259.**							Engineering:	80	350	350	350	1,379	0
Route:	MO 13	Federal:	8,886	State :	2,222	Local :	0	Estimated Total: **11,188**	R/W:	0	0	0	27	0	0
Project No.:	SU0093	Anticipated Federal Funds : **NHPP**						Award Date : **2028**	Construction:	0	0	0	0	8,652	0
Length:	1.01	Let With :						Future Cost : **0**	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0
County:	GREENE	**Bridge painting over Rte. 60 (James River Freeway), on Republic Street over Rte. 60 and on Rte. 266 (Chestnut Expressway) over I-44 in Springfield. Project involves bridges A4146, A4184 and A0598.**							Engineering:	34	10	90	295	0	0
Route:	US 160	Federal:	1,798	State :	449	Local :	0	Estimated Total: **2,281**	R/W:	0	0	0	0	0	0
Project No.:	SU0051	Anticipated Federal Funds : **NHPP**						Award Date : **2027**	Construction:	0	0	0	1,852	0	0
Length:	0.25	Let With :						Future Cost : **0**	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : **SP2304-23**								Payback:	0	0	0	0	0	0

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2025 - 2029 Highway and Bridge Construction Schedule

									STATE FISCAL YEAR PROJECT BUDGETING					
									Prior	7/2024	7/2025	7/2026	7/2027	7/2028
									Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	GREENE	Pavement improvement from 0.1 mile north of Plainview Road in Springfield to Rte. 14 in Nixa. Project involves bridge J0930.						Engineering:	0	92	378	0	0	0
Route:	US 160	Federal: 3,034	State : 758	Local : 0	Estimated Total: 3,792			R/W:	0	0	0	0	0	0
Project No.:	SU0156	Anticipated Federal Funds : NHPP			Award Date : 2025			Construction:	0	0	3,322	0	0	0
Length:	6.36	Let With : SU0018			Future Cost : 0			FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :							Payback:	0	0	0	0	0	0
County:	GREENE	Add roundabouts at Rte. AB and at Rte. B west of Springfield. $1,180,000 Open Container funds.						Engineering:	335	242	731	0	0	0
Route:	MO 266	Adv. CN: 3,161	State : 790	Local : 0	Estimated Total: 4,286			R/W:	0	101	0	0	0	0
Project No.:	SU0080	Anticipated Federal Funds : AC-STBG			Award Date : 2025			Construction:	0	0	2,877	0	0	0
Length:	0.10	Let With :			Future Cost : 0			FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :							Payback:	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from I-44 to Rte. 60 in Springfield.						Engineering:	11	7	2	2	2	154
Route:	MO 360	Federal: 587	State : 147	Local : 0	Estimated Total: 745			R/W:	0	0	0	0	0	0
Project No.:	SU0014	Anticipated Federal Funds : NHPP			Award Date : 2029			Construction:	0	0	0	0	0	567
Length:	3.68	Let With :			Future Cost : 0			FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :							Payback:	0	0	0	0	0	0
County:	GREENE	Add lanes and rebuild pavement from Rte. H (Glenstone Avenue) to Rte. 65 in Springfield.						Engineering:	2,329	2,905	0	0	0	0
Route:	IS 44	Federal: 18,465	State : 2,052	Local : 0	Estimated Total: 22,846			R/W:	0	0	0	0	0	0
Project No.:	8I3044C	Anticipated Federal Funds : NHPP			Award Date : 12/2024			Construction:	0	17,612	0	0	0	0
Length:	2.04	Let With : 8I3225 SU0076 SU0114			Future Cost : 0			FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP2203							Payback:	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing from west of Rte. 266 (Chestnut Exp) to Rte. 13 (Kansas Exp) and from Rte. 65 in Springfield to east of Rte. 125 in Strafford and add high friction surface treatment on the westbound lanes in Strafford. Involves bridges A0712, A0714 and A0715.						Engineering:	454	1,102	0	0	0	0
								R/W:	0	0	0	0	0	0
Route:	IS 44	Federal: 9,419	State : 1,046	Local : 0	Estimated Total: 10,919			Construction:	0	9,363	0	0	0	0
Project No.:	8I3225	Anticipated Federal Funds : NHPP			Award Date : 12/2024			FFOS:	0	0	0	0	0	0
Length:	12.90	Let With : 8I3044C SU0076 SU0114			Future Cost : 0			Payback:	0	0	0	0	0	0
MPO: Y	Tip No. : GR2201													

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2025 - 2029 Highway and Bridge Construction Schedule

									STATE FISCAL YEAR PROJECT BUDGETING					
									Prior	7/2024	7/2025	7/2026	7/2027	7/2028
									Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	GREENE	**Pavement resurfacing from 0.5 mile east of Rte. 125 in Strafford to 1.1 mile east of Rte. 125.**						Engineering:	10	88	0	0	0	0
Route:	IS 44	Federal:	693	State :	77	Local :	0	Estimated Total: 780	R/W:	0	0	0	0	0	0
Project No.:	SU0013	Anticipated Federal Funds : NHPP						Award Date : 12/2024	Construction:	0	682	0	0	0	0
Length:	1.54	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : ST2301-23								Payback:	0	0	0	0	0	0
County:	GREENE	**Add lanes and replace bridges from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone Avenue) in Springfield. Project involves bridges A0444, A0445 and A0447. $468,047 Greene County, $1,628,207 STBG-Urban and $302,006 Transportation Alternatives funds.**						Engineering:	2,579	7,998	0	0	0	0
Route:	IS 44	Federal:	40,729	State :	4,057	Local :	468	Estimated Total: 47,848	R/W:	15	0	0	0	0	0
Project No.:	SU0076	Anticipated Federal Funds : NHPP						Award Date : 12/2024	Construction:	0	37,256	0	0	0	0
Length:	2.61	Let With : 8I3044C 8I3225 SU0114						Future Cost : 0	FFOS:	0	2,398	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0
County:	GREENE	**Sound abatement on the eastbound lanes from Summitt Avenue to National Avenue in Springfield.**						Engineering:	200	655	0	0	0	0
Route:	IS 44	Federal:	3,274	State :	364	Local :	0	Estimated Total: 3,838	R/W:	0	50	0	0	0	0
Project No.:	SU0114	Anticipated Federal Funds : NHPP						Award Date : 12/2024	Construction:	0	2,933	0	0	0	0
Length:	0.56	Let With : 8I3044C 8I3225 SU0076						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0
County:	GREENE	**Job Order Contracting for pavement repair on I-44, Rte. 65 and Rte. 60 in the urban Southwest District.**						Engineering:	0	5	85	0	0	0
Route:	IS 44	Adv. CN:	457	State :	51	Local :	0	Estimated Total: 508	R/W:	0	0	0	0	0	0
Project No.:	SU0197	Anticipated Federal Funds : AC-NHPP						Award Date : 2026	Construction:	0	0	418	0	0	0
Length:	37.25	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2401								Payback:	0	0	0	0	0	0
County:	GREENE	**Rebuild pavement on the westbound lanes from 2.1 miles east of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.**						Engineering:	315	636	0	0	0	0
Route:	IS 44	Federal:	8,407	State :	934	Local :	0	Estimated Total: 9,656	R/W:	0	0	0	0	0	0
Project No.:	SU0146	Anticipated Federal Funds : NHPP						Award Date : 10/2024	Construction:	0	8,705	0	0	0	0
Length:	1.37	Let With : 7I3010						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0

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2025 - 2029 Highway and Bridge Construction Schedule

								STATE FISCAL YEAR PROJECT BUDGETING					
								Prior	7/2024	7/2025	7/2026	7/2027	7/2028
								Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:		GREENE	**Signal upgrades at I-44, Main Avenue, Campbell Avenue, Benton Avenue, Grant Avenue, Boonville Avenue, Broadway Avenue and Eastgate Avenue and signal upgrades and adding intersection turn lane at Rte. 65 in Springfield.**					Engineering:	435	1,103	0	0	0
								R/W:	150	0	0	0	0
Route:		LP 44	Federal: 2,272	State : 252	Local : 0		Estimated Total: 3,109	Construction:	0	1,421	0	0	0
Project No.:		8P3144	Anticipated Federal Funds : SAFETY				Award Date : 4/2025						
Length:		9.21	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : SP1812-22A						Payback:	0	0	0	0	0
County:		GREENE	**Capital improvements from 0.5 mile east of Rte. 65 to Rtes. NN and J.**					Engineering:	951	300	400	400	500	3,722
Route:		US 60	Federal: 22,237	State : 5,559	Local : 0		Estimated Total: 28,747	R/W:	0	0	0	0	534	0
Project No.:		8P0683G	Anticipated Federal Funds : NHPP				Award Date : 2029	Construction:	0	0	0	0	0	21,940
Length:		2.02	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : GR140318A1						Payback:	0	0	0	0	0	0
County:		GREENE	**Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic.**					Engineering:	550	250	350	300	1,693	0
Route:		US 60	Federal: 15,234	State : 3,809	Local : 0		Estimated Total: 19,593	R/W:	0	0	0	5,682	0	0
Project No.:		SU0078	Anticipated Federal Funds : NHPP				Award Date : 2028	Construction:	0	0	0	0	10,768	0
Length:		1.06	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :						Payback:	0	0	0	0	0	0
County:		GREENE	**Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to Rte. 60 (James River Freeway) in Springfield.**					Engineering:	982	2	2	2	5	508
								R/W:	0	0	0	0	217	0
Route:		BU 65	Federal: 2,667	State : 667	Local : 0		Estimated Total: 4,316	Construction:	0	0	0	0	0	2,598
Project No.:		SU0003	Anticipated Federal Funds : NHPP				Award Date : 2029						
Length:		8.10	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP2218-22A						Payback:	0	0	0	0	0	0
County:		GREENE	**Bridge replacement on Eastgate Avenue over BNSF Railway and add sidewalk from south of Monroe Street to Lombard Street in Springfield. Project involves bridge W0574.**					Engineering:	383	88	446	0	0	0
Route:		E OR 65	Federal: 2,946	State : 737	Local : 0		Estimated Total: 4,066	R/W:	0	205	0	0	0	0
Project No.:		8S3158	Anticipated Federal Funds : NHPP				Award Date : 2025	Construction:	0	0	2,944	0	0	0
Length:		0.23	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP1910-19A						Payback:	0	0	0	0	0	0

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2025 - 2029 Highway and Bridge Construction Schedule

				STATE FISCAL YEAR PROJECT BUDGETING					
				Prior	7/2024	7/2025	7/2026	7/2027	7/2028
				Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	GREENE	**Replace signals on Kearney St at Mayfair Ave, on Loop 44 at Haseltine Rd, on Evans Rd at Rte. 65 ramps, on Bus. 65 at Seminole St, Portland St and Barataria St in Springfield and on Rte. 60 at Rte. MM in Republic.**	Engineering:	668	603	0	0	0	0
			R/W:	12	0	0	0	0	0
Route:	MO 744	Adv. CN: 2,450 State : 613 Local : 0 Estimated Total: 3,743	Construction:	0	2,460	0	0	0	0
Project No.:	8P3236	Anticipated Federal Funds : AC-STBG Award Date : 6/2025							
Length:	0.18	Let With : Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2209-22		Payback:	0	0	0	0	0	0
County:	GREENE	**Replace signals on Kearney St at National Ave, Summit Ave, Grant Ave, Broadway Ave and Delaware Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Rte. FF at Rte. MM in Battlefield and on Rte. CC at Cheyenne Rd in Christian County.**	Engineering:	30	150	100	103	561	0
			R/W:	0	0	0	13	0	0
Route:	MO 744	Adv. CN: 2,891 State : 723 Local : 0 Estimated Total: 3,644	Construction:	0	0	0	0	2,687	0
Project No.:	8P3237	Anticipated Federal Funds : AC-STBG Award Date : 2028							
Length:	0.14	Let With : Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2210-22		Payback:	0	0	0	0	0	0
County:	GREENE	**Pavement resurfacing on Sunshine Street from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.**	Engineering:	72	214	0	0	0	0
			R/W:	0	0	0	0	0	0
Route:	RT D	Federal: 1,610 State : 402 Local : 0 Estimated Total: 2,084	Construction:	0	1,798	0	0	0	0
Project No.:	8S0745	Anticipated Federal Funds : NHPP Award Date : 4/2025							
Length:	2.74	Let With : 8S3133 8S3153 Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP1906-19		Payback:	0	0	0	0	0	0
County:	GREENE	**Add intersection turn lanes, pedestrian signals and raised medians at various locations on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199.**	Engineering:	597	862	0	0	0	0
			R/W:	253	0	0	0	0	0
Route:	RT D	Federal: 2,436 State : 609 Local : 0 Estimated Total: 3,895	Construction:	0	2,183	0	0	0	0
Project No.:	8S3133	Anticipated Federal Funds : NHPP Award Date : 4/2025							
Length:	4.53	Let With : 8S0745 8S3153 Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP1802-22A		Payback:	0	0	0	0	0	0
County:	GREENE	**Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. $626,000 Transportation Alternatives and $156,500 Springfield funds.**	Engineering:	889	884	0	0	0	0
			R/W:	53	0	0	0	0	0
Route:	RT D	Adv. CN: 3,456 State : 707 Local : 157 Estimated Total: 5,262	Construction:	0	3,436	0	0	0	0
Project No.:	8S3153	Anticipated Federal Funds : AC-STBG Award Date : 4/2025							
Length:	2.58	Let With : 8S0745 8S3133 Future Cost : 0	FFOS:	0	783	0	0	0	0
MPO: Y	Tip No. : SP1413-19		Payback:	0	0	0	0	0	0

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2025 - 2029 Highway and Bridge Construction Schedule

									STATE FISCAL YEAR PROJECT BUDGETING					
									Prior	7/2024	7/2025	7/2026	7/2027	7/2028
									Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	GREENE	**Pavement resurfacing from east of Blackman Road to Rte. 125 east of Springfield.**						Engineering:	40	10	190	0	0	0
Route:	RT D	Adv. CN:	1,433	State :	358	Local :	0	Estimated Total: 1,831	R/W:	0	0	0	0	0	0
Project No.:	8S3215	Anticipated Federal Funds : AC-STBG						Award Date : 2026	Construction:	0	0	1,591	0	0	0
Length:	5.55	Let With : 8S3211 SU0077						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : GR2203								Payback:	0	0	0	0	0	0
County:	GREENE	**Replace signals at Oak Grove Avenue and Ventura Avenue in Springfield.**						Engineering:	10	10	10	10	50	110
Route:	RT D	Federal:	925	State :	231	Local :	0	Estimated Total: 1,166	R/W:	0	0	0	0	11	0
Project No.:	SU0148	Anticipated Federal Funds : NHPP						Award Date : 2029	Construction:	0	0	0	0	0	955
Length:	0.03	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0
County:	GREENE	**Bridge improvement over I-44 in Springfield. Project involves bridge A0713.**						Engineering:	39	10	40	195	0	0
Route:	RT EE	Federal:	1,155	State :	289	Local :	0	Estimated Total: 1,483	R/W:	0	0	2	0	0	0
Project No.:	SU0066	Anticipated Federal Funds : NHPP						Award Date : 2027	Construction:	0	0	0	1,197	0	0
Length:	0.10	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0
County:	GREENE	**Pavement resurfacing from Weaver Road in Battlefield to Haseltine Road.**						Engineering:	4	18	67	0	0	0
Route:	RT FF	Adv. CN:	433	State :	108	Local :	0	Estimated Total: 545	R/W:	0	0	0	0	0	0
Project No.:	SU0018	Anticipated Federal Funds : AC-STBG						Award Date : 2025	Construction:	0	0	456	0	0	0
Length:	3.05	Let With : SU0156						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : BA2301-23								Payback:	0	0	0	0	0	0
County:	GREENE	**Bridge rehabiliitation over Rte. 65, Rte. H (Glenstone Avenue) over I-44 and Rte. 125 over BNSF Railway. Project involves bridges A2040, A7501 and A8269.**						Engineering:	0	70	80	0	0	0
Route:	CST GASCONADE ST	Federal:	757	State :	189	Local :	0	Estimated Total: 946	R/W:	0	0	0	0	0	0
Project No.:	SU0169	Anticipated Federal Funds : NHPP						Award Date : 2025	Construction:	0	0	796	0	0	0
Length:	0.28	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :								Payback:	0	0	0	0	0	0

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2025 - 2029 Highway and Bridge Construction Schedule

									STATE FISCAL YEAR PROJECT BUDGETING					
									Prior	7/2024	7/2025	7/2026	7/2027	7/2028
									Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	GREENE	**Pavement resurfacing and add rumblestripes from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.**						Engineering:	15	31	122	0	0	0
Route:	RT J	Adv. CN: 968	State : 242	Local : 0		Estimated Total: 1,225		R/W:	0	0	0	0	0	0
Project No.:	8S3211	Anticipated Federal Funds : AC-STBG				Award Date : 2026		Construction:	0	0	1,057	0	0	0
Length:	5.50	Let With : 8S3215 SU0077				Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : GR2205-22							Payback:	0	0	0	0	0	0
County:	GREENE	**Replace box culverts south of County Road 150 and south of County Road 168. Project involves culverts Y0581 and W0010.**						Engineering:	0	100	201	0	0	0
Route:	RT J	Federal: 982	State : 246	Local : 0		Estimated Total: 1,228		R/W:	0	20	0	0	0	0
Project No.:	SU0077	Anticipated Federal Funds : STBG				Award Date : 2026		Construction:	0	0	907	0	0	0
Length:	0.02	Let With : 8S3211 8S3215				Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : SP2003							Payback:	0	0	0	0	0	0
County:	GREENE	**Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic. Design, right of way and inspection by Republic. $6,000,000 Cost Share, $2,296,000 STBG-Urban and $2,872,000 Republic funds.**						Engineering:	740	329	0	0	0	0
								R/W:	568	0	0	0	0	0
Route:	RT MM	Adv. CN: 7,204	State : 0	Local : 2,872		Estimated Total: 11,384		Construction:	0	9,747	0	0	0	0
Project No.:	8S0836B	Anticipated Federal Funds : AC-STBG				Award Date : 6/2025		FFOS:	0	5,168	0	0	0	0
Length:	1.51	Let With :				Future Cost : 0		Payback:	0	0	0	0	0	0
MPO: Y	Tip No. : RP1703-22A	**Contingent upon the execution of an agreement**												
County:	GREENE	**Relocate Brookline Avenue, add railroad overpass and sidewalks from County Road 160 to Rte. 60 and add lanes from Haile Street to County Road 160 in Republic. $564,000 Open Container, $560,440 Republic, $250,910 Transportation Alt. and $245,787 Carbon Reduction.**						Engineering:	2,324	6,299	0	0	0	0
								R/W:	3,536	0	0	0	0	0
Route:	RT MM	Federal: 22,838	State : 5,150	Local : 560		Estimated Total: 34,408		Construction:	0	22,249	0	0	0	0
Project No.:	8S0836D	Anticipated Federal Funds : STBG				Award Date : 11/2024		FFOS:	0	1,057	0	0	0	0
Length:	0.35	Let With :				Future Cost : 0		Payback:	0	0	0	0	0	0
MPO: Y	Tip No. : RP1704-20A													
County:	GREENE	**Bridge rehabilitation over I-44 in Springfield. Project involves bridge A7024.**						Engineering:	0	30	100	190	0	0
Route:	RP US65N TO IS44W	Federal: 2,154	State : 538	Local : 0		Estimated Total: 2,692		R/W:	0	0	0	0	0	0
Project No.:	SU0297	Anticipated Federal Funds : NHPP				Award Date : 2027		Construction:	0	0	0	2,372	0	0
Length:	0.00	Let With :				Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :							Payback:	0	0	0	0	0	0

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2025 - 2029 Highway and Bridge Construction Schedule

								STATE FISCAL YEAR PROJECT BUDGETING					
								Prior	7/2024	7/2025	7/2026	7/2027	7/2028
								Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	GREENE	**Bridge painting over Rte. 60, on the eastbound Rte. 60 ramp over Rte. 65 and on the Rte. 65 ramp over I-44 in Springfield. Project involves bridges A7541, A7542 and A7024.**					Engineering:	0	2	2	2	72	227
Route:	RP US65N TO US60W	Federal: 1,752	State : 438	Local : 0	Estimated Total: 2,190		R/W:	0	0	0	0	0	0
Project No.:	SU0298	Anticipated Federal Funds : NHPP			Award Date : 2029		Construction:	0	0	0	0	0	1,885
Length:	0.00	Let With :			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. :						Payback:	0	0	0	0	0	0
County:	VARIOUS	**Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.**					Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Federal: 0	State : 1,460	Local : 0	Estimated Total: 5,505		R/W:	7	0	0	0	0	0
Project No.:	5B0800X	Anticipated Federal Funds : STATE			Award Date : 2033		Construction:	0	0	0	0	0	0
Length:	0.00	Let With :			Future Cost : 1,001 - 2,000		FFOS:	7	0	0	0	0	0
MPO: Y	Tip No. : MO1105						Payback:	4,038	292	292	292	292	292
County:	VARIOUS	**On-call work zone enforcement at various locations in the urban Southwest District.**					Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Federal: 203	State : 22	Local : 0	Estimated Total: 225		R/W:	0	0	0	0	0	0
Project No.:	SU0068	Anticipated Federal Funds : SAFETY			Award Date : /2025		Construction:	0	225	0	0	0	0
Length:	0.00	Let With :			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2501						Payback:	0	0	0	0	0	0
County:	VARIOUS	**Operations and management of Ozarks Traffic ITS in the urban Southwest District.**					Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Adv. CN: 948	State : 237	Local : 0	Estimated Total: 1,185		R/W:	0	0	0	0	0	0
Project No.:	SU0070	Anticipated Federal Funds : AC-STBG			Award Date : /2025		Construction:	0	1,185	0	0	0	0
Length:	0.00	Let With :			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2502						Payback:	0	0	0	0	0	0
County:	VARIOUS	**On-call work zone enforcement at various locations in the urban Southwest District.**					Engineering:	0	0	14	0	0	0
Route:	VARIOUS	Federal: 193	State : 21	Local : 0	Estimated Total: 214		R/W:	0	0	0	0	0	0
Project No.:	SU0196	Anticipated Federal Funds : SAFETY			Award Date : 2026		Construction:	0	0	200	0	0	0
Length:	0.00	Let With :			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2501						Payback:	0	0	0	0	0	0

PAYBACK PAYMENT PAYMENT PAYMENT DRAFT

2025 - 2029 Highway and Bridge Construction Schedule

								STATE FISCAL YEAR PROJECT BUDGETING					
								Prior	7/2024	7/2025	7/2026	7/2027	7/2028
								Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	VARIOUS	**Job Order Contracting for bridge repairs at various locations in the urban Southwest District.**					Engineering:	0	8	42	0	0	0
Route:	VARIOUS	Adv. CN: 210	State : 52	Local : 0	Estimated Total: 262		R/W:	0	0	0	0	0	0
Project No.:	SU0198	Anticipated Federal Funds : AC-STBG			Award Date : 2026		Construction:	0	0	212	0	0	0
Length:	0.00	Let With : SR0195			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2213-22						Payback:	0	0	0	0	0	0
County:	VARIOUS	**Job Order Contracting for concrete repairs in the urban Southwest District.**					Engineering:	0	10	127	0	0	0
Route:	VARIOUS	Adv. CN: 618	State : 155	Local : 0	Estimated Total: 773		R/W:	0	0	0	0	0	0
Project No.:	SU0199	Anticipated Federal Funds : AC-STBG			Award Date : 2026		Construction:	0	0	636	0	0	0
Length:	0.00	Let With :			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2308						Payback:	0	0	0	0	0	0
County:	VARIOUS	**Operations and management of Ozarks Traffic ITS in the urban Southwest District.**					Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Adv. CN: 818	State : 204	Local : 0	Estimated Total: 1,022		R/W:	0	0	0	0	0	0
Project No.:	SU0200	Anticipated Federal Funds : AC-STBG			Award Date : 2026		Construction:	0	0	1,022	0	0	0
Length:	0.00	Let With :			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2402-22						Payback:	0	0	0	0	0	0
County:	VARIOUS	**Operations and management of Ozarks Traffic ITS in the urban Southwest District.**					Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Adv. CN: 835	State : 209	Local : 0	Estimated Total: 1,044		R/W:	0	0	0	0	0	0
Project No.:	SU0218	Anticipated Federal Funds : AC-STBG			Award Date : 2027		Construction:	0	0	0	1,044	0	0
Length:	0.00	Let With :			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2402-22						Payback:	0	0	0	0	0	0
County:	VARIOUS	**On-call work zone enforcement at various locations in the urban Southwest District.**					Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Federal: 180	State : 20	Local : 0	Estimated Total: 200		R/W:	0	0	0	0	0	0
Project No.:	SU0220	Anticipated Federal Funds : SAFETY			Award Date : 2026		Construction:	0	0	0	200	0	0
Length:	0.00	Let With :			Future Cost : 0		FFOS:	0	0	0	0	0	0
MPO: Y	Tip No. : MO2501						Payback:	0	0	0	0	0	0

PAYMENT PAYMENT PAYMENT DRAFT

2025 - 2029 Highway and Bridge Construction Schedule

								STATE FISCAL YEAR PROJECT BUDGETING					
								Prior	7/2024	7/2025	7/2026	7/2027	7/2028
								Prog	6/2025	6/2026	6/2027	6/2028	6/2029
County:	VARIOUS	**Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.**					Engineering:	0	8	308	0	0	0
Route:	VARIOUS	Adv. CN:	1,526	State :	381	Local :	0	Estimated Total: 1,907	R/W:	0	0	0	0	0	0
Project No.:	SU0273	Anticipated Federal Funds : AC-STBG						Award Date : 2026	Construction:	0	0	1,591	0	0	0
Length:	0.00	Let With :						Future Cost : 0	FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : MO2307							Payback:	0	0	0	0	0	0

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2025 - 2029 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029
FFOS:	7	14,957	0	0	0	0
Total RW:	5,277	376	15,134	5,722	762	0
Total Construction:	0	148,062	18,029	47,000	22,107	28,151
Paybacks:	4,038	292	292	292	292	292
Sub-Total:	9,315	148,730	33,455	53,014	23,161	28,443
Total Engineering:	19,258	31,085	7,086	8,051	4,264	4,743
Grand Total:	28,573	179,815	40,541	61,065	27,425	33,186

TMA : Y

Project Count : 56

	2025	2026	2027	2028	2029
State:	22,255	8,523	13,266	6,288	7,826
AC State:	32,341	12,545	5,409	2,869	210
Local:	5,519	0	0	0	0
Sub total:	60,115	21,068	18,675	9,157	8,036
Federal					
Sub-total Federal:	119,700	20,750	46,591	21,124	29,931
Grand Total:	179,815	41,818	65,266	30,281	37,967

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2025 - 2029 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2024 6/2025	7/2025 6/2026	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029
FFOS:	2,866	34,123	0	0	0	0
Total RW:	9,387	2,339	15,911	8,783	5,258	0
Total Construction:	2,442	373,683	158,334	178,813	66,789	115,376
Paybacks:	86,020	8,060	8,060	8,060	8,060	8,060
Sub-Total:	97,849	384,082	182,305	195,656	80,107	123,436
Total Engineering:	57,407	72,743	34,641	29,707	11,497	16,415
Grand Total:	155,256	456,825	216,946	225,363	91,604	139,851

Project Count : 230

	2025	2026	2027	2028	2029
State:	70,622	48,569	54,290	26,052	34,301
AC State:	78,101	39,785	49,905	15,412	14,301
Local:	10,815	0	0	0	0
Sub total:	159,538	88,354	104,195	41,464	48,602
Federal					
Sub-total Federal:	297,287	135,472	136,292	59,123	110,846
Grand Total:	456,825	223,826	240,487	100,587	159,448

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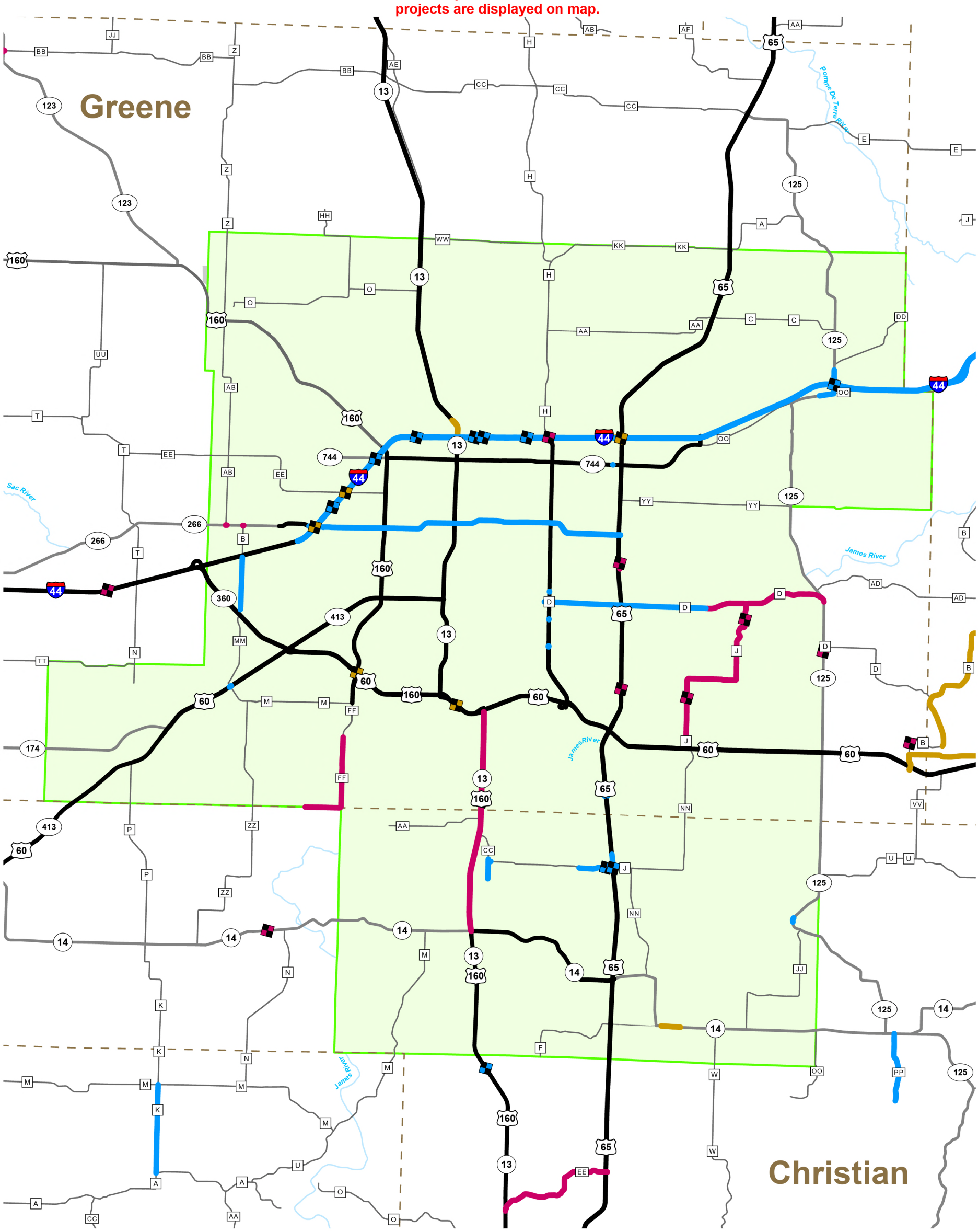
Statewide Transportation Improvement Program
2025-2029
Southwest District-Ozarks Transportation Organization

Highway and Bridge Construction Projects

Only SFY 2025-2027
projects are displayed on map.



State Fiscal Year (July 1 - June 30)

- 2025
- 2026
- 2027
- Urban Areas
- Missouri Major Roads
- Bridge
- Bridge
- Bridge
- Ozark Transportation Organization

Note: Bridge projects are displayed first. Other project overlaps will follow the order shown in the legend.

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N W E S

0 1 2 4 Miles

TAB 5

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.E.

Unfunded Needs List

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MoDOT has requested a list of unfunded needs that can be used in planning for different scenarios. The request proposed specific funding for three tiers of projects. Tier 1 (limited to $28 million) includes needs that could be accomplished in the time of the current five-year STIP as federal and state funding is available. Tier 2 (limited to $111 million) includes needs beyond the current STIP time frame. Tier 3 (limited to $111 million) includes additional needs beyond the current STIP time frame. Multimodal unfunded needs (limited to $56 million) are also categorized separately. OTO has further identified another $111 million in needs as on-deck.

It should be noted that the cost estimates provided are educated estimates and, in some cases, once a final project is determined, the estimate will be revised. The Southwest Urban Unfunded Needs List, which includes Multimodal Unfunded Needs as well, is attached for member review and recommendation.

Since the Technical Committee reviewed the proposal three adjustments have been made:

1) The Glenstone and Dale Intersection improvement project has been removed due to improvements being made with the current Glenstone safety project.
2) An Air Cargo Apron improvement has been removed as funding has been identified and construction is planned.
3) The I-44 improvements from 160 to 13 project limits were changed to 360 to 125 -next phase with interchanges included.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 17, 2024, the Technical Planning Committee recommended the Board of Directors approve the list of unfunded needs for consideration by MoDOT.

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

"Move to approve the presented list of unfunded needs for consideration by MoDOT."

OR

"Move to approve the list of unfunded needs for consideration by MoDOT with the following changes...."

				TIER 1	TIER 2	TIER 3	MULTIMODAL	ON DECK
JURISDICTION	PROJECT DESCRIPTION	SCORE	TOTAL FUNDS NEEDED	$28 M	$111 M	$ 111 M	$ 56 M	$ 111 M
MoDOT	US 60 ITS from 65 to 125	N/A	1,700,000		1,700,000			
Greene	JRF Extension Study	N/A	1,500,000					1,500,000
Springfield	I-244 Loop Designation	N/A	1,500,000	1,500,000				
MoDOT	13/44 Interchange Phase II	61	3,500,000	3,500,000				
MoDOT	13/44 Interchange Final Phase	61	2,000,000		2,000,000			
Springfield	13-Evergreen to Division- Context Sensitive Improvements	54	11,300,000		11,300,000			
MoDOT	65/KearneyInterchange/ Bridge Replacement	53	29,000,000		29,000,000			
MoDOT	I-44- Widening and Interchange Improvements from 360 to 125 next phase	53	42,000,000			42,000,000		
Republic	US 60 Intersection Improvements in Republic (Main/Harrison/Elm/Hampton)	52	12,000,000	6,000,000	6,000,000			
Springfield	13 Widening- Sunshine to Battlefield	52	10,800,000		10,800,000			
MoDOT	I-44 Pavement Rebuild	49	13,500,000	13,500,000				
Ozark	Rte J Additional WB Lane from Farmer Branch to 17th Street	49	5,000,000		5,000,000			
MoDOT	160/Mt Vernon Intersection in Springfield	49	4,500,000		4,500,000			
Ozark	Longview Interchange	48	30,000,000					30,000,000
Ozark	J/NN Intersection Improvements	47	3,000,000		3,000,000			
Ozark	CC/Fremont	47	2,000,000		2,000,000			
MoDOT	60/65 Phase II Interchange Improvements	47	15,000,000			15,000,000		
MoDOT	160 Widening- Plainview to AA	46	22,000,000		22,000,000			
Christian	14/W Intersection Improvements	38	3,000,000		3,000,000			
Ozark	14 Widening from NN to 3rd	34	8,000,000		8,000,000			
Republic	174/ Main Intersection	34	3,000,000		3,000,000			
Willard	AB Safety Improvements	32	7,000,000			7,000,000		
Battlefield	FF/Weaver Intersection	31	3,500,000	3,500,000				
Strafford	125/Evergreen Intersection	31	15,000,000			15,000,000		
MoDOT	US 60 (JRF) 160 to 13	30	34,000,000					34,000,000
Republic	MM Widening I-44 to Haile Street	25	29,300,000			29,300,000		
Nixa	160/Pembrook Intersection Improvements	22	3,000,000			3,000,000		
Nixa	160 widening from South Avenue to Pembrooke	22	7,000,000					7,000,000
Christian	AA/Owen Road Intersection	16	3,000,000					3,000,000
Springfield	US 65 Division Street Interchange with Trail	14	30,000,000					30,000,000
Christian	AA/Nicolas Road Intersection Improvements		3,000,000					3,000,000
BNSF	Division RR Overpass		26,000,000				26,000,000	
Greene	Pedestrian Improvements Rte EE from Haseltine to West Bypass		2,000,000				2,000,000	
Christian	Sidewalks/Trail on NN from J to 14		3,000,000				3,000,000	
Christian	Crosswalk/Ped Signal at 3rd/Church #1		500,000				500,000	
Springfield	Pedestrian Crossing Improvements on 160		2,000,000				2,000,000	
Ozark	Sidewalks on 14 from Church to Elm		300,000				300,000	
SGF	Rehabilitate Runway 14-32 at SGF		900,000				900,000	
SGF	Construct T- Hangar Taxiway		1,350,000				1,350,000	
Willard	Route AB Sidewalks from New Melville to Southview in Willard		250,000				250,000	
Willard	Rt Z Sidewalks from Eagle Lane To Willard Rec Center		200,000				200,000	

				TIER 1	TIER 2	TIER 3	MULTIMODAL	ON DECK
JURISDICTION	PROJECT DESCRIPTION	SCORE	TOTAL FUNDS NEEDED	$28 M	$111 M	$ 111 M	$ 56 M	$ 111 M
OTO	5310 Vehicle Match		500,000				500,000	
CU	CU Transit Bus Replacement		4,000,000				4,000,000	
Springfield	Division Trail from Eastgate to Packer		1,000,000				1,000,000	
Strafford	Route 66 Trail		8,000,000				8,000,000	
Battlefield	FF Republic Road Pedestrian Crossing		500,000				500,000	
Republic/Batttlefie	M Highway Trail from ZZ to FF- Phase I		3,500,000				3,500,000	
Nixa/Ozark	Highway 14 Trail Cheyenne to Fremont Road		1,750,000				1,750,000	
			359,100,000	28,000,000	111,300,000	111,300,000	55,750,000	108,500,000

RED TOP 10 LIST

GREENE MULTIMODAL

TAB 6

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.F.

Federal Funds Balance Report – March 31, 2024

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is 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.

THE OTO AREA MUST OBLIGATE $12.3 MILLION BY SEPTEMBER 30, 2024 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year.

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. Also provided is a status update for FY 2024.

Included in the Agenda Packet is the Status Update. The March 31 Funds Balance Report will be provided separately.

BOARD OF DIRECTORS ACTION REQUESTED:

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

Federal Funds Balance Report
FY 2024 Status

FY 2023 Ending Balance	All Funds	4,444,316.10
FY 2024 Allocations (100%)	All Funds	10,481,073.00
FY 2024 Obligations/Deobligations	All Funds	736,406.04
Balance as of 5/3/2024	All Funds	15,661,795.14
Pending Obligations/Deobligations		(22,066.13)
Pending Balance		15,639,729.01

List of FY 2024 Obligations/Deobligations

0652099 Chestnut RR Utilities	STBG-Urban	26,678.57
9901849 Chadwick Flyer 65 Overpass	STBG-Urban	(57,671.89)
9901849 Chadwick Flyer 65 Overpass	TAP	(230,687.54)
9901831 N. Main Street	STBG-Urban	(4,209.45)
9901851 Chadwick Spur	TAP	(39,088.45)
S602027 Campbell and Republic	STBG-Urban	(10,154.76)
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5905811 TMC Staff 2023	STBG-Urban	2,350.15
9901828 Trail of Tears Elm SmrSet	STBG-Urban	18,939.37
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
5909802 KS Extension	STBG-Urban	2,138,827.85
5909802 KS Extension	STBG-Urban	41,040.72
5909802 KS Extension	STBG-Urban	(0.01)
9901827 ChadwickFlyr Jackson/Clay	STBG-Urban	(5,927.20)
9901860 Cheyenne Multi-Use Path	TAP	(102,057.00)
5901827 Jordan Creek Smith Park	TAP	(14,800.77)
9901858 Strafford East SW	TAP	(20,782.65)
9901859 Battlefield ToT Extension	TAP	(38,132.61)
9901831 N. Main Street	STBG-Urban	(113,524.01)
S605047 Battlefield Weaver Scoping	STBG-Urban	(80,000.00)
5944805 Jackson Street Resurfacing	STBG-Urban	(14,415.60)
9901837 Chadwick Flyer Phase II	STBG-Urban	(672,698.36)
5901828 Sherman Parkway Link	CRP	(58,722.86)
9901862 Chadwick Phase V	CRP	(42,705.30)
S601061 FR 103/Repmo Roundabout	STBG-Urban	13,962.87
Amount added to balance		**736,406.04**

MODOT MANDATED MINIMUM

FY 2024 Allocations @ 110%	All Funds	11,529,180.30
FY 2024 Obligations/Deobligations	All Funds	736,406.04
110% Goal Obligations Remaining	All Funds	**12,265,586.34**
Max Balance on 9/30/24 to Prevent MoDOT Rescinding Funds		**3,396,208.80**

MODOT MANDATED GOAL

FY 2024 Allocations @ 120%	All Funds	12,577,287.60
FY 2024 Obligations/Deobligations	All Funds	736,406.04
120% Goal Obligations Remaining	All Funds	**13,313,693.64**
Max Balance on 9/30/24 to Achieve MoDOT's Mandated Goal		**2,348,101.50**

Critical Obligations

Name	Responsible Agency	Transactions	Balance
PENDING OBLIGATIONS			
9901837 Chadwick Flyer Phase II	*STBG-Urban*	*204,959.87*	**204,959.87**
5901829 Mt. Vernon/Miller Sidewalks	*Springfield*	*(130,385.00)*	**74,574.87**
5901830 South Ck Fremont/Glenstone	*Springfield*	*(96,641.00)*	**(22,066.13)**
PLANNED CRITICAL OBLIGTIONS			
S605047 Weaver Road Improvements	Battlefield	(61,082.00)	**(83,148.13)**
9901867 Lost Hill Park Bridge	Greene County Park Board	(10,400.00)	**(93,548.13)**
9901831 N. Main Street	Nixa	(1,737,352.24)	**(1,830,900.37)**
OT1901-19A5 (UPWP FY 2025)	OTO	(255,256.00)	**(2,086,156.37)**
OT2402 EV Chargers	OTO	(514,721.00)	**(2,600,877.37)**
9901852 Garrison Springs	Ozark	(440,000.00)	**(3,040,877.37)**
9901851 Chadwick Flyer Spur to OHS	Ozark	(229,369.00)	**(3,270,246.37)**
9901849 Chadwick Flyer Overpass	Ozark	(1,586,640.57)	**(4,856,886.94)**
9901862 Chadwick Phase V	Ozark	(783,759.87)	**(5,640,646.81)**
CC Cost Share	Ozark/MoDOT	(447,588.00)	**(6,088,234.81)**
6900813 Shuyler Creek Trail	Republic	(1,688,193.77)	**(7,776,428.58)**
5901824 TMC Signal Replacements	Springfield	(1,070,770.00)	**(8,847,198.58)**
5900851 Pavement Resurfacing	Springfield	(3,885,000.00)	**(12,732,198.58)**
MO2502 FY 2025 TMC Staff	Springfield	(480,000.00)	**(13,212,198.58)**
SP2314 Grand Street Design	Springfield	(240,000.00)	**(13,452,198.58)**
I-44 STBG-U	Springfield	(1,628,207.00)	**(15,080,405.58)**
I-44 TAP	MoDOT	(302,006.00)	**(15,382,411.58)**
TAP/CRP Engineering	OTO	(1,283,890.00)	**(16,666,301.58)**
WI2301 Jackson Street Resurfacing	Willard	(342,897.40)	**(17,009,198.98)**
Total Critical Obligations			***(17,009,198.98)***

MODOT MANDATED MINIMUM

110% Goal Obligations Remaining	All Funds	**12,265,586.34**
Critical Obligations	All Funds	(17,009,198.98)
Potential Deobligations	All Funds	421,244.87
Obligations over MoDOT Mandated Minimum		**(4,322,367.77)**

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	**13,313,693.64**
Critical Obligations	All Funds	(17,009,198.98)
Potential Deobligations	All Funds	421,244.87
Obligations under MoDOT Mandated Goal		**(3,274,260.47)**

At-Risk Projects

Projects Programmed for FY 2024 Anticipated to be Delayed to FY 2025

Name	Responsible Agency	Programmed	TOTAL
5900852 ADA Improvements	Springfield	(1,165,000.00)	**(1,165,000.00)**
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	**(3,165,000.00)**
9901838 N. Old Orchard	Strafford	(481,362.00)	**(3,646,362.00)**
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	**(4,029,522.00)**
ST2302 Route OO East Sidewalks	TAP Awarded CS	(196,006.00)	**(4,225,528.00)**
Total FY 2024 At-Risk Projects			***(4,225,528.00)***

Potential Deobligations from Completed Projects

Name	Responsible Agency	Remaining Expenditures	TOTAL
5901822 Chadwick Flyer Phase III	OTO	$185,000.00	**185,000.00**
00FY823 OTO Operations/Planning	OTO	$62,359.47	**247,359.47**
0141028 14-Fort to Ridgecrest	MoDOT	$18.18	**247,377.65**
0141029 Jackson and NN	MoDOT	$23,546.49	**270,924.14**
1602076 Kearney/West Bypass	MoDOT	$26,449.00	**297,373.14**
7441012 Kearney/Packer	MoDOT	$69,522.96	**366,896.10**
9901827 ChadwickFlyr Jackson/Clay	Ozark	$54,348.77	**421,244.87**
Total Near-Term Potential Deobligations			***421,244.87***

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 2024

FUNDS BALANCE REPORT

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Summary

The OTO region ended Federal Fiscal Year 2023 with a federal funds balance of $4.4 million. This entire balance was comprised of Transportation Alternatives Program and Carbon Reduction Program funding. OTO has worked to ensure projects planning to use this funding in FY 2024 are moving forward.

If all projects proceed as programmed through FY 2027, the total OTO balance, for all funding programs, is estimated at $6.7 million. In any given year, the State of Missouri and the Transportation Management Areas (including OTO), must maximize the obligations made by September 30th. If the combined obligations do not meet minimum thresholds, Missouri's funding can be reallocated to other states.

Federal Suballocated Funding Programs

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

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

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

Eligible Entities for OTO Suballocated Surface Transportation Funds

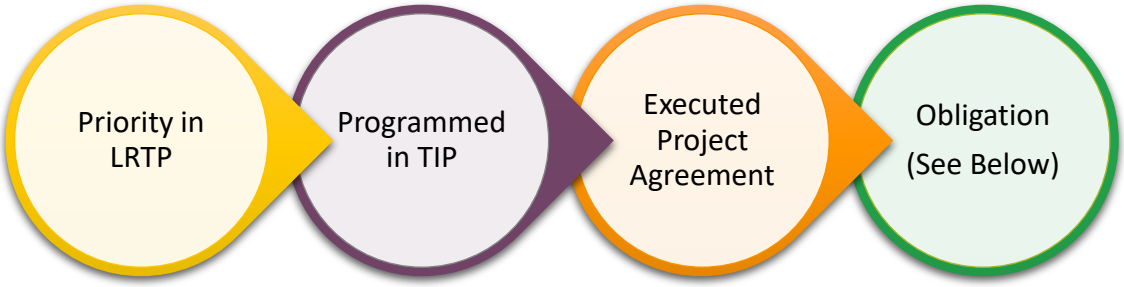
- All cities and counties within OTO's metropolitan planning boundary, as well as OTO
- All transportation corporations within OTO's metropolitan planning boundary
- Missouri Department of Transportation
- All public transit agencies within OTO's metropolitan planning boundary

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

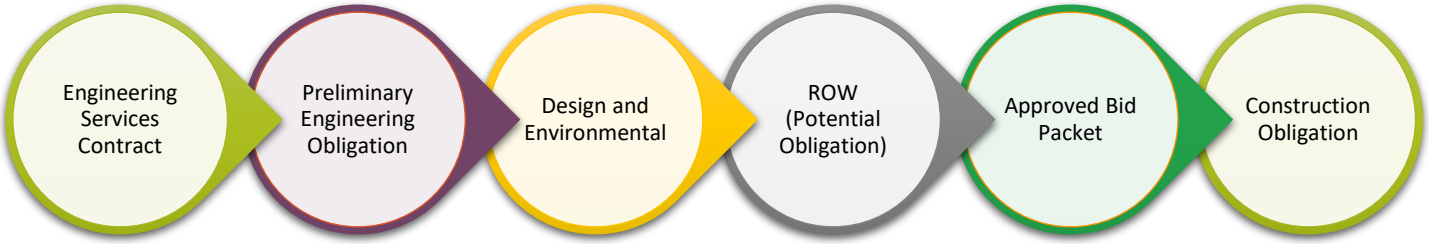
Obligating a Project

Obligations occur at various milestones throughout the project life cycle and the amount depends on the funding programmed for that particular phase of the project. For example, preliminary engineering funds are obligated after the execution of the engineering services contract. Construction funds are obligated once the bid packet is approved and ready for advertising. All funds not obligated are subject to recissions and potential fund lapses, actions which may be based on existing policies or future actions by Congress.

Basics of Program Delivery



Stages of Obligation



Reasonable Progress and Program Delivery

Each year that OTO does not fully obligate its allocation of funding, spending power erodes. First, the amount of funding that can be obligated on an annual basis is limited by Congress with each annual appropriation bill. This limitation is regardless of OTO's annual allocation as authorized by the IIJA or any existing balances accumulated from prior years. Secondarily, inflation compounds every year increasing project costs and reducing the value of the funding available in a given future year. It is in OTO's best interest to obligate all funds as soon as possible, also ensuring prompt project delivery.

Reasonable Progress Policy

OTO enforces reasonable progress milestones for each project sponsored by a local public agency. These milestones are established at the time of project award. If these dates are not met, the following will occur:

- A first letter of violation will be sent advising of the missed deadline for any phase.
- A second letter of violation will be sent advising of the missed deadline for any additional phase, allowing the project to get back on track within 30 days.
- If the project is not back on track within 30 days, a third letter will advise that funds have been rescinded and reallocated to another project. If federal funds were spent on any part of the project, they will be required to be repaid.

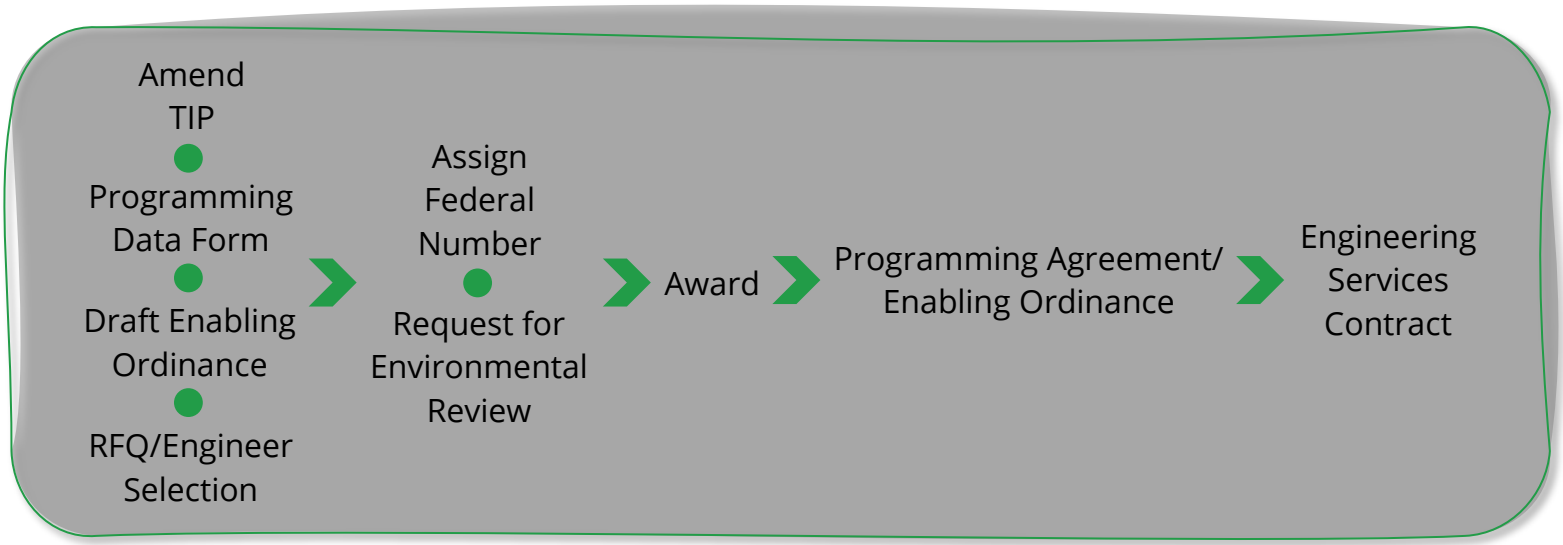
A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. The request may be made prior

to or after a reasonable progress violation. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

Furthermore, to encourage moving projects through the process, OTO has outlined project management fees in the bylaws, supporting the project manager position at OTO. Communities will be charged $1,000 annually for each project programmed in the TIP. Completing projects within the year they are programmed will prevent paying multiple years for the same project.

Program Delivery

Projects can stay on schedule through active management and milestone tracking. Many steps in the project delivery process can happen concurrently and even ahead of official award:



Program Balances

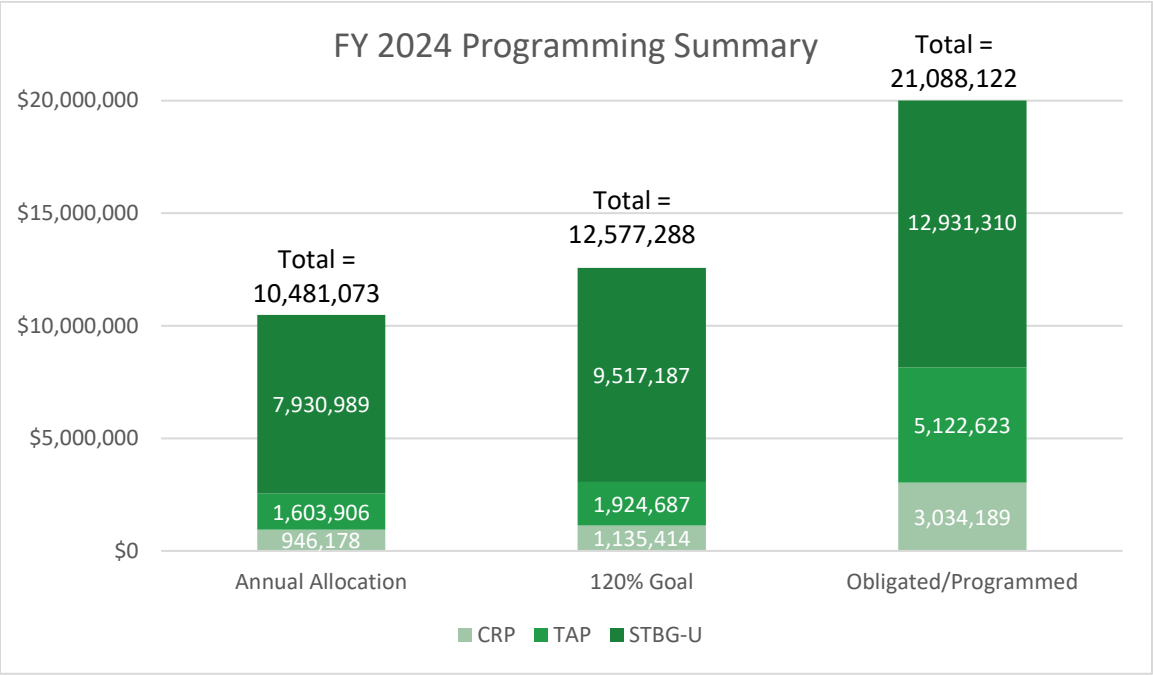
OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations.

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

Programming Goals

In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. As described earlier, the amount of funding that can be obligated during the year is limited by Congress. The Federal Highway Administration manages this amount at a national level. Each state is required to report those projects that will be obligated before the end of the federal fiscal year. Should states be unable to utilize all available obligation authority, the remaining amounts are aggregated and redistributed to those states who can obligate beyond the initial

limitation set by Congress. This is called the August Redistribution. Effort is required by all project sponsors in Missouri to take advantage of August Redistribution.



Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled "Lapse Potential," includes only obligations and STIP-programmed cost shares, along with allocations through FY 2023, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed or planned to be programmed in the FY 2024-2027 TIP, through FY 2027.

Accounts	Ending Balance 9/30/2023
Transportation Alternatives Program (TAP) (Includes HIP)	$4,328,328.91
TAP Only	*$3,102,024.41*
STBG-U HIP Flexed to TAP	*$652,554.50*
CRRSAA Funds Flexed to TAP	*$573,750.00*
Carbon Reduction Program (CRP)	$1,828,350.00
Total STBG-Urban	($1,692,243.92)
STBG-Urban	*($1,988,060.35)*
OTO STBG Payback	*$295,816.43*
TOTAL	**$4,464,434.99**

Ending Balance (All Funding Sources)	All Accounts 4/10/2024	Allocations through FY 2027	2024 Obligations + Programmed through 2027	Remaining Balance
Transportation Alternatives Program (TAP)	$4,808,060.33	$5,006,765.80	($7,398,048.56)	$2,416,777.57
Carbon Reduction Program (CRP)	$2,673,099.84	$2,953,596.81	($4,621,174.39)	$1,005,522.26
OTO Operations	$307,685.70	$844,930.00	($1,100,185.00)	$52,430.70
Christian County	$540,005.92	$1,296,667.74	$0.00	$1,836,673.66
Greene County	($7,288,263.52)	$5,388,557.10	$0.00	($1,899,706.42)
City of Battlefield	$871,650.06	$417,426.32	($61,082.00)	$1,227,994.38
City of Nixa	$1,212,866.57	$1,620,713.33	($1,823,828.23)	$1,009,751.67
City of Ozark	$1,821,916.55	$1,483,221.18	($2,893,313.11)	$411,824.62
City of Republic	$1,231,785.16	$1,306,634.48	($2,296,000.00)	$242,419.64
City of Springfield	$8,604,376.76	$11,789,388.09	($19,086,393.00)	$1,307,371.85
City of Strafford	$399,293.77	$167,806.03	($481,362.00)	$85,737.80
City of Willard	$499,436.89	$442,094.46	($342,897.40)	$598,633.95
TOTAL	**$15,681,914.03**	**$32,717,801.35**	**($40,104,283.69)**	**$8,295,431.69**

Federal Funds Balance Report

Balance Summary

Accounts	9/30/2023 Ending Balance	FY 2024 Estimated Annual Allocation
Transportation Alternatives Program (TAP) (Includes HIP)	**4,328,328.91**	**1,603,906.00**
TAP Only	*3,102,024.41*	
STBG-U HIP Flexed to TAP	*652,554.50*	
CRRSAA Funds Flexed to TAP	*573,750.00*	
Carbon Reduction Program (CRP)	**1,828,350.00**	**946,178.00**
Total STBG-Urban	**(1,692,243.92)**	**7,930,989.00**
STBG-Urban	*(1,988,060.35)*	
OTO STBG Payback	*295,816.43*	
	4,464,434.99	**10,481,073.00**

Total Balance All Accounts (10/1/2002-4/10/2024)	
Allocations	144,456,689.23
Obligations	(128,774,775.20)
	15,681,914.03

Ending Balance (All Funding Sources) 9/30/2023	All Accounts	Allocations and Programmed Projects through FY 2027	Remaining Balance through FY 2027
Transportation Alternatives Program (TAP)	4,808,060.33	(2,391,282.76)	2,416,777.57
Carbon Reduction Program (CRP)	2,673,099.84	(1,667,577.58)	1,005,522.26
OTO Operations	307,685.70	(255,255.00)	52,430.70
Christian County	540,005.92	1,296,667.74	1,836,673.66
Greene County	(7,288,263.52)	5,388,557.10	(1,899,706.42)
City of Battlefield	871,650.06	356,344.32	1,227,994.38
City of Nixa	1,212,866.57	(203,114.90)	1,009,751.67
City of Ozark	1,821,916.55	(1,410,091.93)	411,824.62
City of Republic	1,231,785.16	(989,365.52)	242,419.64
City of Springfield	8,604,376.76	(7,297,004.91)	1,307,371.85
City of Strafford	399,293.77	(313,555.97)	85,737.80
City of Willard	499,436.89	99,197.06	598,633.95
	15,681,914.03	**(7,386,482.34)**	**8,295,431.69**

MoDOT Cost Shares	Total	Obligated	Balance
S605031 CC Cost Share	2,575,985.00	0.00	2,575,985.00
S602093 MM I-44 to 360	2,296,000.00	0.00	2,296,000.00
0442344 I-44 Kansas to Glenstone	1,628,207.00	0.00	1,628,207.00
S604089 New Melville over I-44	371,793.00	0.00	371,793.00
MO2502 FY 2025 TMC Staff	480,000.00	0.00	480,000.00
MO2604 FY 2026 TMC Staff	496,000.00	0.00	496,000.00
MO2701 FY 2027 TMC Staff	508,000.00	0.00	508,000.00
FY 2028 TMC Staff	520,000.00	0.00	520,000.00
	8,875,985.00	**0.00**	**8,875,985.00**

Summary	
FY 2023 Balance	4,464,434.99
FY 2024 Allocations	10,481,073.00
FY 2024 Obligations	736,406.04
Remaining Balance	15,681,914.03

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Lapse Potential

Name	Account	Amount	Balance
FY 2013-2021 TAP Balance	*TAP*	*5,742,762.47*	*5,742,762.47*
FY 2022 TAP Allocation	**TAP**	**1,471,207.65**	7,213,970.12
9901816 Pine and McCabe Sidewalks	TAP	1,255.49	7,215,225.61
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(791,075.77)	6,424,149.84
9901827 Chadwick Flyer Jackson to Clay	STBG-U	157,174.06	6,581,323.90
9901817 Battlefield Third St Sidewalk	TAP	(265,666.40)	6,315,657.50
5901817 Fassnight Clay to Brookside	STBG-U	(216,461.00)	6,099,196.50
9901818 Nicholas SW Ph 1 and 2	STBG-U	14.50	6,099,211.00
9901818 Nicholas SW Ph 1 and 2	STBG-U	6,463.52	6,105,674.52
5901822 Chadwick Flyer Phase III	STBG-U	(71,419.94)	6,034,254.58
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(46,281.62)	5,987,972.96
5901817 Fassnight Clay to Brookside	STBG-U	(1,000.00)	5,986,972.96
9901817 Battlefield Third St Sidewalk	TAP	61,386.49	6,048,359.45
9/30/2022 Balance			*6,048,359.45*
FY 2023 TAP Allocation	**TAP**	**1,566,741.00**	7,615,100.45
9901822 Ozark West Elementary SW	TAP	4,208.19	7,619,308.64
9901822 Ozark West Elementary SW	TAP	23.88	7,619,332.52
6900813 Shuyler Creek Trail	TAP	(324,125.91)	7,295,206.61
9901850 OGI Regional Trail Planning	TAP	(260,201.00)	7,035,005.61
5901814 Luster/Fassnight Sidewalks	TAP	(6,046.26)	7,028,959.35
5901822 Chadwick Flyer Phase III	STBG-U	(295,567.32)	6,733,392.03
5901822 Chadwick Flyer Phase III	CRRSAA	(863,750.00)	5,869,642.03
5901815 Springfield Harvard	STBG-U	15,261.00	5,884,903.03
5901811 Springfield Greenwood	STBG-U	10,146.70	5,895,049.73
5901812 Springfield Galloway Recon	STBG-U	5,101.32	5,900,151.05
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(54,307.00)	5,845,844.05
9901837 Chadwick Flyer Phase II	STBG-U	(58,716.29)	5,787,127.76
5901822 Chadwick Flyer Phase III	STBG-U	(84,516.80)	5,702,610.96
9901817 Battlefield Third St Sidewalk	TAP	(2,588.60)	5,700,022.36
S605022 Wilson's Creek Blvd Trail	STBG-U	(245,494.96)	5,454,527.40
S605022 Wilson's Creek Blvd Trail	STBG-U	(23,973.95)	5,430,553.45
S605022 Wilson's Creek Blvd Trail	STBG-U	(5,405.81)	5,425,147.64
S605022 Wilson's Creek Blvd Trail	STBG-U	(13,829.74)	5,411,317.90
S605022 Wilson's Creek Blvd Trail	CRRSAA	(1,246,730.00)	4,164,587.90
S605022 Wilson's Creek Blvd Trail	STBG-U	240,505.26	4,405,093.16
S605022 Wilson's Creek Blvd Trail	STBG-U	(0.02)	4,405,093.14
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(13,088.60)	4,392,004.54
FY 2022 TAP Funds Lapse	TAP	(63,675.63)	4,328,328.91
9/30/2023 Balance			*4,328,328.91*
		4,328,328.91	**4,328,328.91**

Remaining Balance TAP Funds (9/30/2023)		3,102,024.41
Remaining Balance Omnibus Funds (9/30/2023)		652,554.50
Remaining Balance CRRSAA Funds (9/30/2023)	Converted to STBG-U on 6/1/2023	573,750.00
Remaining Balance All Funds (9/30/2023)		**4,328,328.91**

Transportation Alternatives Program Balance

Transportation Alternatives Program (TAP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2023 TAP Balance	*TAP*	*4,328,328.91*	*4,328,328.91*
FY 2024 TAP Allocation*	**TAP**	**1,603,906.00**	5,932,234.91
9901849 Chadwick Flyer Overpass	TAP	(230,687.54)	5,701,547.37
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.45)	5,662,458.92
9901827 Chadwick Flyer Jackson to Clay	STBG-U	(5,927.20)	5,656,531.72
9901860 Nixa Multi-Use Path	TAP	(102,057.00)	5,554,474.72
5901827 Jordan Creek Trail Smith Park	TAP	(14,800.77)	5,539,673.95
ST2302 Route OO East Sidewalks	TAP	(20,782.65)	5,518,891.30
9901837 Chadwick Flyer Phase II	STBG-U	(672,698.36)	4,846,192.94
9901859 Trail of Tears Connector	TAP	(38,132.61)	4,808,060.33
6900813 Shuyler Creek Trail	STBG-U Programmed	(177,737.97)	4,630,322.36
6900813 Shuyler Creek Trail	TAP Programmed	(1,264,015.00)	3,366,307.36
9901867 Lost Hill Park Bridge	TAP Programmed	(10,400.00)	3,355,907.36
5901829 Mt. Vernon/Miller Sidewalks	TAP Programmed	(130,385.00)	3,225,522.36
9901851 Chadwick Flyer Spur to OHS	TAP Programmed	(229,368.55)	2,996,153.81
9901852 Garrison Springs	TAP Programmed	(440,000.00)	2,556,153.81
9901849 Chadwick Flyer Overpass	TAP Programmed	(1,269,312.46)	1,286,841.35
0442344 I-44 Sidewalk Cost Share	TAP Programmed CS	(302,006.00)	984,835.35
ST2302 Route OO East Sidewalks	TAP Programmed CS	(175,223.35)	809,612.00
9/30/2024 Balance			*809,612.00*
FY 2025 TAP Allocation*	**TAP**	**1,635,984.12**	2,445,596.12
5901822 Chadwick Flyer Phase III	OTO	185,000.00	2,630,596.12
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	2,247,436.12
9901859 Trail of Tears Connector	TAP Programmed	(284,718.00)	1,962,718.12
9901867 Lost Hill Park Bridge	TAP Programmed	(107,000.00)	1,855,718.12
9901860 Nixa Multi-Use Path	TAP Programmed	(602,134.00)	1,253,584.12
S602092 MM Shared Use Path	TAP Programmed CS	(250,910.00)	1,002,674.12
9901863 Ozark Downtown Sidewalks	TAP Programmed	(226,165.00)	776,509.12
0652084 East Sunshine Sidewalks	Pending SW Cost Share	(626,000.00)	150,509.12
5901827 Jordan Creek Trail Smith Park	TAP Programmed	(100,441.23)	50,067.89
5901829 Mt. Vernon/Miller Sidewalks	TAP Programmed	(869,236.00)	(819,168.11)
9/30/2025 Balance			*(819,168.11)*
FY 2026 TAP Allocation*	**TAP**	**1,668,703.80**	849,535.69
9/30/2026 Balance			*849,535.69*
FY 2027 TAP Allocation	**TAP**	**1,702,077.88**	2,551,613.57
S604083 South Sidewalks 6th-14th	TAP Programmed CS	(134,836.00)	2,416,777.57
9/30/2027 Balance			*2,416,777.57*
*Estimate		**2,416,777.57**	**2,416,777.57**

Funds Immediately Available to be Programmed through 2027	**2,416,777.57**

Carbon Reduction Program Balance

Carbon Reduction Program (CRP)

Lapse Potential

Name	Account	Amount	Balance
FY 2022 CRP Allocation	**CRP**	**905,124.00**	905,124.00
9/30/2022 Balance			*905,124.00*
FY 2023 CRP Allocation*	**CRP**	**923,226.00**	1,828,350.00
9/30/2023 Balance			*1,828,350.00*
		1,828,350.00	**1,828,350.00**

Remaining Balance All Funds (9/30/2023) **1,828,350.00**

Carbon Reduction Program Balance

Carbon Reduction Program (CRP) Funds Available for Programming

Name	Account	Amount	Balance
FY 2023 CRP Balance	*CRP*	*1,828,350.00*	*1,828,350.00*
FY 2024 CRP Allocation	**CRP**	**946,178.00**	2,774,528.00
9901862 Chadwick Phase V	CRP	(42,705.30)	2,731,822.70
5901828 Sherman Parkway Link	CRP	(58,722.86)	2,673,099.84
9901864 Finley River Trail Extension	CRP Programmed	(26,135.00)	2,646,964.84
5901830 South Ck Fremont/Glenstone	CRP Programmed	(96,641.00)	2,550,323.84
5901832 EV Chargers	CRP Programmed	(750,000.00)	1,800,323.84
9901862 Chadwick Phase V	CRP Programmed	(536,094.70)	1,264,229.14
5901831 Grand Street Design	CRP Programmed	(240,000.00)	1,024,229.14
EN2414-EN2423 Engineering Projects	CRP Pending	(1,283,890.55)	(259,661.41)
9/30/2024 Balance			*(259,661.41)*
FY 2025 CRP Allocation*	**CRP**	**965,101.56**	705,440.15
5901828 Sherman Parkway Link	CRP Programmed	(411,207.14)	294,233.01
5901830 South Ck Fremont/Glenstone	CRP Programmed	(644,270.00)	(350,036.99)
RP1704 MM Relocation (Underpass)	CRP Programmed CS	(245,787.00)	(595,823.99)
9901864 Finley River Trail Extension	CRP Programmed	(167,549.00)	(763,372.99)
S604064 Strafford West OO SW	CRP Awarded CS	(219,600.00)	(982,972.99)
9/30/2025 Balance			*(982,972.99)*
FY 2026 CRP Allocation*	**CRP**	**984,403.59**	1,430.60
9/30/2026 Balance			*1,430.60*
FY 2027 CRP Allocation*	**CRP**	**1,004,091.66**	1,005,522.26
9/30/2027 Balance			*1,005,522.26*
*Estimate		**1,005,522.26**	**1,005,522.26**

Funds Immediately Available to be Programmed through 2027	**1,005,522.26**

Combined STBG-U Balance

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2020 Balance	*STBG-Urban/Small/Payback*	*22,707,152.73*	*22,707,152.73*
FY 2021 Allocation	STBG-Urban	**6,916,120.12**	**29,623,272.85**
FY 2021 Omnibus	STBG-Urban (HIP)	**384,600.00**	**30,007,872.85**
FY 2021 CRRSAA	STBG-Urban (CRRSAA)	**2,684,230.00**	**32,692,102.85**
FY 2021 Omnibus Transfer to TAP	STBG-Urban	(3,068,830.00)	**29,623,272.85**
Obligations	STBG-Urban	(27,403,873.09)	**2,219,399.76**
OTO Operations	STBG-Urban	(156,800.00)	**2,062,599.76**
9/30/2021 Balance			*2,062,599.76*
FY 2022 Allocation	STBG-Urban	**7,274,284.83**	**9,336,884.59**
Obligations	STBG-Urban	1,487,362.34	**10,824,246.93**
OTO Operations	STBG-Urban	(144,387.51)	**10,679,859.42**
9/30/2022 Balance			*10,679,859.42*
FY 2023 Allocation	STBG-Urban	**7,882,537.96**	**18,562,397.38**
Obligations	STBG-Urban	(19,975,438.88)	**(1,413,041.50)**
OTO Operations	STBG-Urban	(279,202.42)	**(1,692,243.92)**
9/30/2023 Balance			*(1,692,243.92)*
*Estimate		(1,692,243.92)	(1,692,243.92)

Remaining Balance All Funds (9/30/2023)	**(1,692,243.92)**
MoDOT STIP Programmed Cost Shares	
S605031 CC Cost Share	(2,575,985.00)
S602093 MM I-44 to 360	(2,296,000.00)
0442344 I-44 Kansas to Glenstone	(1,628,207.00)
S604089 New Melville over I-44	(371,793.00)
MO2502 FY 2025 TMC Staff	(480,000.00)
MO2604 FY 2026 TMC Staff	(496,000.00)
MO2701 FY 2027 TMC Staff	(508,000.00)
FY 2028 TMC Staff	(520,000.00)

Combined STBG-U Balance

STBG-U/Small Urban Summary Funds Available for Programming

Name	Account	Transactions	Balance
FY 2023 Balance	*STBG-Urban*	*(1,692,243.92)*	*(1,692,243.92)*
FY 2024 Allocation	STBG-Urban	**7,930,989.00**	**6,238,745.08**
Obligated:		1,962,008.78	**8,200,753.86**
Programmed:		(14,893,318.74)	**(6,692,564.88)**
OT1901-19A5 (UPWP FY 2025)	*Programmed*	*(255,256.00)*	
S605047 Weaver Road Improvements	*STBG-Urban Programmed*	*(61,082.00)*	
9901831 N. Main Street	*STBG-Urban Programmed*	*(1,623,828.23)*	
9901849 Chadwick Flyer US65 X-ing	*STBG-Urban Programmed*	*(317,328.11)*	
S605031 CC Cost Share	*Programmed Cost Share*	*(225,769.00)*	
S605031 CC Cost Share	*Programmed Cost Share*	*(221,819.00)*	
S602093 MM I-44 to 360	*Programmed*	*(2,296,000.00)*	
5901824 TMC Signal Replacements	*Programmed*	*(1,074,770.00)*	
5900853 Main Bridge over Jordan	*Programmed*	*(2,000,000.00)*	
5900851 Pavement Resurfacing	*Programmed*	*(3,885,000.00)*	
0442344 I-44 Kansas to Glenstone	*Programmed Cost Share*	*(1,628,207.00)*	
MO2502 FY 2025 TMC Staff	*Programmed Cost Share*	*(480,000.00)*	
9901838 N. Old Orchard	*Programmed*	*(481,362.00)*	
S605047 Jackson Street Resurfacing	*Programmed*	*(342,897.40)*	
9/30/2024 Balance			*(6,692,564.88)*
FY 2025 Allocation*	STBG-Urban	**8,089,608.78**	**1,397,043.90**
Programmed:		(11,586,832.00)	**(10,189,788.10)**
OT1901-19A5 (UPWP FY 2026)	*Programmed*	*(268,019.00)*	
9901839 Downtown N. Main Street	*STBG-Urban Programmed*	*(200,000.00)*	
S605031 CC Cost Share	*Programmed Cost Share*	*(2,128,397.00)*	
5919806 Grant Avenue Viaduct	*Pending*	*(2,022,339.00)*	
5901838 MLK Jr. Bridge	*Pending*	*(935,284.00)*	
5900853 Main Bridge over Jordan	*Programmed*	*(4,000,000.00)*	
5900852 ADA Improvements	*Programmed*	*(1,165,000.00)*	
MO2604 FY 2026 TMC Staff	*Programmed Cost Share*	*(496,000.00)*	
S604089 New Melville over I-44	*Programmed Cost Share*	*(371,793.00)*	
9/30/2025 Balance			*(10,189,788.10)*
FY 2026 Allocation*	STBG-Urban	**8,251,400.96**	**(1,938,387.14)**
Programmed:		(789,419.00)	**(2,727,806.14)**
OT1901-19A5 (UPWP FY 2027)	*Programmed*	*(281,419.00)*	
MO2701 FY 2027 TMC Staff	*Programmed Cost Share*	*(508,000.00)*	
			(2,727,806.14)
FY 2027 Allocation*	STBG-Urban	**8,416,428.97**	**5,688,622.83**
Programmed:		(815,491.00)	**4,873,131.83**
OT1901-19A5 (UPWP FY 2028)	*Programmed*	*(295,491.00)*	
FY 2028 TMC Staff	*Pending Cost Share*	*(520,000.00)*	
			4,873,131.83
*Estimate		4,873,131.83	4,873,131.83

Funds Available to be Programmed through 2027	**4,873,131.83**

Funds Balance by Jurisdiction

OTO

Funds Obligated

Name	Account	Transactions	Balance
FY 2019 Allocation (for 2020 UPWP)	STBG-Urban	**200,000.00**	**200,000.00**
00FY820 FY 2020 UPWP	STBG-Urban	(200,000.00)	**0.00**
Expended	*STBG-Urban*	*163,990.00*	
9/30/2019 Balance			*0.00*
FY 2020 Allocation (for 2021 UPWP)	STBG-Urban	**100,000.00**	**100,000.00**
00FY821 FY 2021 UPWP	STBG-Urban	(100,000.00)	**0.00**
Expended	*STBG-Urban*	*99,654.51*	
9/30/2020 Balance			*0.00*
FY 2021 Allocation (for 2022 UPWP)	STBG-Urban	**236,800.00**	**236,800.00**
00FY822 FY 2022 UPWP	STBG-Urban	(156,800.00)	**80,000.00**
Expended	*STBG-Urban*	*142,119.42*	
9/30/2021 Balance			*80,000.00*
FY 2022 Allocation (for 2023 UPWP)	STBG-Urban	**231,525.00**	**311,525.00**
9901835 North 13 Corridor Study	STBG-Urban	(78,668.07)	**232,856.93**
00FY820 FY 2020 UPWP	STBG-Urban	36,010.00	**268,866.93**
00FY821 FY 2021 UPWP	STBG-Urban	345.49	**269,212.42**
00FY823 FY 2023 UPWP	STBG-Urban	(180,743.00)	**88,469.42**
9/30/2022 Balance			*88,469.42*
FY 2023 Allocation (for 2024 UPWP)	STBG-Urban	**243,101.00**	**331,570.42**
00FY823 FY 2023 UPWP	STBG-Urban	(50,782.00)	**280,788.42**
00FY822 FY 2022 UPWP	STBG-Urban	14,680.58	**295,469.00**
00FY824 FY 2024 UPWP	STBG-Urban	(243,101.00)	**52,368.00**
9/30/2023 Balance			*52,368.00*
		52,368.00	52,368.00

Funds Balance by Jurisdiction

OTO

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2023 Balance		*52,368.00*	*52,368.00*
FY 2024 Allocation (for 2025 UPWP)	STBG-Urban	**255,256.05**	**307,624.05**
9901835 North 13 Corridor Study	STBG-Urban	61.65	**307,685.70**
OT1901-19A5 (UPWP FY 2025)	Programmed	(255,256.00)	**52,429.70**
9/30/2024 Balance			*52,429.70*
FY 2025 Allocation* (for 2026 UPWP)	STBG-Urban	**268,019.00**	**320,448.70**
OT1901-19A5 (UPWP FY 2026)	Programmed	(268,019.00)	**52,429.70**
9/30/2025 Balance			*52,429.70*
FY 2026 Allocation* (for 2027 UPWP)	STBG-Urban	**281,420.00**	**333,849.70**
OT1901-19A5 (UPWP FY 2027)	Programmed	(281,419.00)	**52,430.70**
9/30/2026 Balance			*52,430.70*
FY 2027 Allocation* (for 2028 UPWP)	STBG-Urban	**295,491.00**	**347,921.70**
OT1901-19A5 (UPWP FY 2028)	Programmed	(295,491.00)	**52,430.70**
9/30/2027 Balance			*52,430.70*
*Estimate		52,430.70	52,430.70

Funds Balance by Jurisdiction

Christian County — Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2020 Balance	*STBG-Urban*	*145,840.38*	*145,840.38*
FY 2021 Allocation	STBG-Urban	**349,595.62**	**495,436.00**
9/30/2021 Balance			*495,436.00*
FY 2022 Allocation	STBG-Urban	**381,897.17**	**877,333.17**
9901830 Nelson Mill Bridge	STBG-Urban	(392,000.00)	**485,333.17**
9/30/2022 Balance			*485,333.17*
FY 2023 Allocation	STBG-Urban	**414,252.29**	**899,585.46**
9901830 Nelson Mill Bridge	STBG-Urban	(400,800.00)	**498,785.46**
			498,785.46
		498,785.46	498,785.46

Remaining Balance All Funds (9/30/2023) **498,785.46**

Funds Balance by Jurisdiction

Christian County — Funds Available for Programming

Name	Account	Transactions	Balance
FY 2023 Balance		*498,785.46*	*498,785.46*
FY 2024 Allocation	STBG-Urban	**416,220.46**	**915,005.92**
9901849 Chadwick Flyer US65 X-ing	Transfer to Ozark	(375,000.00)	**540,005.92**
9/30/2024 Balance			*540,005.92*
FY 2025 Allocation*	STBG-Urban	**424,129.62**	**964,135.54**
9/30/2025 Balance			*964,135.54*
FY 2026 Allocation*	STBG-Urban	**432,176.20**	**1,396,311.74**
9/30/2026 Balance			*1,396,311.74*
FY 2027 Allocation*	STBG-Urban	**440,361.92**	**1,836,673.66**
9/30/2027 Balance			*1,836,673.66*
*Estimate		1,836,673.66	1,836,673.66

**Advance Agreement on File

Available to be Programmed through 2027 (w/ 3 Year Advance Agreement)	**1,836,673.66**

Funds Balance by Jurisdiction

Greene County — Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2020 Balance		*6,052,595.44*	*6,052,595.44*
FY 2021 Allocation	STBG-Urban	**1,487,885.35**	**7,540,480.79**
9901826 FR 169 Bridge	STBG-Urban	(437,822.80)	**7,102,657.99**
5909802 Kansas Extension ROW	Transfer from Springfield	2,080,000.00	**9,182,657.99**
5909802 Kansas Extension CON	Transfer from Springfield	2,700,000.00	**11,882,657.99**
9901826 FR 169 Bridge	STBG-Urban	37,475.60	**11,920,133.59**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(262,442.91)	**11,657,690.68**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(21,308.22)	**11,636,382.46**
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	(225,343.49)	**11,411,038.97**
5909802 Kansas Extension	STBG-Urban	(345,782.74)	**11,065,256.23**
5909802 Kansas Extension	STBG-Urban	(12,012,725.14)	**(947,468.91)**
5909802 Kansas Extension	STBG-Urban	(2,323,355.04)	**(3,270,823.95)**
5909802 Kansas Extension	STBG-Urban	(352,977.68)	**(3,623,801.63)**
5909802 Kansas Extension	STBG-Urban	(41,436.78)	**(3,665,238.41)**
5909802 Kansas Extension	STBG-Urban (HIP)	(1,625,285.00)	**(5,290,523.41)**
5909802 Kansas Extension	STBG-Urban (HIP)	(471,885.00)	**(5,762,408.41)**
9/30/2021 Balance			*(5,762,408.41)*
FY 2022 Allocation	STBG-Urban	**1,587,048.60**	**(4,175,359.81)**
5909802 Kansas Extension	STBG-Urban	4,192,964.59	**17,604.78**
5909802 Kansas Extension	STBG-Urban	345,782.74	**363,387.52**
5909802 Kansas Extension	STBG-Urban (HIP)	63,865.30	**427,252.82**
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	50,494.60	**477,747.42**
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	**399,079.36**
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(59,491.12)	**339,588.24**
5909802 Kansas Extension	STBG-Urban	(72,878.43)	**266,709.81**
9/30/2022 Balance			*266,709.81*
FY 2023 Allocation	STBG-Urban	**1,721,506.63**	**1,988,216.44**
5909802 Kansas Extension	STBG-Urban	(12,968.61)	**1,975,247.83**
5901823 FR 175 Bridge	STBG-Urban	(225,906.50)	**1,749,341.33**
5901823 FR 175 Bridge	STBG-Urban (HIP)	(63,865.30)	**1,685,476.03**
5901823 FR 175 Bridge	STBG-Urban (HIP)	(281,917.44)	**1,403,558.59**
9901826 FR 169 Bridge	STBG-Urban	3,936.80	**1,407,495.39**
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	(40,193.00)	**1,367,302.39**
5909802 Kansas Extension	STBG-Urban	(6,575,516.11)	**(5,208,213.72)**
5909802 Kansas Extension	STBG-Urban	(3,686,085.19)	**(8,894,298.91)**
5909802 Kansas Extension	STBG-Urban	(2,303,580.57)	**(11,197,879.48)**
9/30/2023 Balance			*(11,197,879.48)*
		(11,197,879.48)	(11,197,879.48)

Remaining Balance All Funds (9/30/2023) **(11,197,879.48)**

Funds Balance by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2023 Balance		*(11,197,879.48)*	*(11,197,879.48)*	**
FY 2024 Allocation	STBG-Urban	**1,729,685.73**	**(9,468,193.75)**	
9901835 North 13 Corridor Study	STBG-Urban	61.65	**(9,468,132.10)**	
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	**(9,468,132.09)**	
5900849 FR 135/102 Mill/Fill and ADA	STBG-Urban	0.01	**(9,468,132.08)**	
5909802 Kansas Extension	STBG-Urban	2,138,827.85	**(7,329,304.23)**	
5909802 Kansas Extension	STBG-Urban	(0.01)	**(7,329,304.24)**	
5909802 Kansas Extension	STBG-Urban	41,040.72	**(7,288,263.52)**	
9/30/2024 Balance			*(7,288,263.52)*	
FY 2025 Allocation*	STBG-Urban	**1,762,553.80**	**(5,525,709.72)**	
9/30/2025 Balance			*(5,525,709.72)*	
FY 2026 Allocation*	STBG-Urban	**1,795,992.97**	**(3,729,716.75)**	
9/30/2026 Balance			*(3,729,716.75)*	
FY 2027 Allocation*	STBG-Urban	**1,830,010.33**	**(1,899,706.42)**	
9/30/2027 Balance			*(1,899,706.42)*	
*Estimate		(1,899,706.42)	(1,899,706.42)	
**Advance Agreement on File				
Available to be Programmed through 2027 (w/ 3 Year Advance Agreement)			--	

Funds Balance by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2020 Balance	*STP-Urban*	*551,327.21*	*551,327.21*
FY 2021 Allocation	STBG-Urban	**120,628.52**	**671,955.73**
9/30/2021 Balance			*671,955.73*
FY 2022 Allocation	STBG-Urban	**122,941.23**	**794,896.96**
9901814 FF SW Weaver to Rose	STBG-Urban	418.67	**795,315.63**
9901814 FF SW Weaver to Rose	STBG-Urban	1.03	**795,316.66**
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(97,167.08)	**698,149.58**
9/30/2022 Balance			*698,149.58*
FY 2023 Allocation	STBG-Urban	**133,357.06**	**831,506.64**
9901828 Trail of Tears Elm to Somerset	STBG-Urban	(32,786.61)	**798,720.03**
9/30/2023 Balance			*798,720.03*
		798,720.03	798,720.03

Remaining Balance All Funds (9/30/2023) **798,720.03**

Funds Balance by Jurisdiction

City of Battlefield — Funds Available for Programming

Name	Account	Transactions	Balance
FY 2023 Balance		*798,720.03*	*798,720.03*
FY 2024 Allocation	STBG-Urban	**133,990.66**	**932,710.69**
9901828 Trail of Tears Elm to Somerset	STBG-Urban	18,939.37	**951,650.06**
S605047 Weaver Road Improvements	STBG-Urban	(80,000.00)	**871,650.06**
S605047 Weaver Road Improvements	STBG-Urban Programmed	(61,082.00)	**810,568.06**
9/30/2024 Balance			*810,568.06*
FY 2025 Allocation*	STBG-Urban	**136,536.80**	**947,104.86**
9/30/2025 Balance			*947,104.86*
FY 2026 Allocation*	STBG-Urban	**139,127.18**	**1,086,232.04**
9/30/2026 Balance			*1,086,232.04*
FY 2027 Allocation*	STBG-Urban	**141,762.34**	**1,227,994.38**
9/30/2027 Balance			*1,227,994.38*
*Estimate		1,227,994.38	1,227,994.38

Available to be Programmed through 2027 (w/ 3 Year Advance Agreement)	**1,227,994.38**

Funds Balance by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2020 Balance		*1,524,745.60*	*1,524,745.60*
FY 2021 Allocation	STBG-Urban	**410,577.81**	**1,935,323.41**
0141028 14 from Fort to Ridgecrest	STBG-Urban	(183,547.60)	**1,751,775.81**
9901833 North MH to Cheyenne	STBG-Urban	(430,353.99)	**1,321,421.82**
0141028 14 from Fort to Ridgecrest	STBG-Urban	14,726.40	**1,336,148.22**
9/30/2021 Balance			*1,336,148.22*
FY 2022 Allocation	STBG-Urban	**477,335.72**	**1,813,483.94**
1601063 Tracker/Northview/160	STBG-Urban	116,078.17	**1,929,562.11**
1601071 160 and South	STBG-Urban	(6,623.36)	**1,922,938.75**
9901832 Truman Blvd	STBG-Urban	(1,530,550.00)	**392,388.75**
1601063 Tracker/Northview/160	STBG-Urban	38,934.39	**431,323.14**
9/30/2022 Balance			*431,323.14*
FY 2023 Allocation	STBG-Urban	**517,776.59**	**949,099.73**
9901831 N. Main Street	STBG-Urban	(131,584.31)	**817,515.42**
9901833 North MH to Cheyenne	STBG-Urban	(13,516.80)	**803,998.62**
9901833 North MH to Cheyenne	STBG-Urban	6,364.79	**810,363.41**
9/30/2023 Balance			*810,363.41*
		810,363.41	810,363.41
Remaining Balance All Funds (9/30/2023)			**810,363.41**

Funds Balance by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2023 Balance		*810,363.41*	*810,363.41*	
FY 2024 Allocation	STBG-Urban	**520,236.62**	**1,330,600.03**	
9901831 N. Main Street	STBG-Urban	(4,209.45)	**1,326,390.58**	
9901831 N. Main Street	STBG-Urban	(113,524.01)	**1,212,866.57**	
9901831 N. Main Street	STBG-Urban Programmed	(1,623,828.23)	**(410,961.66)**	**
9/30/2024 Balance			*(410,961.66)*	
FY 2025 Allocation*	STBG-Urban	**530,122.33**	**119,160.67**	
9901839 Downtown N. Main Street	STBG-Urban Programmed	(200,000.00)	**(80,839.33)**	
9/30/2025 Balance			*(80,839.33)*	
FY 2026 Allocation*	STBG-Urban	**540,179.81**	**459,340.48**	
9/30/2026 Balance			*459,340.48*	
FY 2027 Allocation*	STBG-Urban	**550,411.19**	**1,009,751.67**	
9/30/2027 Balance			*1,009,751.67*	
*Estimate		1,009,751.67	1,009,751.67	
** Advance Agreement on File				
Available to be Programmed through 2027 (w/ 3 Year Advance Agreement)			**1,009,751.67**	

Funds Balance by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance	
FY 2003 - FY 2020 Balance	*STBG-Urban*	*(86,839.28)*	*(86,839.28)*	**
FY 2021 Allocation	STBG-Urban	**384,595.25**	**297,755.97**	
9/30/2021 Balance			*297,755.97*	
FY 2022 Allocation	STBG-Urban	**436,841.26**	**734,597.23**	
0141030 South and Third	STBG-Urban	(179,962.84)	**554,634.39**	
9/30/2022 Balance			*554,634.39*	
FY 2023 Allocation	STBG-Urban	**473,851.36**	**1,028,485.75**	
9/30/2023 Balance				
		1,028,485.75	1,028,485.75	

**Advance Agreement on File

Remaining Balance All Funds (9/30/2023)	**1,028,485.75**
MoDOT STIP Programmed Cost Shares	
S605031 CC Cost Share	(2,575,985.00)

Funds Balance by Jurisdiction

City of Ozark — Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2023 Balance		*1,028,485.75*	*1,028,485.75*	
FY 2024 Allocation	STBG-Urban	**476,102.69**	**1,504,588.44**	
9901849 Chadwick Flyer US65 X-ing	Transfer from Christian	375,000.00	**1,879,588.44**	
9901849 Chadwick Flyer US65 X-ing	STBG-Urban	(57,671.89)	**1,821,916.55**	
9901849 Chadwick Flyer US65 X-ing	STBG-Urban Programmed	(317,328.11)	**1,504,588.44**	
S605031 CC Cost Share	Programmed Cost Share	(225,769.00)	**1,278,819.44**	
S605031 CC Cost Share	Programmed Cost Share	(221,819.00)	**1,057,000.44**	
9/30/2024 Balance			*1,057,000.44*	
FY 2025 Allocation*	STBG-Urban	**485,149.75**	**1,542,150.19**	
S605031 CC Cost Share	Programmed Cost Share	(2,128,397.00)	**(586,246.81)**	**
9/30/2025 Balance			*(586,246.81)*	
FY 2026 Allocation*	STBG-Urban	**494,354.01**	**(91,892.80)**	
9/30/2026 Balance			*(91,892.80)*	
FY 2027 Allocation*	STBG-Urban	**503,717.42**	**411,824.62**	
9/30/2027 Balance			*411,824.62*	
*Estimate		411,824.62	411,824.62	

**Advance Agreement on File

Available to be Programmed through 2027 (w/ 3 Year Advance Agreement) --

Funds Balance by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
FY 2013 - FY 2020 Balance	*STBG-Urban/Small Urban*	*(262,388.14)*	*(262,388.14)*
FY 2021 Allocation	STBG-Urban	**318,403.19**	**56,015.05**
S601061 M/Repmo Drive	STBG-Urban	(59,881.47)	**(3,866.42)**
9/30/2021 Balance			*(3,866.42)*
FY 2022 Allocation	STBG-Urban	**384,832.60**	**380,966.18**
S602093 MM I-44 to 360	STBG-Urban	(302,916.17)	**78,050.01**
9/30/2022 Balance			*78,050.01*
FY 2023 Allocation	STBG-Urban	**417,436.41**	**495,486.42**
S602093 MM I-44 to 360	STBG-Urban	302,916.17	**798,402.59**
9/30/2023 Balance			*798,402.59*
		798,402.59	**798,402.59**

**Advance Agreement on File

Remaining Balance All Funds 9/30/2023)	**798,402.59**
MoDOT STIP Programmed Cost Shares	
S602093 MM I-44 to 360	(2,296,000.00)

Funds Balance by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2023 Balance		*798,402.59*	*798,402.59*	
FY 2024 Allocation	STBG-Urban	**419,419.70**	**1,217,822.29**	
S601061 M/Repmo Drive	STBG-Urban	13,962.87	**1,231,785.16**	
S602093 MM I-44 to 360	Programmed	(2,296,000.00)	**(1,064,214.84)**	**
9/30/2024 Balance			*(1,064,214.84)*	
FY 2025 Allocation*	STBG-Urban	**427,389.66**	**(636,825.18)**	
9/30/2025 Balance			*(636,825.18)*	
FY 2026 Allocation*	STBG-Urban	**435,498.09**	**(201,327.09)**	
9/30/2026 Balance			*(201,327.09)*	
FY 2027 Allocation*	STBG-Urban	**443,746.73**	**242,419.64**	
9/30/2027 Balance			*242,419.64*	
*Estimate		242,419.64	242,419.64	
**Advance Agreement on File				
Available to be Programmed through 2027 (w/ 3 Year Advance Agreement)			**242,419.64**	

Funds Balance by Jurisdiction

City of Springfield — Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2021 Balance		*4,640,946.12*	*4,640,946.12*
FY 2022 Allocation	STBG-Urban	**3,472,234.13**	**8,113,180.25**
5916807 Overlay Improvements	STBG-Urban	(223,758.56)	**7,889,421.69**
9901835 North 13 Corridor Study	STBG-Urban	(78,668.06)	**7,810,753.63**
0132093 Kansas/Sunset	STBG-Urban	(87,600.00)	**7,723,153.63**
0132092 Kansas/Walnut Lawn	STBG-Urban	(134,930.67)	**7,588,222.96**
0132092 Kansas/Walnut Lawn	STBG-Urban	(13,869.33)	**7,574,353.63**
1602076 Kearney/West Bypass	STBG-Urban	(115,808.07)	**7,458,545.56**
S602027 Campbell and Republic	STBG-Urban	807,784.84	**8,266,330.40**
5903803 Jefferson Footbridge	STBG-Urban	2,000,000.00	**10,266,330.40**
5901810 Republic Road Widening	STBG-Urban	161,828.02	**10,428,158.42**
S602027 Campbell and Republic	STBG-Urban	(1,411,653.07)	**9,016,505.35**
5905809 TMC Salaries 2021	STBG-Urban	20,697.34	**9,037,202.69**
5901810 Republic Road Widening	STBG-Urban	(242,532.40)	**8,794,670.29**
S602027 Campbell and Republic	STBG-Urban	(251,888.62)	**8,542,781.67**
5916807 Overlay Improvements	STBG-Urban	(636,419.44)	**7,906,362.23**
0652112 Oper/Safety/ADA Glenstone	STBG-Urban	(315,434.00)	**7,590,928.23**
9/30/2022 Balance			*7,590,928.23*
FY 2023 Allocation*	STBG-Urban	**3,766,408.96**	**11,357,337.19**
5905811 TMC Salaries 2023	STBG-Urban	(360,000.00)	**10,997,337.19**
S603084 FY 2022 TMC Staff	STBG-Urban	12,943.32	**11,010,280.51**
5901824 TMC Signal Replacements	STBG-Urban	(125,229.00)	**10,885,051.51**
5916807 Overlay Improvements	STBG-Urban	26,830.88	**10,911,882.39**
5916808 ADA Improvements	STBG-Urban	(329,463.00)	**10,582,419.39**
5901818 Signal Improvements	STBG-Urban	22,044.23	**10,604,463.62**
0132092 Kansas/Walnut Lawn	STBG-Urban	(731,915.71)	**9,872,547.91**
0132092 Kansas/Walnut Lawn	CRRSAA	(573,750.00)	**9,298,797.91**
5910811 TMC Salaries 2024	STBG-Urban	(358,400.00)	**8,940,397.91**
0132093 Kansas/Sunset	STBG-Urban	(902,460.65)	**8,037,937.26**
0132093 Kansas/Sunset	STBG-Urban	(102,682.55)	**7,935,254.71**
S602027 Campbell and Republic	STBG-Urban	262,614.97	**8,197,869.68**
0132092 Kansas/Walnut Lawn	STBG-Urban	(49,305.04)	**8,148,564.64**
0132091 Kansas ADA I-44 to 60	STBG-Urban	(718,571.00)	**7,429,993.64**
0132093 Kansas/Sunset	STBG-Urban	(0.01)	**7,429,993.63**
5905811 TMC Salaries 2023	STBG-Urban	(16,000.00)	**7,413,993.63**
5916808 ADA Improvements	STBG-Urban	(162,856.16)	**7,251,137.47**
5900850 TMS Improvements	STBG-Urban	(2,450,000.00)	**4,801,137.47**
9/30/2023 Balance			*4,801,137.47*
		4,801,137.47	4,801,137.47

Remaining Balance All Funds (9/30/2023) **4,801,137.47**

MoDOT STIP Programmed Cost Shares	
0442344 I-44 Kansas to Glenstone	(1,628,207.00)
S604089 New Melville over I-44	(371,793.00)
MO2502 FY 2025 TMC Staff	(480,000.00)
MO2604 FY 2026 TMC Staff	(496,000.00)
MO2701 FY 2027 TMC Staff	(508,000.00)
FY 2028 TMC Staff	(520,000.00)

Funds Balance by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2023 Balance		*4,801,137.47*	*4,801,137.47*	
FY 2024 Allocation	STBG-Urban	**3,784,303.68**	**8,585,441.15**	
0652099 Chestnut RR Utilities	STBG-Urban	26,678.57	**8,612,119.72**	
S602027 Campbell and Republic	STBG-Urban	(10,154.76)	**8,601,964.96**	
9901835 North 13 Corridor Study	STBG-Urban	61.65	**8,602,026.61**	
5905811 TMC Salaries 2023	STBG-Urban	2,350.15	**8,604,376.76**	
5901824 TMC Signal Replacements	Programmed	(1,074,770.00)	**7,529,606.76**	
5900853 Main Bridge over Jordan	Programmed	(2,000,000.00)	**5,529,606.76**	
5900851 Pavement Resurfacing	Programmed	(3,885,000.00)	**1,644,606.76**	
0442344 I-44 Kansas to Glenstone	Programmed Cost Share	(1,628,207.00)	**16,399.76**	
MO2502 FY 2025 TMC Staff	Programmed Cost Share	(480,000.00)	**(463,600.24)**	
9/30/2024 Balance			*(463,600.24)*	
FY 2025 Allocation*	STBG-Urban	**3,856,214.27**	**3,392,614.03**	
5919806 Grant Avenue Viaduct	Pending	(2,022,339.00)	**1,370,275.03**	
5901838 MLK Jr. Bridge	Pending	(935,284.00)	**434,991.03**	
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	**(3,565,008.97)**	**
5900852 ADA Improvements	Programmed	(1,165,000.00)	**(4,730,008.97)**	
MO2604 FY 2026 TMC Staff	Programmed Cost Share	(496,000.00)	**(5,226,008.97)**	
S604089 New Melville over I-44	Programmed Cost Share	(371,793.00)	**(5,597,801.97)**	
9/30/2025 Balance			*(5,597,801.97)*	
FY 2026 Allocation*	STBG-Urban	**3,929,374.36**	**(1,668,427.61)**	
MO2701 FY 2027 TMC Staff	Programmed Cost Share	(508,000.00)	**(2,176,427.61)**	
9/30/2026 Balance			*(2,176,427.61)*	
FY 2027 Allocation*	STBG-Urban	**4,003,799.46**	**1,827,371.85**	
FY 2028 TMC Staff	Pending Cost Share	(520,000.00)	**1,307,371.85**	
9/30/2027 Balance			*1,307,371.85*	
* Estimate		1,307,371.85	1,307,371.85	
** Advance Agreement Needed				
Available to be Programmed through 2027 (w/ 3 Year Advance Agreement)			**1,307,371.85**	

Funds Balance by Jurisdiction

City of Strafford — Lapse Potential

Name	Account	Transactions	Balance
FY 2003 - FY 2020 Balance	*STP-Urban*	*191,500.56*	*191,500.56*
FY 2021 Allocation	STBG-Urban	**50,896.42**	**242,396.98**
9/30/2021 Balance			*242,396.98*
FY 2022 Allocation	STBG-Urban	**49,422.58**	**291,819.56**
9/30/2022 Balance			*291,819.56*
FY 2023 Allocation	STBG-Urban	**53,609.75**	**345,429.31**
9/30/2023 Balance			*345,429.31*
		345,429.31	345,429.31

Remaining Balance All Funds (9/30/2023) **345,429.31**

Funds Balance by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance	
FY 2023 Balance		*345,429.31*	*345,429.31*	
FY 2024 Allocation	STBG-Urban	**53,864.46**	**399,293.77**	
9901838 N. Old Orchard	Programmed	(481,362.00)	**(82,068.23)**	**
9/30/2024 Balance			*(82,068.23)*	
FY 2025 Allocation*	STBG-Urban	**54,888.01**	**(27,180.22)**	
9/30/2025 Balance			*(27,180.22)*	
FY 2026 Allocation*	STBG-Urban	**55,929.34**	**28,749.12**	
9/30/2026 Balance			*28,749.12*	
FY 2027 Allocation*	STBG-Urban	**56,988.68**	**85,737.80**	
9/30/2027 Balance			*85,737.80*	
*Estimate		85,737.80	85,737.80	

**Advance Agreement on File

Available to be Programmed through 2027 (w/ 3 Year Advance Agreement)	**85,737.80**

Funds Balance by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance	
FY 2003 - FY 2018 Balance		*(49,914.01)*	*(49,914.01)*	**
FY 2021 Allocation	STBG-Urban	**114,149.58**	**64,235.57**	
9/30/2021 Balance			*64,235.57*	
FY 2022 Allocation	STBG-Urban	**130,206.54**	**194,442.11**	
9/30/2022 Balance			*194,442.11*	
FY 2023 Allocation	STBG-Urban	**141,237.91**	**335,680.02**	
5944803 Miller Road Widening	STBG-Urban	36,263.52	**371,943.54**	
9/30/2023 Balance			*371,943.54*	
**Advance Agreement on File		371,943.54	371,943.54	

Remaining Balance All Funds (9/30/2023) **371,943.54**

Funds Balance by Jurisdiction

City of Willard — Funds Available for Programming

Name	Account	Transactions	Balance
FY 2023 Balance		*371,943.54*	*371,943.54*
FY 2024 Allocation	STBG-Urban	**141,908.95**	**513,852.49**
S605047 Jackson Street Resurfacing	STBG-Urban	(14,415.60)	**499,436.89**
S605047 Jackson Street Resurfacing	Programmed	(342,897.40)	**156,539.49**
9/30/2024 Balance			*156,539.49*
FY 2025 Allocation*	STBG-Urban	**144,605.55**	**301,145.04**
9/30/2025 Balance			*301,145.04*
FY 2026 Allocation*	STBG-Urban	**147,349.01**	**448,494.05**
9/30/2026 Balance			*448,494.05*
FY 2027 Allocation*	STBG-Urban	**150,139.90**	**598,633.95**
9/30/2027 Balance			*598,633.95*
*Estimate		598,633.95	598,633.95

Available to be Programmed through 2027 (w/ 3 Year Advance Agreement)	**598,633.95**

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83	7,882,537.96	7,930,989.00
STP/BG-Urban Distribution									
OTO Operations	N/A	N/A	N/A	200,000.00	100,000.00	236,800.00	231,525.00	243,101.00	255,256.05
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00	0.00	0.00	0.00	0.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	375,669.67	349,595.62	381,897.17	414,252.29	416,220.46
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,598,857.01	1,487,885.35	1,587,048.60	1,721,506.63	1,729,685.73
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.16	129,625.42	120,628.52	122,941.23	133,357.06	133,990.66
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	441,200.13	410,577.81	477,335.72	517,776.59	520,236.62
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	413,279.70	384,595.25	436,841.26	473,851.36	476,102.69
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.26	342,150.81	318,403.19	384,832.60	417,436.41	419,419.70
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,699,348.59	3,442,588.38	3,472,234.13	3,766,408.96	3,784,303.68
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	54,692.45	50,896.42	49,422.58	53,609.75	53,864.46
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	122,663.25	114,149.58	130,206.54	141,237.91	141,908.95
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	7,287,487.03	6,916,120.12	7,274,284.83	7,882,537.96	7,930,989.00
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

*Includes $0.59 adjustment on 2010-2014 allocations

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	<=2018 Rideshare	FY 2019 OTO Operations	FY 2020 OTO Operations	FY 2021 OTO Operations	FY 2022 OTO Operations	FY 2023 OTO Operations
Springfield Area Small Urban	**(184,224.00)**	**14.67**		For FY 2020	For FY 2021	For FY 2022	For FY 2023	For FY 2024
STBG-Urban			**(10,000.00)**	**(200,000.00)**	**(100,000.00)**	**(236,800.00)**	**(231,525.00)**	**(243,101.00)**
Distribution								
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(5,234.00)	(12,394.11)	(12,554.57)	(13,182.27)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(22,276.00)	(52,749.57)	(52,172.93)	(54,781.52)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(1,806.00)	(4,276.61)	(4,041.59)	(4,243.67)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(6,147.00)	(14,556.10)	(15,692.02)	(16,476.61)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(5,758.00)	(13,634.94)	(14,360.80)	(15,078.83)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(4,767.00)	(11,288.26)	(12,651.06)	(13,283.60)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(51,541.00)	(122,049.09)	(114,146.87)	(119,854.09)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(762.00)	(1,804.41)	(1,624.73)	(1,705.96)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(1,709.00)	(4,046.91)	(4,280.43)	(4,494.45)
	(184,224.00)	**14.67**	**(10,000.00)**	**(200,000.00)**	**(100,000.00)**	**(236,800.00)**	**(231,525.00)**	**(243,101.00)**

Notes:

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

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

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

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

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

Republic Small Urban FY 11-16 included in overall distribution

Small Urban Program Discontinued FY 2017 and beyond

Rideshare Discontinued FY 2021 and beyond

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	Type	Date	Account	Amount	Balance
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00
FY 2020 Allocation					
	Deposit	10/01/2019	OTO Operations	100,000.00	100,000.00
	Deposit	10/01/2019	Rideshare	10,000.00	110,000.00
	Deposit	10/01/2019	Christian County	375,669.67	485,669.67
	Deposit	10/01/2019	Greene County	1,598,857.01	2,084,526.68
	Deposit	10/01/2019	City of Battlefield	129,625.42	2,214,152.10
	Deposit	10/01/2019	City of Nixa	441,200.13	2,655,352.23
	Deposit	10/01/2019	City of Ozark	413,279.70	3,068,631.93
	Deposit	10/01/2019	City of Republic	342,150.81	3,410,782.74
	Deposit	10/01/2019	City of Springfield	3,699,348.59	7,110,131.33
	Deposit	10/01/2019	City of Strafford	54,692.45	7,164,823.78
	Deposit	10/01/2019	City of Willard	122,663.25	7,287,487.03
Total FY 2020 Allocation				7,287,487.03	7,287,487.03
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2020 TAP Allocation				430,497.00	430,497.00
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
FY 2021 Allocation					
	Deposit	10/01/2020	OTO Operations	236,800.00	236,800.00
	Deposit	10/01/2020	Rideshare	0.00	236,800.00
	Deposit	10/01/2020	Christian County	349,595.62	586,395.62
	Deposit	10/01/2020	Greene County	1,487,885.35	2,074,280.97
	Deposit	10/01/2020	City of Battlefield	120,628.52	2,194,909.49
	Deposit	10/01/2020	City of Nixa	410,577.81	2,605,487.30
	Deposit	10/01/2020	City of Ozark	384,595.25	2,990,082.55
	Deposit	10/01/2020	City of Republic	318,403.19	3,308,485.74
	Deposit	10/01/2020	City of Springfield	3,442,588.38	6,751,074.12
	Deposit	10/01/2020	City of Strafford	50,896.42	6,801,970.54
	Deposit	10/01/2020	City of Willard	114,149.58	6,916,120.12
Total FY 2021 Allocation				6,916,120.12	6,916,120.12
FY 2021 TAP Allocation					
	Deposit	10/01/2020	Enhancements (TAP)	430,497.00	430,497.00
Total FY 2021 TAP Allocation				430,497.00	430,497.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2021 Omnibus Allocation					
	Deposit	01/19/2021	STBG-U (HIP)	384,600.00	384,600.00
Total FY 2021 Omnibus Allocation				384,600.00	384,600.00
FY 2021 CRRSAA Allocation					
	Deposit	01/20/2021	STBG-U (CRRSAA)	2,684,230.00	2,684,230.00
Total FY 2021 CRRSAA Allocation				2,684,230.00	2,684,230.00
FY 2022 Allocation					
	Deposit	10/01/2021	OTO Operations	231,525.00	231,525.00
	Deposit	10/01/2021	Rideshare	0.00	231,525.00
	Deposit	10/01/2021	Christian County	381,897.17	613,422.17
	Deposit	10/01/2021	Greene County	1,587,048.60	2,200,470.77
	Deposit	10/01/2021	City of Battlefield	122,941.23	2,323,412.00
	Deposit	10/01/2021	City of Nixa	477,335.72	2,800,747.72
	Deposit	10/01/2021	City of Ozark	436,841.26	3,237,588.98
	Deposit	10/01/2021	City of Republic	384,832.60	3,622,421.58
	Deposit	10/01/2021	City of Springfield	3,472,234.13	7,094,655.71
	Deposit	10/01/2021	City of Strafford	49,422.58	7,144,078.29
	Deposit	10/01/2021	City of Willard	130,206.54	7,274,284.83
Total FY 2022 Allocation				7,274,284.83	7,274,284.83
FY 2022 TAP Allocation					
	Deposit	10/01/2021	Enhancements (TAP)	1,471,207.65	1,471,207.65
	Lapse	10/01/2022	Enhancements (TAP)	-63,675.63	1,407,532.02
Total FY 2022 TAP Allocation				1,407,532.02	1,407,532.02
FY 2022 CRP Allocation					
	Deposit	10/01/2021	CO2 Reduction (CRP)	905,124.00	905,124.00
Total FY 2022 CRP Allocation				905,124.00	905,124.00
FY 2023 Allocation					
	Deposit	10/01/2022	OTO Operations	243,101.00	243,101.00
	Deposit	10/01/2022	Rideshare	0.00	243,101.00
	Deposit	10/01/2022	Christian County	414,252.29	657,353.29
	Deposit	10/01/2022	Greene County	1,721,506.63	2,378,859.92
	Deposit	10/01/2022	City of Battlefield	133,357.06	2,512,216.98
	Deposit	10/01/2022	City of Nixa	517,776.59	3,029,993.57
	Deposit	10/01/2022	City of Ozark	473,851.36	3,503,844.93
	Deposit	10/01/2022	City of Republic	417,436.41	3,921,281.34
	Deposit	10/01/2022	City of Springfield	3,766,408.96	7,687,690.30
	Deposit	10/01/2022	City of Strafford	53,609.75	7,741,300.05
	Deposit	10/01/2022	City of Willard	141,237.91	7,882,537.96
Total FY 2023 Allocation				7,882,537.96	7,882,537.96

All Allocations

	Type	Date	Account	Amount	Balance
FY 2023 TAP Allocation					
	Deposit	10/01/2022	Enhancements (TAP)	1,566,741.00	1,566,741.00
Total FY 2023 TAP Allocation				1,566,741.00	1,566,741.00
FY 2023 CRP Allocation					
	Deposit	10/01/2022	CO2 Reduction (CRP)	923,226.00	923,226.00
Total FY 2023 CRP Allocation				923,226.00	923,226.00
FY 2024 Allocation					
	Deposit	10/01/2023	OTO Operations	255,256.05	255,256.05
	Deposit	10/01/2023	Christian County	416,220.46	671,476.51
	Deposit	10/01/2023	Greene County	1,729,685.73	2,401,162.24
	Deposit	10/01/2023	City of Battlefield	133,990.66	2,535,152.90
	Deposit	10/01/2023	City of Nixa	520,236.62	3,055,389.52
	Deposit	10/01/2023	City of Ozark	476,102.69	3,531,492.21
	Deposit	10/01/2023	City of Republic	419,419.70	3,950,911.91
	Deposit	10/01/2023	City of Springfield	3,784,303.68	7,735,215.59
	Deposit	10/01/2023	City of Strafford	53,864.46	7,789,080.05
	Deposit	10/01/2023	City of Willard	141,908.95	7,930,989.00
Total FY 2024 Allocation				7,930,989.00	7,930,989.00
FY 2024 TAP Allocation					
	Deposit	10/01/2023	Enhancements (TAP)	1,603,906.00	1,603,906.00
Total FY 2024 TAP Allocation				1,603,906.00	1,603,906.00
FY 2024 CRP Allocation					
	Deposit	10/01/2023	CO2 Reduction (CRP)	946,178.00	946,178.00
Total FY 2024 CRP Allocation				946,178.00	946,178.00
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				**144,456,689.23**	

All Obligations by Project

	Date	Jurisdiction	Amount
00FY820 OTO Operations/Planning			
Closed	06/26/2019	OTO Operations	(200,000.00)
	11/12/2021	OTO Operations	36,010.00
			(163,990.00)
00FY821 OTO Operations/Planning			
Closed	06/29/2020	OTO Operations	(100,000.00)
	01/27/2022	OTO Operations	345.49
			(99,654.51)
00FY822 OTO Operations/Planning			
Closed	06/28/2021	OTO Operations	(156,800.00)
	05/12/2023	OTO Operations	14,680.58
			(142,119.42)
00FY823 OTO Operations/Planning			
Active	06/14/2022	OTO Operations	(180,743.00)
	11/10/2022	OTO Operations	(50,782.00)
			(231,525.00)
00FY824 OTO Operations/Planning			
Active	06/23/2023	OTO Operations	(243,101.00)
			(243,101.00)
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			(978,000.00)
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			(354,887.54)
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			(799,517.00)
0132091 KS ADA Upgrades			
Active	08/22/2023	City of Springfield	(718,571.00)
			(718,571.00)
0132092 Kansas/Walnut Lawn			
Active	11/23/2021	City of Springfield	(134,930.67)
	11/23/2021	City of Springfield	(13,869.33)
	06/01/2023		(731,915.71)
	06/01/2023		(573,750.00)
	07/21/2023		(49,305.04)
			(1,503,770.75)

All Obligations by Project

	Date	Jurisdiction	Amount
0132093 Kansas/Sunset			
Active	11/18/2021	City of Springfield	(87,600.00)
	07/19/2023	City of Springfield	(902,460.65)
	07/19/2023	City of Springfield	(102,682.55)
	08/22/2023	City of Springfield	(0.01)
			(1,092,743.21)
0141014 17th Street Relocation			
Closed	04/18/2008	City of Ozark	(244,800.00)
			(244,800.00)
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			(165,587.00)
0141023 14 and 160			
Closed	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			(1,048,107.83)
0141028 14-Fort to Ridgecrest			
Active	03/05/2021	City of Nixa	(183,547.60)
	08/10/2021	City of Nixa	14,726.40
			(168,821.20)
0141029 Jackson and NN			
Active	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			(1,286,520.09)
0141030 South and Third			
Closed	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
	12/21/2021	City of Ozark	(179,962.84)
			(1,525,146.69)
0141032 14 in Ozark 32nd to 22nd			
Active	02/11/2020	City of Ozark	(130,000.00)
			(130,000.00)
0442239 I-44 Bridge-65			
Closed	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			(1,110,295.00)

All Obligations by Project

	Date	Jurisdiction	Amount
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			(3,949,229.96)
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			(100,000.00)
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			(758,009.07)
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			0.00
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			(1,800,000.00)
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			(223,050.00)
0651056 65/CC/J			
Closed	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			(2,300,000.00)
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			(1,000,000.00)
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			(74,000.00)
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			(432,597.22)

All Obligations by Project

	Date	Jurisdiction	Amount
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			0.00
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			(1,061,000.00)
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			(106,000.00)
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			(4,541,168.92)
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			(1,450,562.09)
0652079 Eastgate Relocation			
Closed	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
	09/09/2020	City of Springfield	8,920.16
	03/26/2021	City of Springfield	178.21
			(146,718.63)
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			(6,223,258.28)

All Obligations by Project

	Date	Jurisdiction	Amount
0652087 Chestnut RR			
Active	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			(3,482,241.03)
0652088 US65/Division Interchange			
Closed	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/207	City of Springfield	(62,616.16)
	07/06/2021	City of Springfield	262,442.91
			(1,347,640.11)
0652099 Chestnut RR Utilities			
Closed	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
	10/17/2023	City of Springfield	26,678.57
			(1,081,356.82)
0652112 Oper/Safety/ADA Glenstone			
Active	09/21/2022	City of Springfield	(315,434.00)
			(315,434.00)
1601043 160/Hunt Road			
Closed	10/02/2012	City of Willard	(21,000.00)
			(21,000.00)
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			(357,398.72)
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			(538,233.28)

All Obligations by Project

	Date	Jurisdiction	Amount
1601063 Tracker/Northview/160			
Closed	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
	01/07/2022	City of Nixa	116,078.17
	09/05/2022	City of Nixa	38,934.39
			(707,129.72)
1601071 160 and South			
Closed	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
	04/27/2020	City of Nixa	52,517.42
	01/07/2022	City of Nixa	(6,623.36)
			(528,809.29)
1602076 Kearney/West Bypass			
Active	11/25/2020	City of Springfield	(44,800.00)
	09/16/2021	City of Springfield	(805,072.53)
	01/04/2022	City of Springfield	(115,808.07)
			(965,680.60)
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			(3,995,539.57)
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			(214,977.98)

All Obligations by Project

	Date	Jurisdiction	Amount
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			(184,209.33)
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			(24,992.27)
5900849 FR 135/102 Mill/Fill/ADA			
Closed	09/14/2021	Greene County	(262,442.91)
	09/14/2021	Greene County	(225,343.49)
	09/14/2021	Greene County	(21,308.22)
	12/21/2021	Greene County	50,494.60
	06/17/2022	Greene County	(59,491.12)
	05/26/2023	Greene County	(40,193.00)
	11/28/2023	Greene County	0.01
	11/28/2023	Greene County	0.01
			(558,284.12)
5900850 TMS Improvements			
Active	09/12/2023	City of Springfield	(2,450,000.00)
			(2,450,000.00)
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			(250,000.00)
5901806 S. Dry Sac Trail Parks			
Closed	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			(192,680.00)
5901807 Mt. Vernon Bridge			
Closed	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			(1,001,068.99)

All Obligations by Project

	Date	Jurisdiction	Amount
5901809 FY 2019 TMC Staff			
Closed	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			(316,923.00)
5901810 Republic Road Widening			
Active	03/18/2019	City of Springfield	(80,000.00)
	05/17/2021	City of Springfield	(1,023,962.80)
	05/17/2021	City of Springfield	33,912.00
	03/29/2022	City of Springfield	161,828.02
	08/01/2022	City of Springfield	(242,532.40)
			(1,150,755.18)
5901811 Springfield Greenwood			
Closed	10/19/2020	Enhancements (TAP)	(183,365.00)
	01/28/2021	Enhancements (TAP)	32,923.48
	11/28/2022	Enhancements (TAP)	10,146.70
			(140,294.82)
5901812 Galloway Reco			
Closed	10/19/2020	Enhancements (TAP)	(146,098.00)
	01/28/2021	Enhancements (TAP)	32,994.00
	11/18/2022	Enhancements (TAP)	5,101.32
			(108,002.68)
5901814 Luster/Fassnight			
Active	05/27/2020	Enhancements (TAP)	(158,078.40)
	01/21/2021	Enhancements (TAP)	30,737.52
	03/26/2021	Enhancements (TAP)	(12,070.32)
	01/09/2023	Enhancements (TAP)	(6,046.26)
			(145,457.46)
5901815 SGF Harvard Sidewalks			
Closed	06/15/2020	Enhancements (TAP)	(110,869.00)
	01/28/2021	Enhancements (TAP)	31,920.60
	11/28/2022	Enhancements (TAP)	15,261.00
			(63,687.40)
5901817 Fassnight Clay Brookside			
Active	06/09/2022	Enhancements (TAP)	(216,461.00)
	09/01/2022	Enhancements (TAP)	(1,000.00)
			(217,461.00)
5901818 Signal Improvements			
Closed	10/20/2020	City of Springfield	(640,000.00)
	05/26/2023	City of Springfield	22,044.23
			(617,955.77)
5901819 Walnut Street Bridge			
Active	07/15/2021	City of Springfield	(240,000.00)
			(240,000.00)

All Obligations by Project

	Date	Jurisdiction	Amount
5901821 Traffic Signal Imp.			
Active	07/06/2021	City of Springfield	(620,000.00)
			(620,000.00)
5901822 Chadwick Phase III			
Active	07/06/2021	Enhancements (TAP)	(71,419.94)
	03/14/2023	Enhancements (TAP)	(295,567.32)
	03/14/2023	Enhancements (CRRSAA)	(863,750.00)
	05/16/2023	Enhancements (TAP)	(84,516.80)
			(1,315,254.06)
5901823 FR 175 Bridge			
Active	11/16/2022	Greene County (HIP)	(63,865.30)
	11/16/2022	Greene County (HIP)	(281,917.44)
	11/16/2022	Greene County	(225,906.50)
			(571,689.24)
5901824 TMC Signal Replacements			
Active	04/17/2023	City of Springfield	(125,229.00)
			(125,229.00)
5901827 Jordan Creek Smith Park			
Active	01/09/2024	Enhancements (TAP)	(14,800.77)
			(14,800.77)
5901828 Sherman Parkway Link			
Active	03/18/2024	CO2 Reduction (CRP)	(58,722.86)
			(58,722.86)
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			(459,587.00)
5903803 Jefferson Footbridge			
Withdrawn	09/14/2021	City of Springfield	(2,000,000.00)
	03/17/2022	City of Springfield	2,000,000.00
			0.00
FY94001 Division Underground Tank			
Closed (AKA 5904810)	04/17/2007	Greene County	(64,027.15)
			(64,027.15)
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			(111,340.76)
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			(189,540.94)

All Obligations by Project

	Date	Jurisdiction	Amount
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			(227,869.98)
5905809 TMC Salaries 2021			
Closed	06/26/2020	City of Springfield	(332,000.00)
	05/17/2022	City of Springfield	20,697.34
			(311,302.66)
5905811 TMC Salaries 2023			
Closed	11/10/2022	City of Springfield	(360,000.00)
	08/28/2023	City of Springfield	(16,000.00)
	11/28/2023	City of Springfield	2,350.15
			(373,649.85)
5907801 Campbell/Weaver			
Closed	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			(2,217,020.84)

All Obligations by Project

	Date	Jurisdiction	Amount
5909802 KS Extension			
Active	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	Greene County	(1,448,152.50)
	01/30/2020	Greene County	(348,000.00)
	04/27/2020	Greene County	348,000.00
	08/28/2020	Greene County	(3,657,888.00)
	09/16/2021	Greene County	(345,782.74)
	09/16/2021	Greene County	(12,012,725.14)
	09/16/2021	Greene County	(2,323,355.04)
	09/16/2021	Greene County	(352,977.68)
	09/16/2021	Greene County	(41,436.78)
	09/16/2021	Greene County	(1,625,285.00)
	09/16/2021	Greene County	(471,885.00)
	12/06/2021	Greene County	345,782.74
	12/06/2021	Greene County	4,192,964.59
	12/06/2021	Greene County	63,865.30
	09/09/2022	Greene County	(72,878.43)
	11/10/2022	Greene County	(12,968.61)
	09/15/2023	Greene County	(6,575,516.11)
	09/15/2023	Greene County	(3,686,085.19)
	09/15/2023	Greene County	(2,303,580.57)
	12/01/2023	Greene County	2,138,827.85
	12/02/2023	Greene County	41,040.72
	12/03/2023	Greene County	(0.01)
			(29,108,195.60)
5910811 TMC Salaries 2024			
Active	06/16/2023	City of Springfield	(358,400.00)
			(358,400.00)
5911802 College and Grant SW			
Closed	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			(250,000.00)
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			(240,000.00)
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			(14,215.22)

All Obligations by Project

	Date	Jurisdiction	Amount
5916807 Overlay Improvements			
Closed	03/29/2021	City of Springfield	(2,160,000.00)
	10/26/2021	City of Springfield	(223,758.56)
	08/17/2022	City of Springfield	(636,419.44)
	05/05/2023	City of Springfield	26,830.88
			(2,993,347.12)
5916808 ADA Sun., Nat'l, B.field			
Active	08/27/2021	City of Springfield	(295,001.60)
	05/16/2023	City of Springfield	(329,463.00)
	09/01/2023	City of Springfield	(162,856.16)
			(787,320.76)
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			(237,391.82)
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			23,883.07
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			(266,854.57)
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			(260,000.00)
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			(251,031.34)
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			(187,782.10)

All Obligations by Project

	Date	Jurisdiction	Amount
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			(295,361.40)
5938807 FY 2020 TMC Staff			
Closed	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
	11/01/2019	City of Springfield	11,731.46
			(320,268.54)
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			(48,300.00)
5944803 Miller Road Widening			
Closed	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
	07/27/2020	City of Willard	25,468.71
	01/30/2023	City of Willard	36,263.52
			(888,163.77)
5944804 Hunt Rd Sidewalks			
Closed	05/06/2019	Enhancements (TAP)	(28,000.00)
	03/06/2020	Enhancements (TAP)	(800.00)
	05/04/2020	Enhancements (TAP)	(178,638.60)
			(207,438.60)
5944805 Jackson Street Resurfacing			
Active	03/06/2024	City of Willard	(14,415.60)
			(14,415.60)
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			(303,436.00)
6900809 Rte 174 Trail			
Closed	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			(250,000.00)
6900811 Oakwood/Hines			
Closed	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			(1,911,623.75)
6900813 Shuyler Creek Trail			
Active	01/29/2021	Enhancements (TAP)	(178,969.03)
	01/06/2023	Enhancements (TAP)	(324,125.91)
			(503,094.94)

All Obligations by Project

	Date	Jurisdiction	Amount
7441012 Kearney/Packer			
Active	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			(728,721.00)
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			(63,984.87)
9900824 Third Street/14			
Closed	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			(1,078,283.68)
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			(27,759.89)
9900843 Strafford Sidewalks 2014			
Closed	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			(250,000.00)
9900845 Strafford Schools SW 2014			
Closed	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			(123,766.80)
9900846 Scenic Sidewalks			
Closed	05/23/2008	Greene County	(74,642.40)
	08/15/2008	Greene County	18,089.16
	10/02/2009	Greene County	(7,350.46)
			(63,903.70)

All Obligations by Project

	Date	Jurisdiction	Amount
9900854 CC Realignment			
Withdrawn	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
	02/07/2019	City of Nixa	233,631.58
			0.00
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			(14,331.69)
9900856 Willard Kime Sidewalks			
Closed	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			(78,135.08)
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			(38,029.66)
9900859 Main Street			
Withdrawn	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
	02/07/2019	City of Nixa	46,654.94
			0.00
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			(205,706.70)
9900861 Northview Road			
Withdrawn	07/09/2009	City of Nixa	(17,386.10)
	10/02/2010	City of Nixa	(89,798.40)
	10/02/2011	City of Nixa	107,184.50
			0.00
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			(1,998.24)
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			(795.68)
9900869 14/Gregg			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			(296,590.47)

All Obligations by Project

	Date	Jurisdiction	Amount
9900878 125/OO			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			(130,011.44)
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			(500,000.00)
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			(978,676.98)
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2105	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			(190,670.54)
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			(196,697.22)
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			(117,203.90)
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			(110,912.36)

All Obligations by Project

	Date	Jurisdiction	Amount
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			(40,034.00)
9901814 FF SW Weaver to Rose			
Closed	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
	11/10/2021	City of Battlefield	418.67
	11/10/2021	City of Battlefield	1.03
			(428,352.74)
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			(312,653.87)
9901816 Pine and McCabe Sidewalks			
Closed	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
	09/22/2020	Enhancements (TAP)	(220,782.07)
	09/22/2020	Enhancements (TAP)	15,369.70
	12/06/2021	Enhancements (TAP)	1,255.49
			(236,957.22)
9901817 Battlefield Third Street Sidewalk			
Active	10/18/2019	Enhancements (TAP)	(28,000.00)
	04/28/2022	Enhancements (TAP)	(265,666.40)
	07/06/2022	Enhancements (TAP)	61,386.49
	05/26/2023	Enhancements (TAP)	(2,588.60)
			(234,868.51)
9901818 Nicholas SW Ph 1 & 2			
Closed	06/14/2019	Enhancements (TAP)	(27,326.74)
	10/22/2020	Enhancements (TAP)	(338,206.32)
	04/07/2021	Enhancements (TAP)	8,233.20
	05/31/2022	Enhancements (TAP)	14.50
	05/31/2022	Enhancements (TAP)	6,463.52
			(350,821.84)
9901820 Ozark N. Fremont SW			
Closed	06/14/2019	Enhancements (TAP)	(17,531.92)
	04/07/2021	Enhancements (TAP)	(188,028.08)
			(205,560.00)

All Obligations by Project

	Date	Jurisdiction	Amount
9901821 Ozark South Elem SW			
Closed	10/18/2019	Enhancements (TAP)	(13,000.36)
	02/24/2021	Enhancements (TAP)	(132,594.01)
	06/15/2021	Enhancements (TAP)	(7,075.63)
			(152,670.00)
9901822 Ozark West Elem SW			
Closed	08/23/2019	Enhancements (TAP)	(27,739.94)
	03/11/2021	Enhancements (TAP)	(239,439.67)
	06/15/2021	Enhancements (TAP)	31,996.00
	12/19/2022	Enhancements (TAP)	23.88
	01/06/2023	Enhancements (TAP)	4,208.19
			(230,951.54)
9901826 FR 169 Bridge			
Closed	02/09/2021	Greene County	(437,822.80)
	04/16/2021	Greene County	37,475.60
	12/07/2022	Greene County	3,936.80
			(396,410.40)
9901827 ChadwickFlyr Jackson/Clay			
Active	10/19/2020	Enhancements (TAP)	(79,874.23)
	10/28/2021	Enhancements (TAP)	(791,075.77)
	03/03/2022	Enhancements (TAP)	157,174.06
	08/09/2022	Enhancements (TAP)	(46,281.62)
	11/02/2022	Enhancements (TAP)	(54,307.00)
	09/15/2023	Enhancements (TAP)	(13,088.60)
	12/19/2023	Enhancements (TAP)	(5,927.20)
			(833,380.36)
9901828 Trail of Tears SmrSet			
Closed	09/03/2020	Enhancements (TAP)	(33,592.92)
	09/13/2021	Enhancements (TAP)	(68,459.08)
	07/05/2022	City of Battlefield	(97,167.08)
	06/16/2023	City of Battlefield	(32,786.61)
	11/28/2023	City of Battlefield	18,939.37
			(213,066.32)
9901829 OGI Trail Plng Services			
Closed	06/26/2020	Enhancements (TAP)	(100,000.00)
			(100,000.00)
9901830 Nelson Mill Bridge			
Active	09/09/2022	Christian County	(392,000.00)
	08/22/2023	Christian County	(400,800.00)
			(792,800.00)

All Obligations by Project

	Date	Jurisdiction	Amount
9901831 N. Main Street			
Active	11/02/2022	City of Nixa	(131,584.31)
	10/30/2023	City of Nixa	(4,209.45)
	02/14/2024	City of Nixa	(113,524.01)
			(249,317.77)
9901832 Truman Blvd			
Active	05/12/2022	City of Nixa	(1,530,550.00)
			(1,530,550.00)
9901833 North St - MH to Cheyenne			
Active	06/28/2021	City of Nixa	(430,353.99)
	05/26/2023	City of Nixa	(13,516.80)
	06/16/2023	City of Nixa	6,364.79
			(437,506.00)
9901835 I-44/13 Study			
Closed	10/27/2021	City of Springfield	(78,668.06)
	10/27/2021	Greene County	(78,668.06)
	10/27/2021	OTO Operations	(78,668.07)
	11/28/2023	City of Springfield	61.65
	11/29/2023	Greene County	61.65
	11/30/2023	OTO Operations	61.65
			(235,819.24)
9901837 Chadwick Ph II			
Active	11/10/2022	Enhancements (TAP)	(58,716.29)
	03/18/2024	Enhancements (TAP)	(672,698.36)
			(731,414.65)
9901849 Chadwick Flyer 65 Overpass			
Active	10/27/2023	Enhancements (TAP)	(230,687.54)
	10/27/2023	City of Ozark	(57,671.89)
			(288,359.43)
9901850 Trail Planning Services			
Active	02/08/2023	Enhancements (TAP)	(260,201.00)
			(260,201.00)
9901851 Chadwick Spur			
Active	11/02/2023	Enhancements (TAP)	(39,088.45)
			(39,088.45)
9901858 Strafford East SW			
Active	02/14/2024	Enhancements (TAP)	(20,782.65)
			(20,782.65)
9901859 Battlefield ToT Extension			
Active	02/14/2024	Enhancements (TAP)	(38,132.61)
			(38,132.61)
9901860 Cheyenne Multi-Use Path			
Active	01/03/2024	Enhancements (TAP)	(102,057.00)
			(102,057.00)

All Obligations by Project

	Date	Jurisdiction	Amount
9901862 Chadwick Phase V			
Active	04/01/2024	CO2 Reduction (CRP)	(42,705.30)
			(42,705.30)
B022009 Riverside Bridge			
Closed	09/01/2109	City of Ozark	(800,000.00)
			(800,000.00)
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			(6,804.21)
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			0.00
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			(2,584,800.00)
S601055 I-44/125 Strafford			
Closed	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			(185,838.68)
S601061 M/Repmo Drive			
Closed	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
	10/29/2019	City of Republic	(53,345.03)
	10/29/2019	City of Republic	(59,881.47)
	04/02/2024	City of Republic	13,962.87
			(945,163.26)
S601065 14 SW Cedar Hts to Ellen			
Closed	04/04/2019	City of Nixa	(100,286.00)
			(100,286.00)
S601071 FY 2017 TMC Staff			
Closed	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			(272,513.12)

All Obligations by Project

	Date	Jurisdiction	Amount
S602027 Campbell and Republic			
Active	04/01/2019	City of Springfield	(240,000.00)
	07/01/2021	City of Springfield	(781,354.88)
	03/17/2022	City of Springfield	807,784.84
	03/30/2022	City of Springfield	(1,411,653.07)
	08/04/2022	City of Springfield	(251,888.62)
	07/21/2023	City of Springfield	262,614.97
	11/21/2023	City of Springfield	(10,154.76)
			(1,624,651.52)
S602083 Northview Rd Improvements			
Closed	03/28/2019	City of Nixa	(180,000.00)
			(180,000.00)
S602093 MM from I-44 to 360			
Active	09/08/2022	City of Republic	(302,916.17)
	11/16/2022	City of Republic	302,916.17
			0.00
S603084 TMC Staff 2022			
Closed	06/01/2021	City of Springfield	(360,000.00)
	04/07/2023	City of Springfield	12,943.32
			(347,056.68)
S605022 Wilson's Creek Blvd Trail			
Active	05/30/2023	Enhancements (TAP)	(245,494.96)
	05/30/2023	Enhancements (TAP)	(23,973.95)
	05/30/2023	Enhancements (TAP)	(5,405.81)
	05/30/2023	Enhancements (TAP)	(13,829.74)
	05/30/2023	Enhancements (TAP)	(1,246,730.00)
	07/28/2023	Enhancements (TAP)	(0.02)
	07/28/2023	Enhancements (TAP)	240,505.26
			(1,294,929.22)
S605047 Battlefield Weaver Scoping			
Active	02/29/2024	City of Battlefield	(80,000.00)
			(80,000.00)
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			(2,700,000.00)
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			(198,465.00)
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			(30,868.56)
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			(0.43)
TOTAL OBLIGATIONS			**(128,774,775.20)**

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807

417-865-3047

TAB 7

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.G.

MoDOT/OTO Sidewalk Cost Share Program Recommendation

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Background
At its meeting on September 15, 2022, the OTO Board of Directors voted to partner with MoDOT on a sidewalk cost share program to benefit the state system. 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 jurisdiction, would cover 50 percent of proposed sidewalk projects along state routes, with MoDOT covering the other 50 percent. Prior approved projects include South Street in Ozark, MM Shared Use Path in Republic, Route 66 Sidewalks in Strafford, and trail improvements as part of the I-44 project.

Recommended Project
City of Springfield - Sunshine
Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from BU 65 (Glenstone Avenue) to Blackman Road in Springfield – this project is planned as part of MoDOT Job number J8S3153, and will be amended into SP1413.

Total Cost:	$1,565,000
MoDOT Share:	$782,500
TAP/CRP Share:	$626,000
Springfield Share:	$156,500

This will be the last project funded through this program and all remaining funds will be moved to the Summer Bicycle/Pedestrian Infrastructure Call for Projects.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:
The OTO Bicycle and Pedestrian Advisory Committee recommended that the City of Springfield Sunshine Project receive $626,000 in TAP/CRP funds.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 17, 2024 the Technical Planning Committee recommended the Board of Directors approve TAP/CRP funding for Springfield in the amount of $626,000 for a cost share with MoDOT along Sunshine.

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

"Move to approve TAP/CRP funding for Springfield in the amount of $626,000 for a cost share with MoDOT along Sunshine."

OR

"Move to approve the following…"

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: City of Springfield

Point of Contact: Brett Foster

Phone: 417-864-1937

Email: bfoster@springfieldmo.gov

State System and Project Information

Which MoDOT Road will this project occur along? Sunshine (Rt D)

Will this project fit within the existing MoDOT right-of-way? ☐ Yes ☒ No

Will this be a part of an existing MoDOT improvement project? ☒ Yes ☐ No

If project is not part of an existing/planned MoDOT project, it is not eligible for this program.

List Project and include TIP Number or MoDOT Job Number:

J8S3153 – Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from BU 65 (Glenstone Avenue) to Blackman Road in Springfield.

Funding Request

Expected Total Project Cost: $ 1,565,000

Expected OTO Cost Share Funding Request: $626,000

Expected Local Match Percentage: 20 %

Please Provide Project Budget Information In The Table Below:

Category	Community Funds		MoDOT Funds	Other Funding Sources	Totals
	Local Match	Requested Cost Share Funds			
Engineering	53700	214800	268500		$537,000
ROW	8200	32800	41000		$82,000
Construction	94600	378400	473000		$946,000
Totals	156,500	626000	782500		$1,565,000

Please list other funding sources included in project budget: City Funding Match provided from 1/8 Cent Transportation Sales Tax and/or ¼ Cent Capital Improvement Sales Tax as to be determined.

Source of Budget Information: ☒ Program Estimate ☐ Engineer's Estimate *(w/quantities)*
Please include copies of estimates used in this application

Project Details

Please provide the following project details and **provide a map** showing the location of each planned sidewalk segment.

Total Length of Proposed Sidewalk(s): 4,100

	Segment Length (ft)	Side of Road	Within Existing /Planned ROW?	Sidewalk Width (ft)	Distance off back of curb (ft)
Segment #1	2,400	☒ N ☐ S ☐ E ☐ W	☐ Y ☒ N	6	Varies
Segment #2	1,700	☒ N ☐ S ☐ E ☐ W	☐ Y ☒ N	6	0
Segment #3		☐ N ☐ S ☐ E ☐ W	☐ Y ☐ N		
Segment #4		☐ N ☐ S ☐ E ☐ W	☐ Y ☐ N		
Segment #5		☐ N ☐ S ☐ E ☐ W	☐ Y ☐ N		

**Provide a map that shows the location of each planned sidewalk segment, including proposed sidewalk connections and ROW lines if available.*

Source of Alignment Information: ☐ Program Estimate ☒ Engineer's Estimate

Who is expected to administer and deliver this project? ☐ Applicant ☒ MoDOT ☐ TBD

Project Description

Please describe how this project will enhance your community's overall sidewalk network, including any new connections made.

The City of Springfield is requesting funds to cost share the construction of approximately 4,100 lineal feet of ADA compliant sidewalks along the north side of Route D (Sunshine Street) from Glenstone Avenue to Meadowview Avenue in conjunction with the MoDOT Sunshine Street ADA project. This project will provide a much-needed ADA compliant pedestrian facility for the many residents in this area. Specifically, this project will connect sidewalks to the businesses on

Sunshine Street, providing a continuous pedestrian facility from Glenstone Avenue to Blackman Road. MoDOT's ADA project is scheduled for construction in 2025. See attached MoDOT Fact Sheet and Project Map.

Please describe how this project meets a known community need, especially a safety need.

Feel free to attach images of worn paths, discuss known accident patterns, or existing engineering studies.

The goal of this project is to encourage and provide walkable streets between numerous activity centers, neighborhoods, and businesses in the area. Sunshine Street is a very high-volume street and without off street, separated sidewalk it is nearly impassable by pedestrians and bicyclist needing access to the route for services. Improvements will also provide safe and accessibly passage for pedestrians and disabled users in the Sunshine Corridor who utilize needed amenities and public transit along the corridor.

Please discuss if this project will create safer routes to school. Include distance to nearest school.

Per the attached maps, having additional sidewalk will improve options for connections to Pittman Schools in the SPS district.

Please describe the level of community support for this project.

Feel free to attach relevant public comments or community plans/surveys.

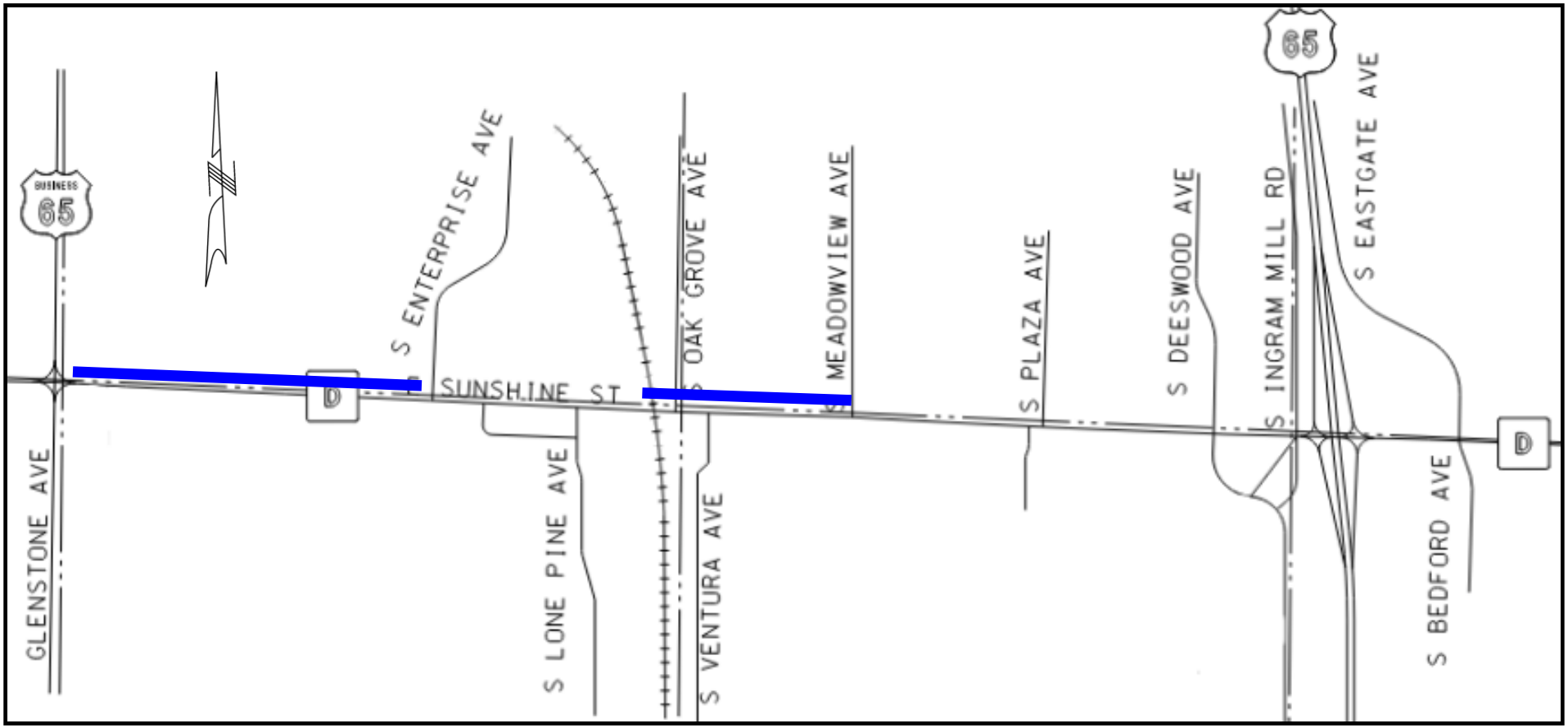
There is significant community support for this project as there are local citizens who do not drive an automobile and must obtain some of their daily needs by navigating on foot. The City of Springfield and MoDOT have an extensive history of receiving request for increased pedestrian connectivity in this much needed area. Recent public meetings show local businesses support the project to increase pedestrian traffic in this area.

Please describe how this project will create connections to community facilities or social service agencies.

Nearly 40 facilities have been identified on this corridor that provides social service, community, and health services to the public. The proposed sidewalks will provide additional modes of transportation to these facilities.

Please describe how this project will create connections to shopping and essential services, such as grocery stores, convenience stores, restaurants, or medical clinics.

There are over 200 businesses on Sunshine Street between Glenstone Avenue and Blackman Road. Numerous established residential neighborhoods exist along the corridor who have known residents without access to automobiles. These neighborhoods depend on alternated modes of transportation for access to services as noted above.



LEGEND

Proposed Cost-Share Sidewalk

MoDOT Job No. J8S3153
Greene County
Route D (Sunshine Street

PITTMAN ELEMENTARY

WALKING ROUTE *

SCHOOL YEAR 2022-2023

Legend

- CROSSING GUARD
- 1/2 MILE RADIUS
- SCHOOL CROSSWALK
- SCHOOL BOUNDARY
- NON-RESIDENTIAL
- WALKING ROUTE W/SIDEWALK
- WALKING ROUTE NO SIDEWALK
- BARRIER STREET
- SIGNAL
- BUSING AVAILABLE

N W E S

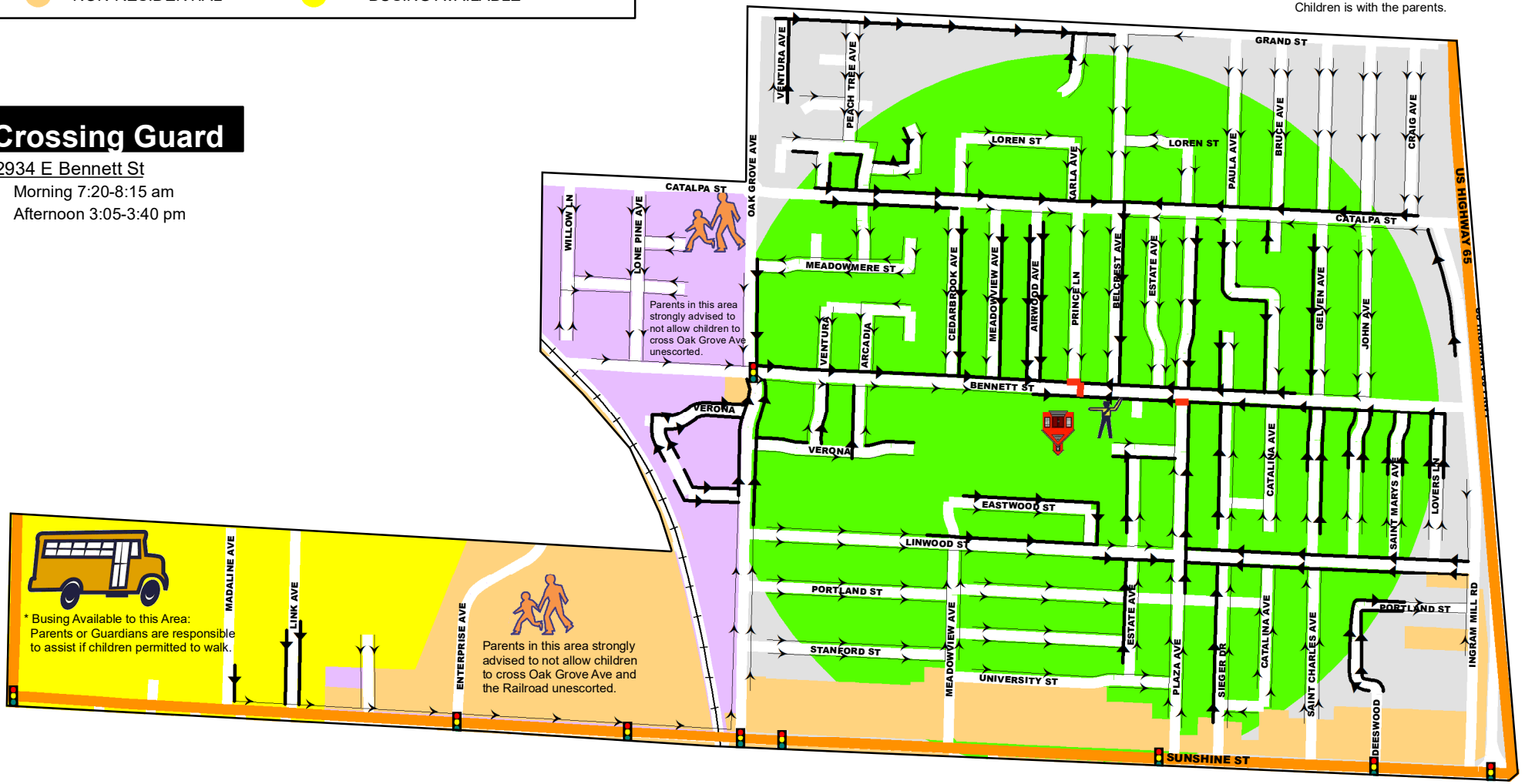
School Times

Start 8:10 am
Dismissal 3:10 pm

This map recommends a walking route based on sidewalk inventory and existing crossing features to assist parents who chose to have their child walk to school.
The primary responsibility for the safety of their Children is with the parents.

Crossing Guard

2934 E Bennett St
Morning 7:20-8:15 am
Afternoon 3:05-3:40 pm



PREPARED BY
CITY OF SPRINGFIELD
PUBLIC WORKS
REVISED AUGUST 2022

DISCLAIMER: All information included on this map or digital file is provided "as-is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.

TAB 8

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.H.

Trail and Sidewalk Engineering Funding Recommendation

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO made a call for projects in March, with applications due April 1, for trail and sidewalk engineering projects, with the purpose of awarding TAP/CRP funding. Ten project applications were received and recommended for funding by the Bicycle and Pedestrian Advisory Committee.

1. Jordan Creek Greenway Trail - Mt. Vernon St. to College St.
2. South Creek Greenway Trail - Posenke Gap
3. Ward Branch Greenway Trail - National Avenue to Fremont Avenue
4. Wilson's Creek Greenway Trail - Ewing Park West to Rutledge-Wilson Park
5. Fassnight Creek Greenway Trail - Skate Park to Fort
6. Jackson Street Connection/Chadwick Flyer Ph. 1
7. Kali Springs Trail Connector
8. Blue Stem-Phase I of North Ozark Greenway Trail
9. Finley River Trail - Western Expansion
10. Fassnight Creek Greenway - Glenstone to Enterprise

Funding Summary	
Requested Federal Share	$1,283,890.55
Total Local Share	$320,973.15
Total Costs	**$1,604,863.70**

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:
The OTO Bicycle and Pedestrian Advisory Committee recommended the submitted sidewalk and trail engineering projects be approved for TAP/CRP funding.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:
At its regularly scheduled meeting on April 17, 2024, the Technical Planning Committee recommended the Board of Directors approve TAP/CRP funding for the ten submitted sidewalk and trail engineering projects.

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

"Move to approve TAP/CRP funding for the ten submitted sidewalk and trail engineering projects in the amount of $1,283,890.55 as outlined in the project applications."

OR

"Move to approve the following…"

Funding Summary	
Requested Federal Share	$ 1,283,890.55
Total Local Share	$ 320,973.15
Total Costs	$ 1,604,863.70

Trail and Sidewalk Engineering Applications Scoring							
Points	5	5	5	5	5	5	30
Evaluation Criteria / Project Name	All project information is provided	Project location description is provided	Project costs, including federal funding amount and local match, are provided	Proposed improvement description is provided	Project map is provided	Project located on OTO official trail map	Total Maximum Points
Jordan Creek Greenway Trail - Mt. Vernon St. to College St.	5	5	5	5	5	5	30
South Creek Greenway Trail - Posenke Gap	5	5	5	5	5	5	30
Ward Branch Greenway Trail - National Avenue to Fremont Avenue	5	5	5	5	5	5	30
Wilson's Creek Greenway Trail (Ewing Park West to Rutledge-Wilson Park)	5	5	5	5	5	5	30
Fassnight Creek Greenway Trail - Skate Park to Fort	5	5	5	5	5	5	30
Jackson Street Connection/ Chadwick Flyer Ph. 1	5	5	5	5	5	0	25
Kali Springs Trail Connector	5	5	5	5	5	0	25
Blue Stem-Phase I of North Ozark Greenway Trail	5	5	5	5	5	0	25
Finley River Trail - Western Expansion	5	5	5	5	5	5	30
Fassnight Creek Greenway-Glenstone to Enterprise	5	5	5	5	5	5	30

Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Jordan Creek Greenway Trail - Mt. Vernon St. to College St.
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	Jordan Creek Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
2,245 linear feet connecting the existing Jordan Creek Trail built to Mr. Vernon St. from Mt. Vernon St. to College Street

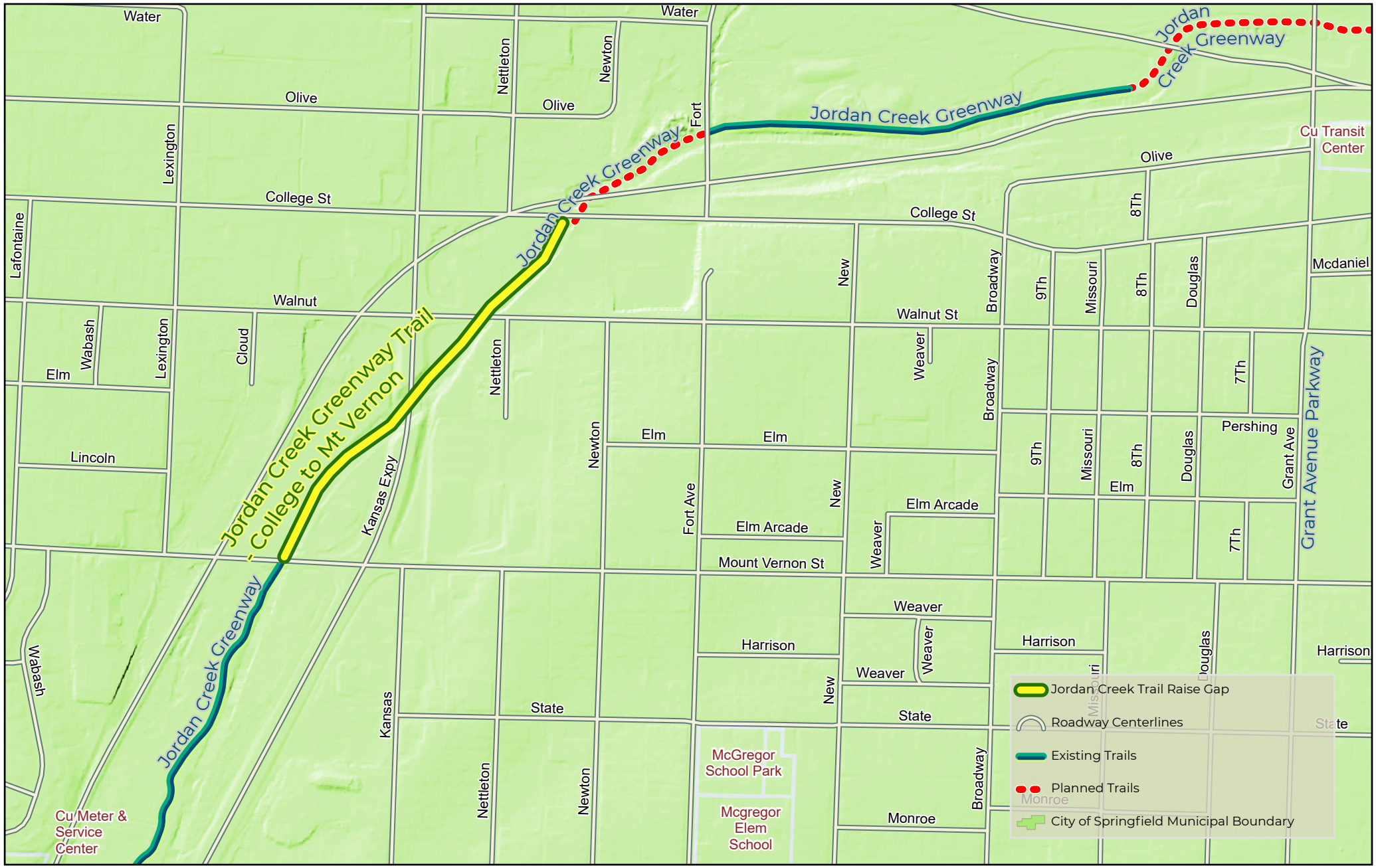
Part 3: Budget

Total Project Cost Estimate	$ 137,520.44
Federal Funding Amount	$ 110,016.35
Source of Local Match and amount	County / City / Other ✓ (Please select one) Local fund amount: $ 27,504.09

Part 4: Project Description

Description of proposed improvements, including length and proposed width
• 2,245 l/f 10' wide concrete trail • 9,000 l/f Retaining Wall •Sidewalk replacement and connection to MoDOT intersection improvements at Kansas Expressway • Elimination of three (3) at-grade road crossings providing dedicated separated route under Mount Vernon Street, Kansas Expressway (MoDOT Route), and Walnut Street • High Visibility Crosswalk Installations using features such as contrasting pavement markings, raised crossings, and/or rectangular rapid flashing beacons Removal of improvements, Earthwork, Seeding & Mulching, Signage, Tree Protection, Erosion Control, Mobilization, Utilities (1%), and ROW acquisition. This trail was identified and adopted as part of Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. It was also identified as a priority for the 2024 RAISE Grant. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

Jordan Creek Greenway Trail



Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	South Creek Greenway Trail - Posenke Gap
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	South Creek Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
This .5-mile trail gap along the South Creek Greenway Trail provides for a direct trail connection to Wilson's Creek Greenway Trail. This is on the western end of the trail alignment.

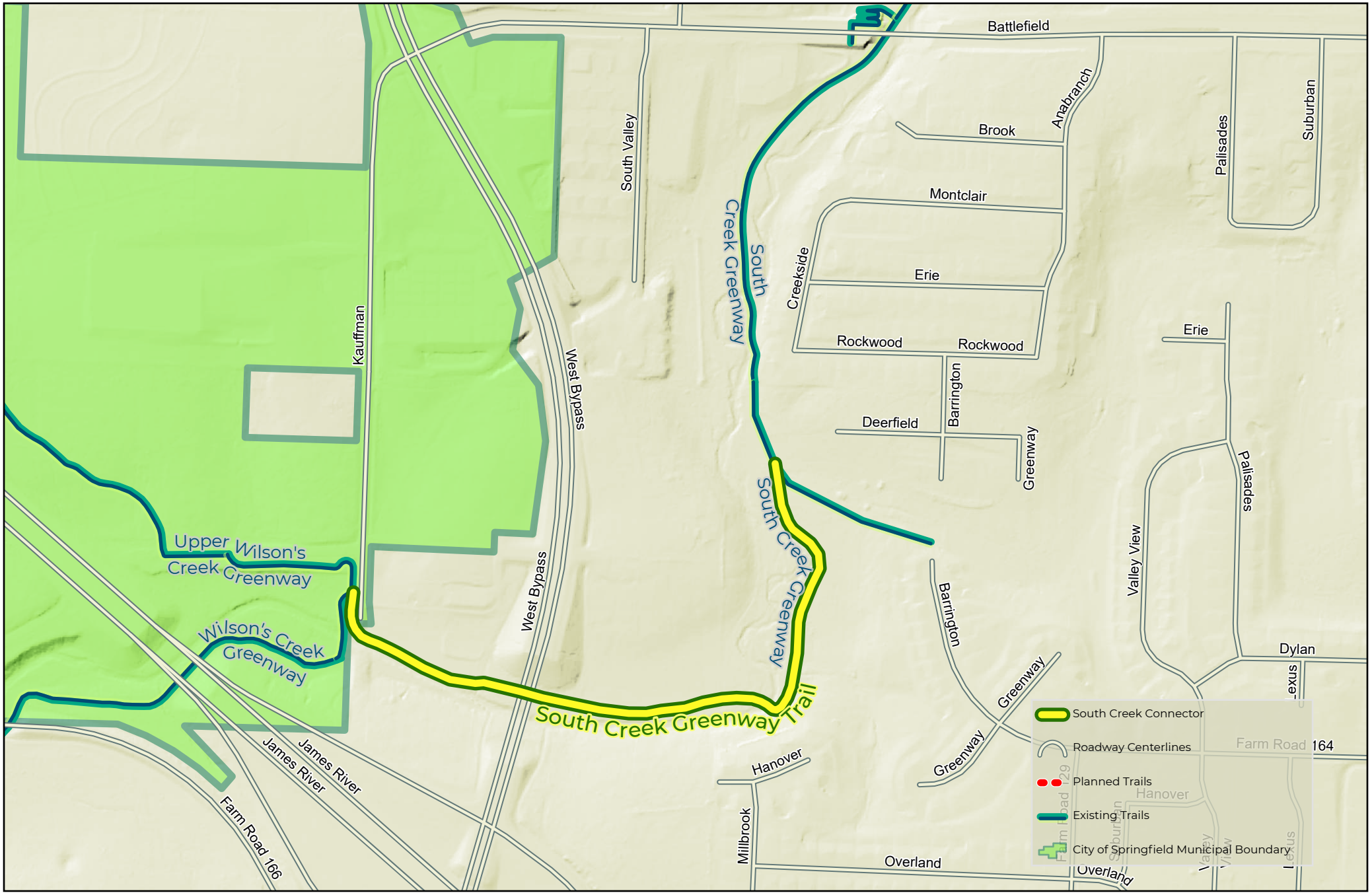
Part 3: Budget

Total Project Cost Estimate	$ 160,378.66
Federal Funding Amount	$ 128,302.93
Source of Local Match and amount	County ☐ City ☐ Other ☑ (Please select one) Local fund amount: $ 32,075.73

Part 4: Project Description

Description of proposed improvements, including length and proposed width
• 1,979 l/f 10' wide concrete trail • 372 l/f 10' boardwalk trail • One (1) pedestrian bridge • 1,979 l/f Equine Fencing Seeding & Mulch, Signage, Tree Protection, Erosion Control, Contingency, and Utilities (1%). Ozark Greenways owns the land and the recreation trail easement. No land acquisition is anticipated. This trail was identified and adopted in 1991 as part of the South Creek- Wilson's Creek Greenway Trail Plan, Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

South Creek Greenway Trail



0 0.13 0.25 0.5

Miles

OZARK GREENWAYS

Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Ward Branch Greenway Trail - National Avenue to Fremont Avenue
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	Ward Branch Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
1,900 linear feet between E Bradford Parkway and E Independence Street, from S National Avenue to S Fremont Avenue in Springfield, MO. This project will extend the existing Ward Branch Greenway trail from its current terminus at the Cox Health Campus to the planned Fremont Avenue Multi-Use Sidepath.

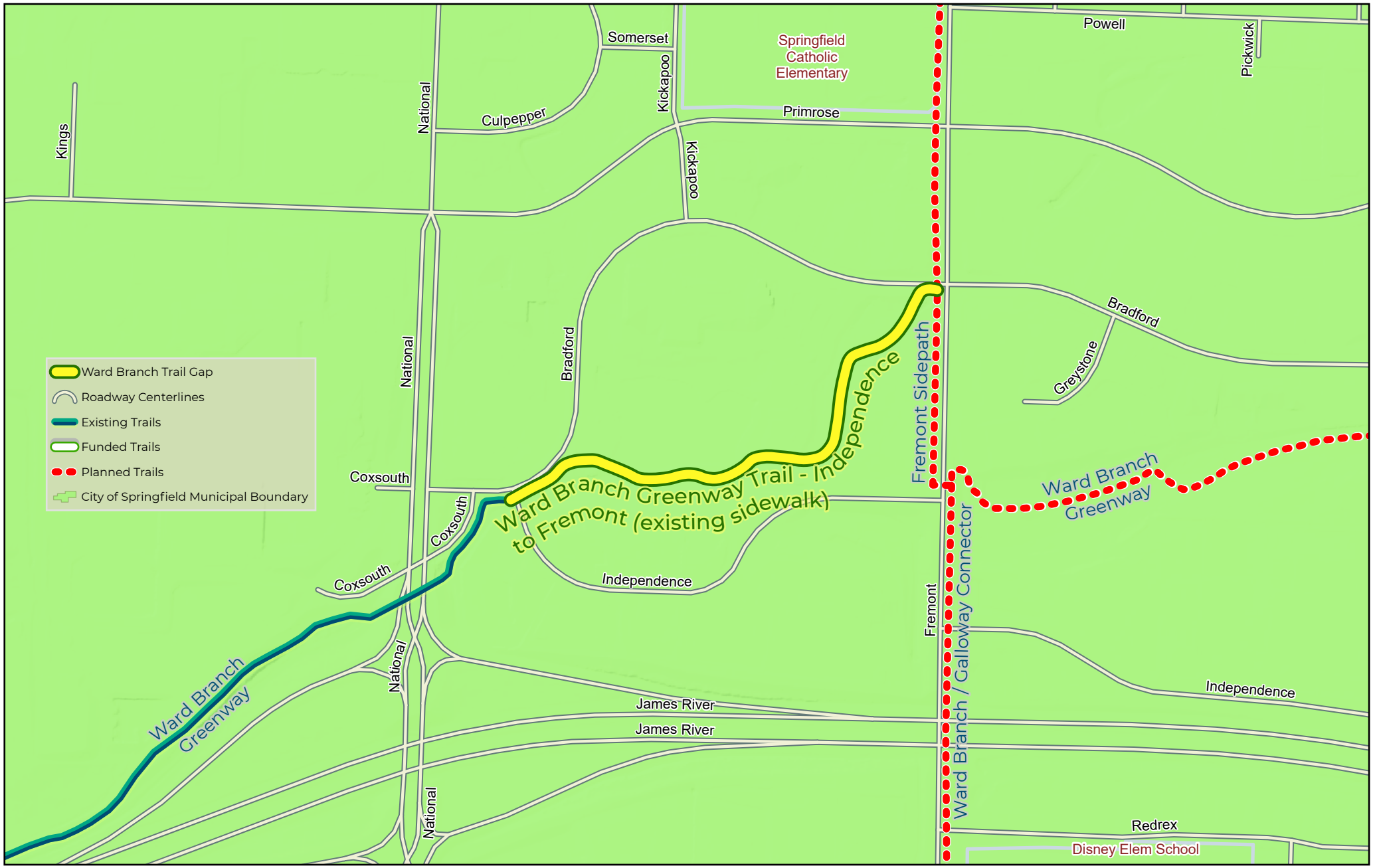
Part 3: Budget

Total Project Cost Estimate	$ 43,188.60
Federal Funding Amount	$ 34,550.88
Source of Local Match and amount	County / City / Other ✓ (Please select one) Local fund amount: $ 8,637.72

Part 4: Project Description

Description of proposed improvements, including length and proposed width
• 1,740 l/f 10' wide concrete trail Removal of improvements, Earthwork, Seeding & Mulch, Signage, Tree Protection, Erosion Control, Contingency, and Utilities (1%). Land acquisition is anticipated as both Cox Health Systems and Burrell have expressed interest and are working with The City/Parks on the recreation trail easements. This trail was identified and adopted as part of Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

Ward Branch Greenway Trail



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Miles

OZARK GREENWAYS

Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Wilson's Creek Greenway Trail (Ewing Park West to Rutledge-Wilson Park
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	Wilson's Creek Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
6,864 linear feet connection from James Ewing Park (Hillcrest Trailhead) to Rutledge Wilson Park. It will provide trail connections to Overhill Park, James Ewing Park, & Rutledge Wilson Farm Park

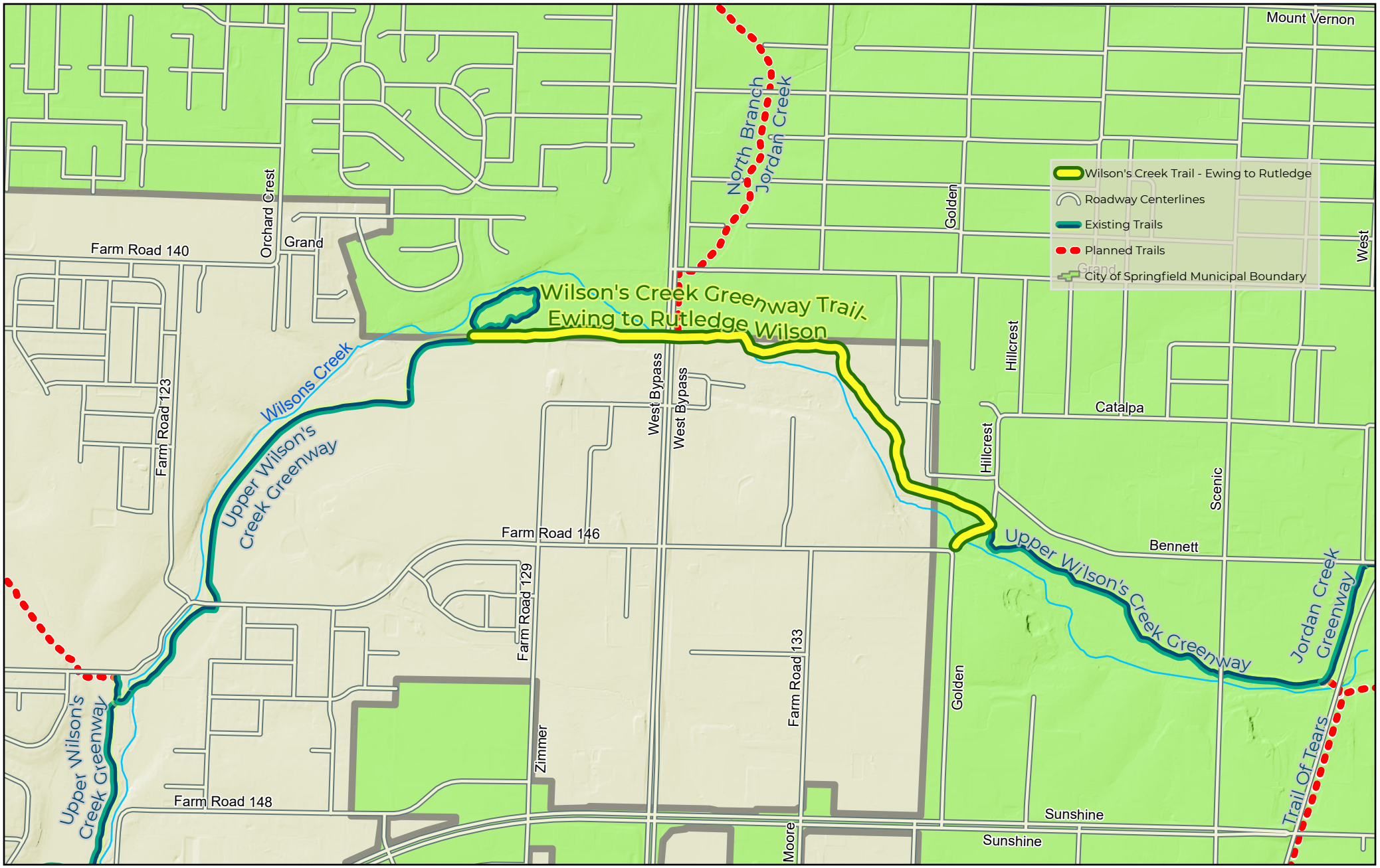
Part 3: Budget

Total Project Cost Estimate	$ 400,023.39
Federal Funding Amount	$ 320,018.71
Source of Local Match and amount	County / City / ✓ Other (Please select one) Local fund amount: $ 80,004.68

Part 4: Project Description

Description of proposed improvements, including length and proposed width
• 6,450 l/f 10' wide concrete trail • Two (2) Pedestrian bridges spanning Wilson's Creek and (1) pedestrian bridge spanning smaller drainage tributary • Elimination of at-grade road crossing with dedicated trail under West Bypass (MoDOT route) • 16'x10 Box Culvert • Includes parking lot ADA and safety improvements Removal of improvements, Earthwork, Seeding & Mulch, Signage, Tree Protection, Erosion Control, Mobilization, Right of Way Acquisition, and Utilities (1%) Land acquisition is needed. Verbal conversations have been had with two of the landowners and they have been positivel. This trail was identified and adopted in 1991 as part of the South Creek- Wilson's Creek Greenway Trail Plan, Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. It was also identified as a priority for the 2024 RAISE Grant. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

Wilson's Creek Greenway Trail



N W E S

0 0.25 0.5 1

Miles

OZARK GREENWAYS

Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Fassnight Creek Greenway Trail - Skate Park to Fort
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	Fassnight Creek Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
2,120 linear feet along Fassnight Creek Greenway Trail Starting at current terminus west of Parkview High School on S Thelma Ave/W Meadowmere St. (Skate Park) to S Fort Ave.

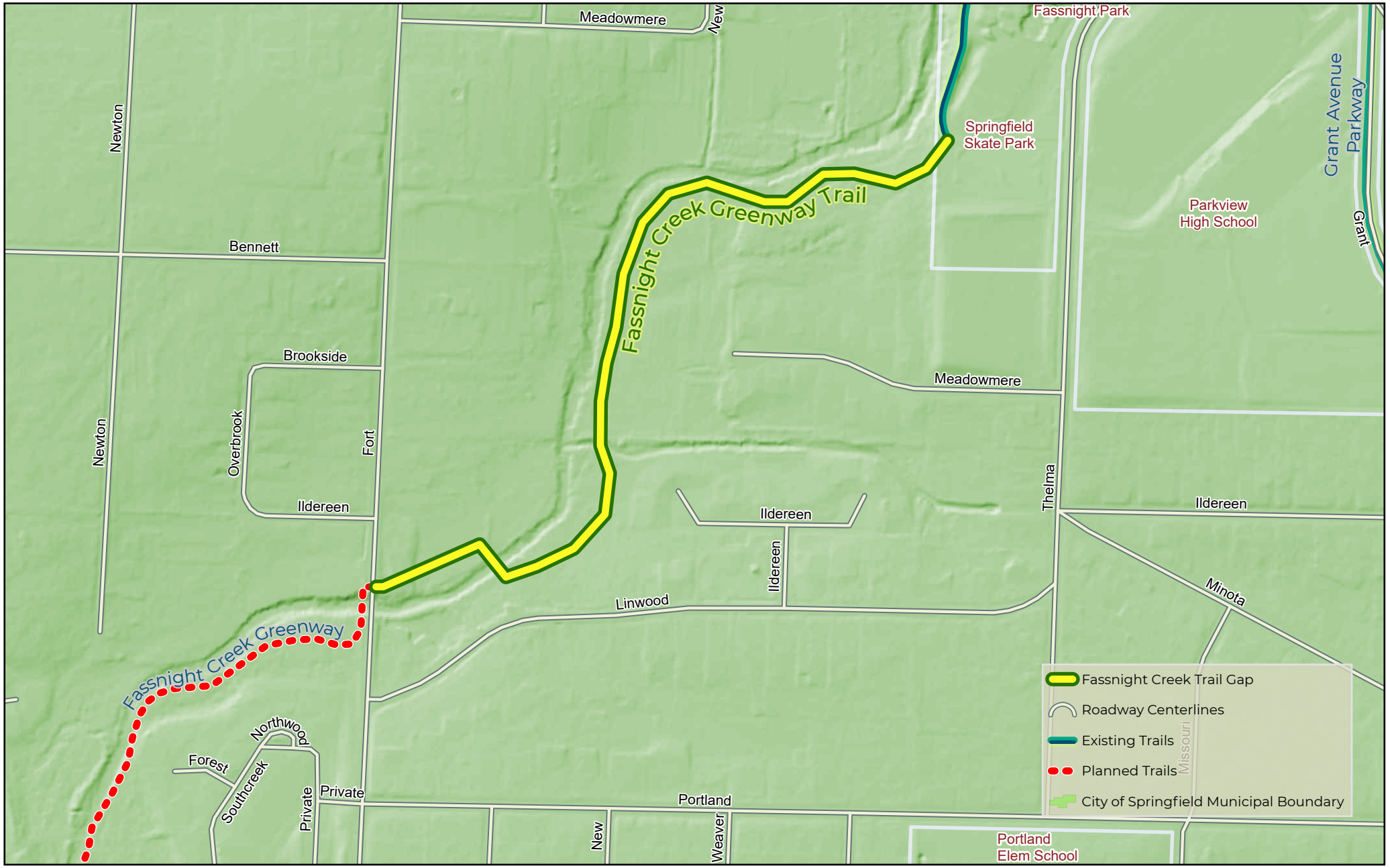
Part 3: Budget

Total Project Cost Estimate	$ 168,788.10
Federal Funding Amount	$ 135,030.48
Source of Local Match and amount	☐ County ☐ City ☑ Other (Please select one) Local fund amount: $ 33,757.62

Part 4: Project Description

Description of proposed improvements, including length and proposed width
• 2,120 l/f 10' wide concrete trail • One (1) pedestrian bridge crossing the Fassnight Creek • 2,500 l/f retaining wall • At-grade road crossing and Rapid Flash Beacon at terminus on S Fort Ave Removal of improvements, Earthwork, Seeding & Mulch, Signage, Tree Protection, Erosion Control, Mobilization, Utilities (1%), and ROW acquisition. This trail was identified and adopted as part of Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

Fassnight Creek Greenway Trail



Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Jackson Street Connection / Chadwick Flyer Ph. I
Project Sponsor	City of Ozark
City/County	City of Ozark/Christian County
Street/Route/Trail	Jackson Street/Hwy 14 to N 16th Street
Project Sponsor Contact Person	Valerie Carr, LPA

Part 2: Location

Location
This proposed trail connector will begin on the Northeast side of the intersection at Jackson Street / HWY 14 and North 16th Street. The proposed alignment will utilize the existing Jackson Street / HWY 14 Right-of-Way and make a multi-modal connection to Phase I of the Chadwick Flyer. If approved, the connection would run parallel along the north side of Jackson Street / HWY 14 and ultimately provide safe access to several commercial businesses.

Part 3: Budget

Total Project Cost Estimate	$33,403.76
Federal Funding Amount	$26,723.00
Source of Local Match and amount	County/[X] City/Other (Please select one) Local fund amount: $ 6,680.76

Part 4: Project Description

Description of proposed improvements, including length and proposed width
The project will consist of a 6-foot-wide concrete trail that will run within the approximately 150' of right-of-way located along the Jackson Street / HWY 14 corridor. This trail will be an estimated 550 feet in length. The connection will begin at the 1600 west block of Jackson Street / HWY 14 and run parallel to the westbound lane of this major arterial. The terminus for the connector will be located just north of the Ozark Community Center underpass located within Phase I of the Chadwick Flyer. Currently there are very limited pedestrian services in place along the north side of this main commercial corridor. This connection will also serve to fill the gap between the existing sidewalk located further west along the Highway and the newly constructed Chadwick Flyer Phase I. This addition will provide a much more pleasant pedestrian and cycling experience and ensure safe passage to several of the established commercial businesses via the newly constructed underpass. This proposed project also provides an alternative route for pedestrians and cyclists looking to avoid traversing an at-grade crossing along the Jackson Street / HWY 14 corridor which accommodates more than 18,000 vehicles per day. Ultimately, the Jackson Street Connection will serve as a significant improvement for our residents and students by providing a substantial pedestrian connector which has been identified within the Ozark Active Transportation Plan.


CHADWICK FLYER
TRAIL - PHASE 1
PROPOSED
SIDEWALK
MO 14 (JACKSON ST.)
EXHIBIT B

Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Kali Springs Trail Connector
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	Kali Springs Common Area to 3000 Block N. 30th Street
Project Sponsor Contact Person	Valerie Carr, LPA

Part 2: Location

Location
This project is located on the West side of Ozark and within the City limits. If approved the multi-modal trail would run parallel along Fremont Road and ultimately provide a portion of trail with future connectivity to the Chadwick Flyer, Ozark Technical College, and the City of Nixa. All of this being within the OTO jurisdiction.

Part 3: Budget

Total Project Cost Estimate	$32,388.00
Federal Funding Amount	$25,910.40
Source of Local Match and amount	County / [X] City / Other (Please select one) Local fund amount: $ 6,477.60

Part 4: Project Description

Description of proposed improvements, including length and proposed width
This project will consist of a 10-foot wide concrete trail that will run within the 30-foot easement that is already acquired along the common area owned by the Kali Springs Subdivision Home Owners Association. This trail will be approximately 1,762 feet in length. and run along the Kali Springs wet weather stream and parallel with Fremont Road. To provide a logical terminus, the new alignment will provide a point of connection with the right-of-way in the North 3000 block of 30th Street. This project will help with subdivision interconnectivity and provide a neighborhood amenity that in the future provides access to the Chadwick Flyer. This trail will also serve as the first phase of a multi-modal connection with Ozarks Technical College to the South, provide interconnectivity to five (5) Ozark subdivisions developed along Fremont Road, link to the City of Nixa to the West, and tie-in to the proposed future Longview Overpass which could serve as a vital east-west corridor for Northern Christian County.

KALI SPRINGS TRAIL



0 60 120

MARCH 2024

2804 North Biagio Street
Ozark, Missouri 65721
417-595-4108 (tel.)
417-595-4109 (fax)
mail@cochranengineering.com

OCHRAN

- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

Missouri State Certificate of Authority Numbers:
Engineering : 2017032025

Three working days prior to the start of any excavation on this site, contractor shall call 1-800-DIG-RITE for utility location information.

All OSHA rules & regulations established for the type of excavation involved in these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

2024 TAP PROJECT
RECREATIONAL TRAILS
CITY OF OZARK

KALI SPRINGS TRAIL EXHIBIT

DATE:	REVISION:	DWN. BY:	APP'D. BY:

DWN. BY: RJR
APP'D. BY: TES
DATE: MAR. 22, 2024
SCALE: 1" = 120'
PROJ. NO: SW17-120
DWG. NO: *EX-2*

DWG NAME: W:\SW-Projects\SW17-120 - City of Ozark - General Consulting\2024 Trails TAP Project\03 - KALI SPRINGS TRAILS\AUTOCAD DRAWINGS\EXHIBITS\EX-2 - KALI SPRINGS TRAIL.dwg LAYOUT TAB: Layout1 PLOTTED ON: Mar 29, 2024 - 10:09am PLOTTED BY: tschowe

Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Blue Stem-Phase I of North Ozark Greenway Trail
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	5600 N. Bluestem Road to 5500 N. 17th Street
Project Sponsor Contact Person	Valerie Carr, LPA

Part 2: Location

Location
This major trail expansion will begin on the Northeast side of Ozark and continue west across land that is primarily owned by Property Owner' s Associations. The proposed alignment will utilize the existing drainage easement that conveys stormwater to a regional retention pond located on the northeast corner of the HW65 & HWY CC Interchange . If approved, the multi-modal trail would run parallel along the shared drainage easement and ultimately provide connectivity to several commercial and residential subdivisions. Additionally, this substantial phase would provide future connectivity to the Chadwick Flyer, and the City of Nixa. This entire corridor is located within the OTO jurisdiction.

Part 3: Budget

Total Project Cost Estimate	$73,030.50
Federal Funding Amount	$58,424.00
Source of Local Match and amount	County / [X] City / Other (Please select one) Local fund amount: $ 14,606.50

Part 4: Project Description

Description of proposed improvements, including length and proposed width
This first phase of the project will consist of a 10-foot-wide concrete trail that will run within a 30-foot easement located parallel to an open ditch corridor that currently serves as a large stormwater conveyance system. This trail will be approximately 4,329 feet in length. The first phase will begin at the 5600 block of North Bluestem and in order to provide a logical terminus, this greenway will provide a point of connection with the existing right-of-way in the 5500 block of North 17th Street. This linear park will also serve as a multi-modal greenway that provides a much more pleasant pedestrian and cycling experience for those looking to navigate from any of the eleven residential and/or commercial subdivisions located to the North of the HWY NN Corridor. The alignment also provides an alternative route for pedestrians and cyclists looking to avoid traversing along HWY NN. Currently there are very limited pedestrian services or infrastructure in place along this rapidly developing corridor. So, by making this connection to 17th Street you provide a pedestrian path to existing ADA compliant sidewalks and crosswalks that can then be utilized to safely cross HWY NN and continue to the south where U.S. Ballpark currently operates on a site where several additional entertainment opportunities are being proposed. Additionally, this trail will link up with the proposed greenway along the north side of HWY CC. Those roadway and pedestrian improvements have been identified within an executed MoDOT Cost Share which is currently projected to be completed by 2026. Ultimately, the Bluestem Trail will serve as Phase I of a North Ozark greenway network and provide a substantial future segment of a multi-modal trail which has been identified within the Ozark Active Transportation Plan.

17TH ST TO BLUESTEM RD TRAIL

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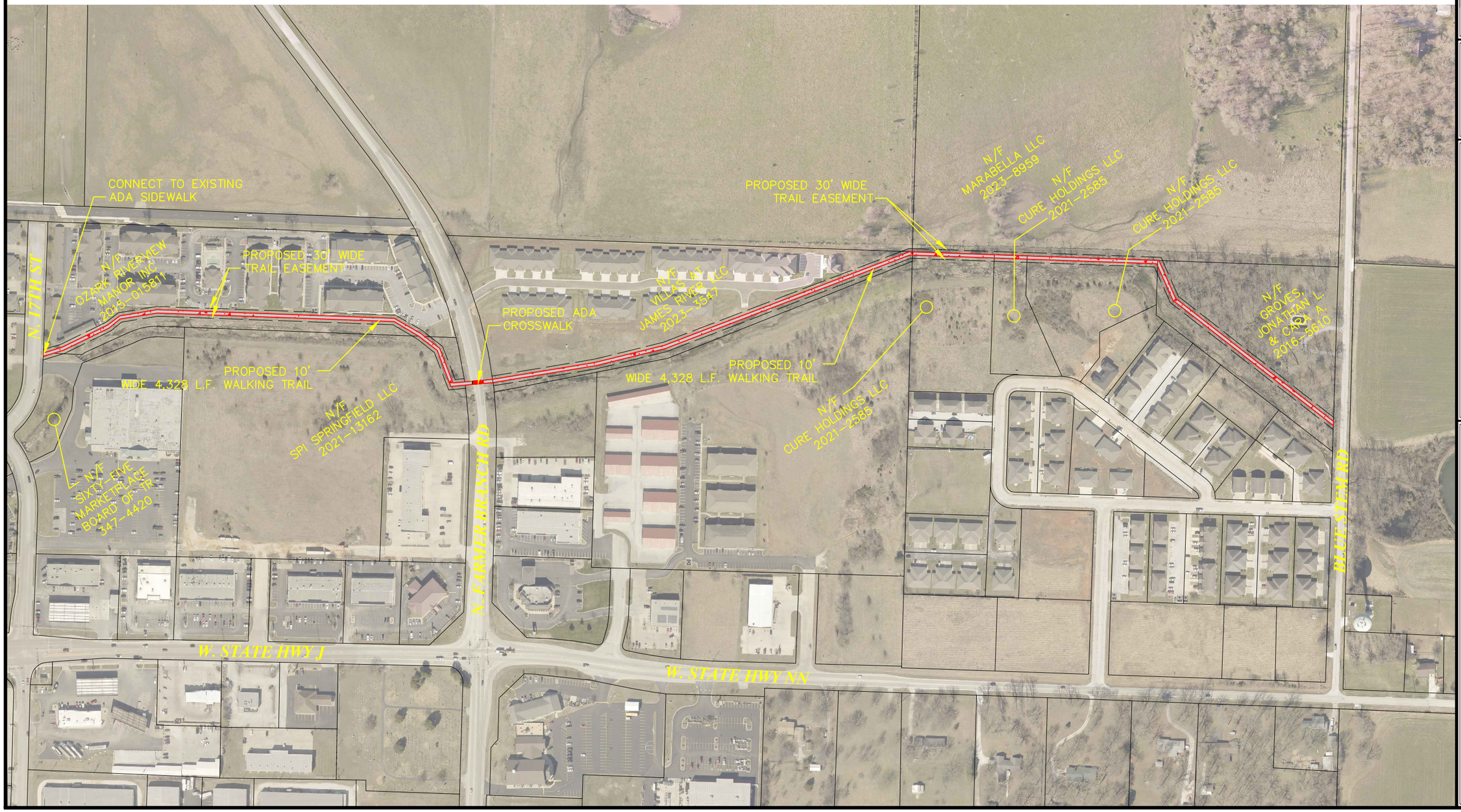
MARCH 2024



COCHRAN
2804 North Biagio Street
Ozark, Missouri 65721
417-595-4108 (tel.)
417-595-4109 (fax)
mail@cochraneng.com
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning
Missouri State Certificate of Authority Numbers:
Engineering : 2017032025

Three working days prior to the start of any excavation on this site, contractor shall call 1-800-DIG-RITE for utility location information.

All OSHA rules & regulations established for the type of construction required by these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

2024 TAP PROJECT
RECREATIONAL TRAILS
CITY OF OZARK

17TH ST TO BLUE STEM RD TRAIL EXHIBIT

DATE:	REVISION:	DWN. BY:	APP'D. BY:

DWN. BY: RJR
APP'D. BY: TES
DATE: MAR. 22, 2024
SCALE: 1" = 300'
PROJ. NO: SW17-120
DWG. NO: EX-4

DWG NAME: W:\SW-Projects\SW17-120 - City of Ozark - General Consulting\2024 Trails TAP Project\02 - BLUE STEM - 17TH TRAIL\EX-4 - 17TH ST TO BLUE STEM RD TRAIL.dwg LAYOUT TAB: Layout1 PLOTTED ON: Mar 28, 2024 - 7:36am PLOTTED BY: rringer

Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	FINLEY RIVER TRAIL-WESTERN EXPANSION
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	Ozark Community Center to South 22nd Street
Project Sponsor Contact Person	Valerie Carr, LPA

Part 2: Location

Location
This major trail expansion will begin on the Southwest side of the Ozark Community Center and continue west across land that is primarily owned by the City of Ozark. If approved, the multi-modal trail would run parallel along Finley River and ultimately provide a significant extension to Ozark' s most utilized linear park known as the Finely River Trail. Additionally, this substantial phase would provide future connectivity to the Ozark Technical College, and the City of Nixa. All of this area is located within the OTO jurisdiction.

Part 3: Budget

Total Project Cost Estimate	$112,142.25
Federal Funding Amount	$89,713.80
Source of Local Match and amount	County / [X] City / Other (Please select one) Local fund amount: $ 22,428.45

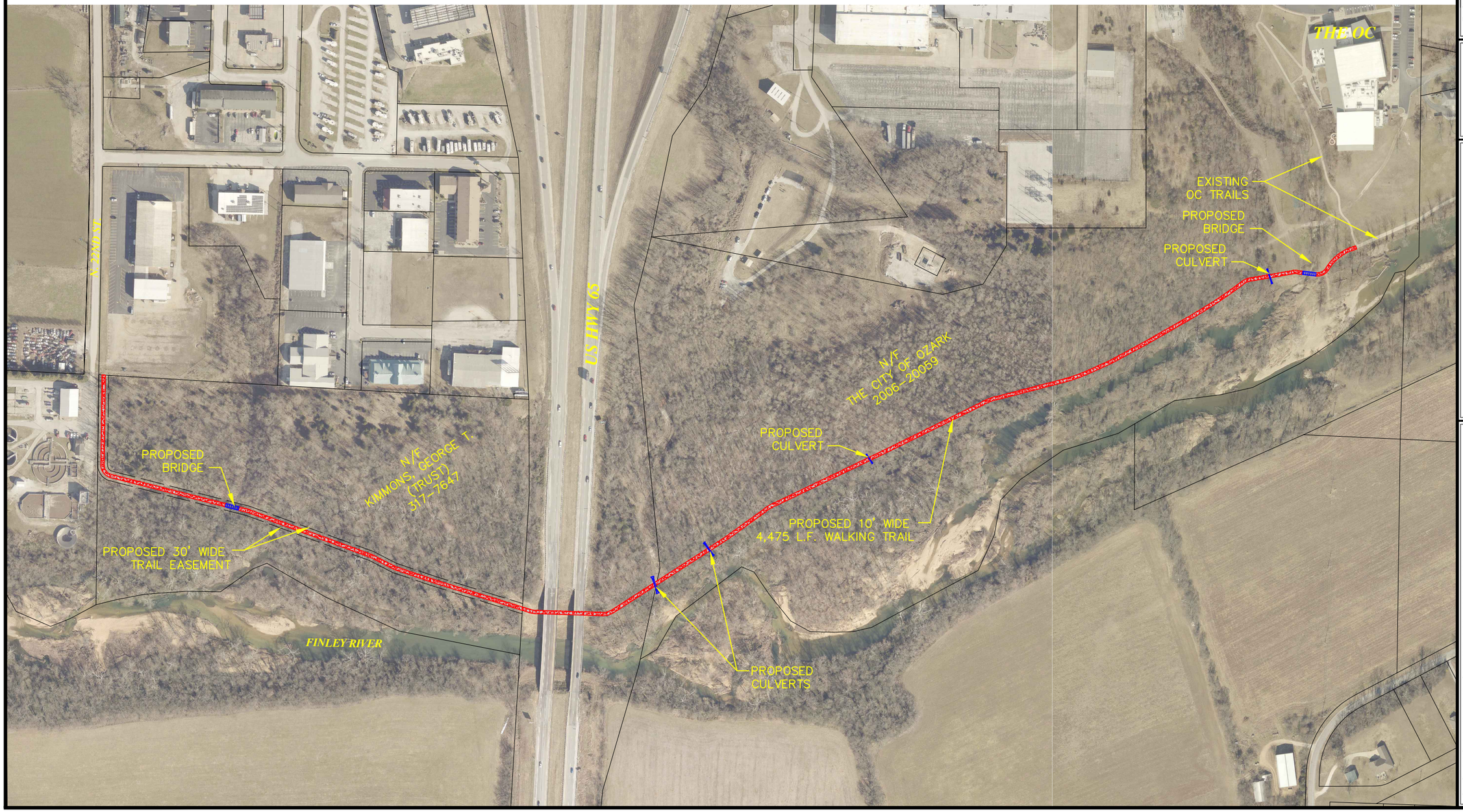
Part 4: Project Description

Description of proposed improvements, including length and proposed width
This project will consist of a 10-foot-wide concrete trail that will run within a 30-foot easement that is located on land and easements that are currently owned and maintained by the City of Ozark. This trail will be approximately 4,853 feet in length. and run along the beautiful Finley River. To provide a logical terminus, this greenway will provide a point of connection with existing right-of-way in the 300 block of South 22nd Street. This project will help with the continued expansion of the beloved and highly utilized Ozark Trail Network. This linear park will also serve as a grade-separated crossing running underneath HWY 65 and provide a much more pleasant pedestrian and cycling experience for those looking to cross one of Southwest Missouri' s most well-traveled highways. The alignment also provides an alternative route for pedestrians and cyclists looking to avoid traversing the HWY 14 and HWY 65 interchange. Ultimately, the Finley River Trail Western Expansion will serve as Phase II of the Finley River Trail, and provide a substantial future segment of a multi-modal trail identified within the Regional Bike and Pedestrian Trail Investment Study (RBPTIS).

O.C. TO 22ND STREET TRAIL

0 150 300

MARCH 2024



OCHRAN
2804 North Biagio Street
Ozark, Missouri 65721
417-595-4108 (tel.)
417-595-4109 (fax)
mail@ochranengineering.com

- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

Missouri State Certificate of Authority Number:
Engineering : 2017032025

Three working days prior to the start of any excavation on this site, contractor shall call 1-800-DIG-RITE for utility location information.

All OSHA rules & regulations established for the type of construction involved in these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

2024 TAP PROJECT
RECREATIONAL TRAILS
CITY OF OZARK

O.C. TO N. 22ND ST TRAIL EXHIBIT

DWN. BY:	RJR
APP'D. BY:	TES
DATE:	MAR. 22, 2024
SCALE:	1" = 300'
PROJ. NO:	SW17-120
DWG. NO:	EX-3

DWG NAME: W:\SW-Projects\SW17-120 - City of Ozark - General Consulting\2024 Trails TAP Project\01 - OC TRAIL\EX-3 - OC TO 22ND ST TRAIL.dwg LAYOUT TAB: Layout1 PLOTTED ON: Mar 29, 2024 - 10:28am PLOTTED BY: tschowe

Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Fassnight Creek Greenway- Glenstone to Enterprise
Project Sponsor	City of Springfield
City/County	Springfield/ Greene
Street/Route/Trail	Bennett St./Fassnight Creek Greenway
Project Sponsor Contact Person	Grady Porter

Part 2: Location

Location
This is a proposed trail along the planned alignment of the Fassnight Creek Greenway on Bennett St. from Glenstone Ave. to Enterprise Ave.

Part 3: Budget

Total Project Cost Estimate	$ 444,000.00
Federal Funding Amount	$ 355,200.00
Source of Local Match and amount	County [ ] City [X] Other [ ] (Please select one) Local fund amount: $ 88,800.00

Part 4: Project Description

Description of proposed improvements, including length and proposed width
Improvements will include a .75-mile trail section, enhanced pedestrian crossings, sidewalk, and traffic calming. This approximately 0.75-mile trail segment will link the future Chadwick Flier Trail to Glenstone Ave. Future projects will extend this trail to the Springfield Art Museum and Fassnight Creek Greenway trail. Identified as an area needing pedestrian and bicycle connectivity and safety improvements, the corridor was reviewed by CBB in 2023 as part of local STEP workshop (Safe Transportation for Every Pedestrian) reviewing needed pedestrian improvements in the community. In the area of the project there have been four pedestrian crashes and one bicycle crash since 2012 reported, resulting in two disabling injuries, two minor injuries, and one property damage only incident. The study revealed a necessity for an improved pedestrian crossing just east of Glenstone Ave. to accommodate high pedestrian volume accessing services to the north of Bennett St. In a mere two-hour observation window, 19 pedestrians were seen crossing Bennett in the segment from Glenstone Ave. to Wildan Ave. Queueing from the westbound lanes at Glenstone Ave., high speeds, a wide roadway, and absence of sidewalk on the north side of Bennett St. significantly challenge pedestrians attempting to cross. Also, grade and right of way restrictions have prevented construction of adequate pedestrian crossing on the east side of Glenstone Ave. at Bennett St.

Fassnight Trail- Bennett



CITY OF Springfield
(417) 864-1000

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DISCLAIMER: All information included on this map or digital file is provided "as-is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.

N

3/15/2024

TAB 9

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.I.

Amendment Number Four to the FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:
There are multiple items included as part of Amendment Number Four to the FY 2024-2027 Transportation Improvement Program.

1. *New* Jordan Creek Trail – Mount Vernon to College (EN2414)
   Ozark Greenways is requesting funding for engineering and design on the Jordan Creek Trail for a total programmed amount of $137,520.

2. *New* South Creek Greenway - Posenke (EN2415)
   Ozark Greenways is requesting funding for engineering and design on the South Creek Greenway for a total programmed amount of $160,379.

3. *New* Ward Branch Greenway – National to Fremont (EN2416)
   Ozark Greenways is requesting funding for engineering and design on the Ward Branch Greenway for a total programmed amount of $43,189.

4. *New* Wilson's Creek Trail – Ewing to Rutledge-Wilson (EN2417)
   Ozark Greenways is requesting funding for engineering and design on the Wilson's Creek Trail for a total programmed amount of $400,024.

5. *New* Fassnight Trail from Skate Park to Fort (EN2418)
   Ozark Greenways is requesting funding for engineering and design on the Fassnight Trail for a total programmed amount of $168,788.

6. *New* Chadwick Jackson Street Connector (EN2419)
   The City of Ozark is requesting funding for engineering and design for a connection to the Chadwick Trail for a total programmed amount of $33,404.

7. *New* Kali Springs Trail Connector (EN2420)
   The City of Ozark is requesting funding for engineering and design on the Kali Springs Connector for a total programmed amount of $32,388.

8. *New* Blue Stem Phase I North Ozark Greenway (EN2421)
   The City of Ozark is requesting funding for engineering and design on the Blue Stem Phase I trail for a total programmed amount of $73,031.

9. *New* Finley River Trail Western Extension (EN2422)
   The City of Ozark is requesting funding for engineering and design on the Finley River Trail for a total programmed amount of $112,142.

10. *New* Fassnight Greenway – Glenstone to Enterprise (EN2423)
    The City of Springfield is requesting funding for engineering and design on the Fassnight Trail for a total programmed amount of $444,000.

11. *Revised* Downtown N. Main Street (NX2301)
    The City of Nixa is requesting to add STBG-U funding in FY 2025 for ROW, for a new total programmed amount of $497,516.

12. *Revised* Project Development for Route CC Capital Improvements (OK2301)
    Engineering funding programmed for STBG-U in FY 2023 was not obligated and needs to be moved forward to FY 2024.

13. *New* Grant Avenue Viaduct (SP2502)
    The City of Springfield is requesting funding to perform rehabilitation and maintenance on the Grant Avenue Viaduct for a total programmed amount of $2,226,000.

14. *New* Martin Luther King Jr. Bridge (Benton Ave.) (SP2503)
    The City of Springfield is requesting funding to perform rehabilitation and maintenance on the Martin Luther King Jr. Bridge for a total programmed amount of $1,026,000.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 17, 2024, the Technical Planning Committee recommended the Board of Directors approve Amendment 4 to the FY 2024-2027 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to approve Amendment 4 to the FY 2024-2027 Transportation Improvement Program."

OR

"Move to approve Amendment 4 to the FY 2024-2027 Transportation Improvement Program, with these changes…"

Project Overview

14 Projects Listed

EN2414-24A4 - JORDAN CREEK TRAIL MT. VERNON TO COLLEGE

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$137,520

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

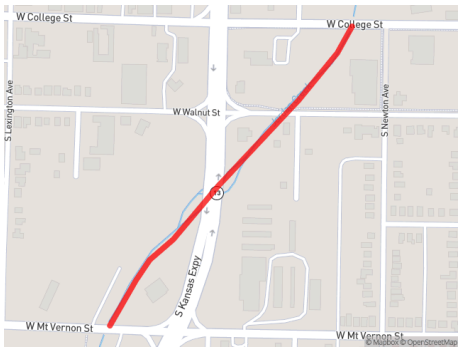
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the Jordan Creek Greenway Trail from Mt. Vernon Street to College Street.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$110,016	-	-	-	-	$110,016
Engineering	Local	-	$27,504	-	-	-	-	$27,504
Total Engineering		-	$137,520	-	-	-	-	$137,520
Total Programmed		**-**	**$137,520**	**-**	**-**	**-**	**-**	**$137,520**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $110,016
TOTAL PROJECT COST	Stays the same $137,520



EN2415-24A4 - SOUTH CREEK GREENWAY - POSENKE

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$160,379

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

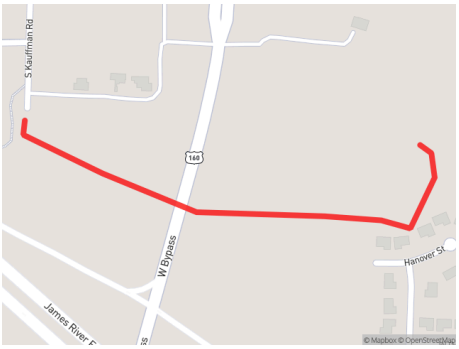
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design for a .5 mile trail gap along the South Creek Greenway and a direct connection to the Wilson's Creek Greenway.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	$32,076	-	-	-	-	$32,076
Engineering	CRP (FHWA)	-	$128,303	-	-	-	-	$128,303
Total Engineering		-	$160,379	-	-	-	-	$160,379
Total Programmed		**-**	**$160,379**	**-**	**-**	**-**	**-**	**$160,379**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $128,303
TOTAL PROJECT COST	Stays the same $160,379



EN2416-24A4 - WARD BRANCH GREENWAY - NATIONAL TO FREMONT

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$43,189

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

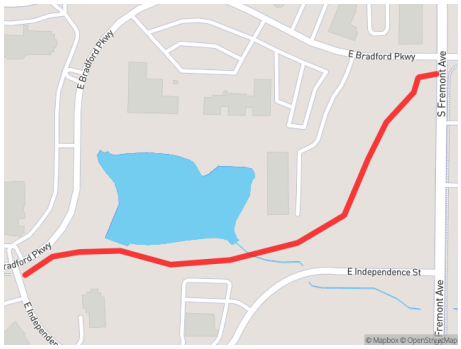
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the Ward Branch Greenway trail between National Avenue and Fremont Avenue.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	$8,638	-	-	-	-	$8,638
Engineering	CRP (FHWA)	-	$34,551	-	-	-	-	$34,551
Total Engineering		-	$43,189	-	-	-	-	$43,189
Total Programmed		**-**	**$43,189**	**-**	**-**	**-**	**-**	**$43,189**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $34,551
TOTAL PROJECT COST	Stays the same $43,189



EN2417-24A4 - WILSON'S CREEK TRAIL - EWING TO RUTLEDGE-WILSON

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield, Unincorporated Greene County

Status
Programmed

Total Cost
$400,024

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

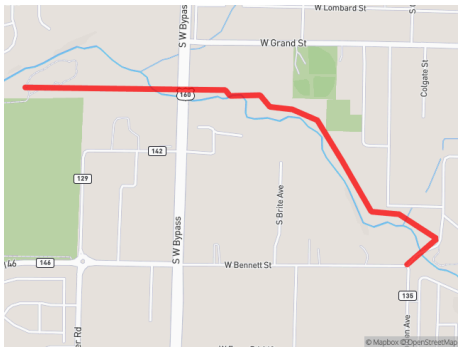
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the Wilson's Creek Trail from Ewing Park West to Rutledge-Wilson Park.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	$80,005	-	-	-	-	$80,005
Engineering	CRP (FHWA)	-	$320,019	-	-	-	-	$320,019
Total Engineering		-	$400,024	-	-	-	-	$400,024
Total Programmed		**-**	**$400,024**	**-**	**-**	**-**	**-**	**$400,024**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $320,019
TOTAL PROJECT COST	Stays the same $400,024



EN2418-24A4 - FASSNIGHT TRAIL FROM SKATE PARK TO FORT

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$168,788

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

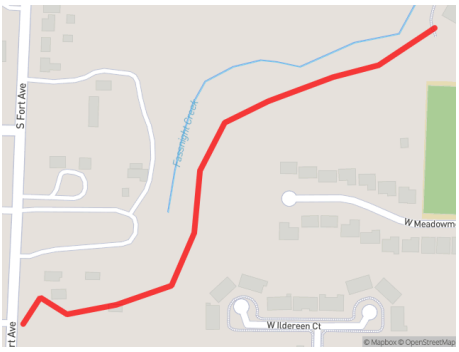
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of Fassnight Creek Greenway Trail from west of Parkview High School on S. Thelma/W. Meadowmere (Skate Park) to S. Fort Ave.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	$33,758	-	-	-	-	$33,758
Engineering	CRP (FHWA)	-	$135,030	-	-	-	-	$135,030
Total Engineering		-	$168,788	-	-	-	-	$168,788
Total Programmed		**-**	**$168,788**	**-**	**-**	**-**	**-**	**$168,788**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $135,030
TOTAL PROJECT COST	Stays the same $168,788



EN2419-24A4 - CHADWICK JACKSON STREET CONNECTOR

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$33,404

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

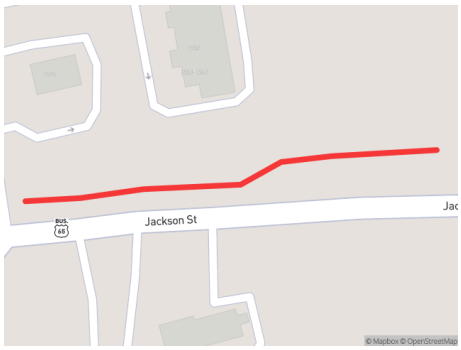
Project Considerations
Bike/Ped Plan

Project Description
Engineering and design for a proposed trail connector from the northeast side of the intersection at Jackson/Hwy 14 and North 16th Street.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	$6,681	-	-	-	-	$6,681
Engineering	CRP (FHWA)	-	$26,723	-	-	-	-	$26,723
Total Engineering		-	$33,404	-	-	-	-	$33,404
Total Programmed		**-**	**$33,404**	**-**	**-**	**-**	**-**	**$33,404**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $26,723
TOTAL PROJECT COST	Stays the same $33,404



EN2420-24A4 - KALI SPRINGS TRAIL CONNECTOR

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$32,388

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

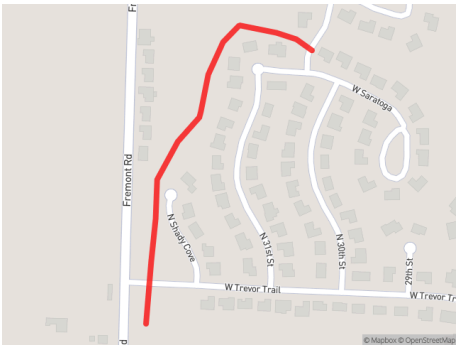
Project Considerations
Bike/Ped Plan

Project Description
Engineering and design of the Kali Springs trail connector near Fremont Road from just south of W. Trevor to N. 30th.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$25,910	-	-	-	-	$25,910
Engineering	Local	-	$6,478	-	-	-	-	$6,478
Total Engineering		-	$32,388	-	-	-	-	$32,388
Total Programmed		**-**	**$32,388**	**-**	**-**	**-**	**-**	**$32,388**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $25,910
TOTAL PROJECT COST	Stays the same $32,388



EN2421-24A4 - BLUE STEM PHASE I NORTH OZARK GREENWAY

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$73,031

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

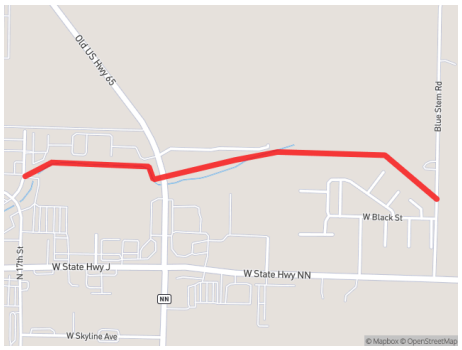
Project Considerations
Bike/Ped Plan

Project Description
Engineering and design of the Blue Stem Phase I trail across north Ozark.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	$14,607	-	-	-	-	$14,607
Engineering	CRP (FHWA)	-	$58,424	-	-	-	-	$58,424
Total Engineering		-	$73,031	-	-	-	-	$73,031
Total Programmed		**-**	**$73,031**	**-**	**-**	**-**	**-**	**$73,031**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $58,424
TOTAL PROJECT COST	Stays the same $73,031



EN2422-24A4 - FINLEY RIVER TRAIL WESTERN EXPANSION

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$112,142

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

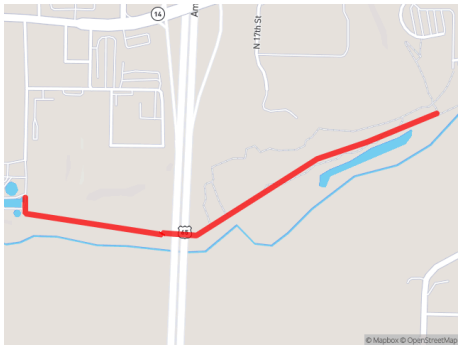
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the western expansion of the Finley River Trail from the Ozark Community Center, west.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	$89,714	-	-	-	-	$89,714
Engineering	Local	-	$22,428	-	-	-	-	$22,428
Total Engineering		-	$112,142	-	-	-	-	$112,142
Total Programmed		**-**	**$112,142**	**-**	**-**	**-**	**-**	**$112,142**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $89,714
TOTAL PROJECT COST	Stays the same $112,142



EN2423-24A4 - FASSNIGHT GREENWAY-GLENSTONE TO ENTERPRISE

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$444,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

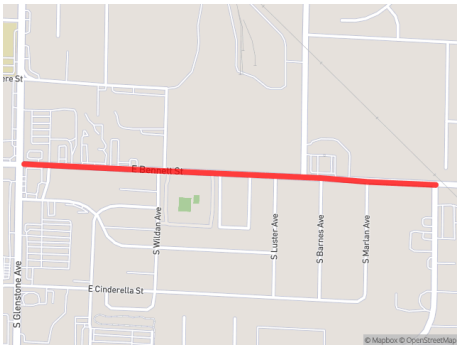
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise near Bennett.

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	$88,800	-	-	-	-	$88,800
Engineering	CRP (FHWA)	-	$355,200	-	-	-	-	$355,200
Total Engineering		-	$444,000	-	-	-	-	$444,000
Total Programmed		**-**	**$444,000**	**-**	**-**	**-**	**-**	**$444,000**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $355,200
TOTAL PROJECT COST	Stays the same $444,000



NX2301-24A4 - DOWNTOWN N. MAIN STREET

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
$497,516

MoDoT ID
-

Federal ID
9901839

Project From
Route 14

Project To
North Street

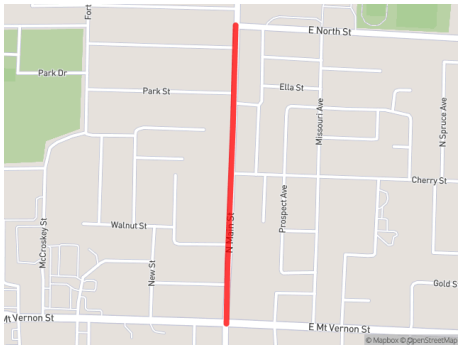
Project Considerations
Bike/Ped Plan

Project Description
Downtown Nixa Main Street Improvements from Route 14 to North Street.

Funding Source Notes
Non-Federal Funding Source: City of Nixa; FYI: Other funding of $206,000 is congressionally-designated from the Community Development Fund/Department of Housing and Urban Development (HR2617 - Consolidated Appropriations Act, 2023)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Other	-	$206,000	-	-	-	-	$206,000
Engineering	Local	-	$51,516	-	-	-	-	$51,516
Total Engineering		-	$257,516	-	-	-	-	$257,516
ROW	Local	-	-	$40,000	-	-	-	$40,000
ROW	STBG-U (FHWA)	-	-	$200,000	-	-	-	$200,000
Total ROW		-	-	$240,000	-	-	-	$240,000
Total Programmed		**-**	**$257,516**	**$240,000**	**-**	**-**	**-**	**$497,516**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than $2,000,000), Adding funds for Right-of-Way. due to Adding funds for Right-of-Way.
PROJECT CHANGES	ID changed from "NX2301-20A5" to "NX2301-24A4" Plan Revision Name changed from "24Adopted" to "24A4"
FUNDING CHANGES	**Local** + Increase funds in FY 2025 in ROW from $0 to $40,000 **STBG-U (FHWA)** + Increase funds in FY 2025 in ROW from $0 to $200,000
FEDERAL PROJECT COST	Increased from $0 to $200,000 (0%)
TOTAL PROJECT COST	Increased from $257,516 to $497,516 (93.20%)



OK2301-24A4 - PROJECT DEVELOPMENT FOR ROUTE CC CAPITAL IMPROVEMENTS

Plan Revision
24A4

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
$1,414,485

MoDoT ID
J8S0736H

Federal ID
-

Project From
Fremont Road

Project To
22nd Street

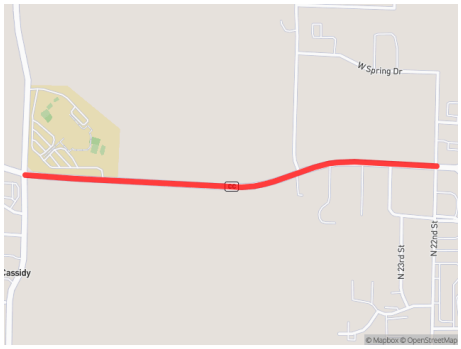
Project Considerations
Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction

Project Description
Route CC design, right-of-way acquisition and utility relocations for capital improvements from Fremont Road to 22nd Street in Ozark.

Funding Source Notes
Non-Federal Funding Sources: State Transportation Revenues, City of of Ozark Funds; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	$225,769	-	-	-	-	$225,769
Engineering	MoDOT-AC	-	$8,000	$8,000	-	-	-	$16,000
Engineering	Local	-	$56,442	-	-	-	-	$56,442
Engineering	MoDOT	-	$2,000	$2,000	-	-	-	$4,000
Total Engineering		-	$292,211	$10,000	-	-	-	$302,211
ROW	STBG-U (FHWA)	-	$221,819	-	-	-	-	$221,819
ROW	Local	-	$55,455	-	-	-	-	$55,455
Total ROW		-	$277,274	-	-	-	-	$277,274
Payment	MoDOT-AC	-	$334,400	$325,600	-	-	-	$660,000
Payment	MoDOT	-	$83,600	$81,400	-	-	-	$165,000
Total Payment		-	$418,000	$407,000	-	-	-	$825,000
Total Programmed		**-**	**$987,485**	**$417,000**	**-**	**-**	**-**	**$1,404,485**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project into or out of the first four Federal Fiscal Years of a TIP
PROJECT CHANGES	ID changed from "OK2301-23A3a" to "OK2301-24A4" Plan Revision Name changed from "24Adopted" to "24A4"
FUNDING CHANGES	**Local** - Decrease funds in FY 2023 in ENG from $56,442 to $0 + Increase funds in FY 2024 in ENG from $0 to $56,442 **STBG-U (FHWA)** - Decrease funds in FY 2023 in ENG from $225,769 to $0 + Increase funds in FY 2024 in ENG from $0 to $225,769
FEDERAL PROJECT COST	Stays the same $447,588
TOTAL PROJECT COST	Stays the same $1,414,485



SP2502-24A4 - GRANT AVENUE VIADUCT

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Bridge

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$2,527,924

MoDoT ID
-

Federal ID
-

Project From
Olive St.

Project To
Tampa St.

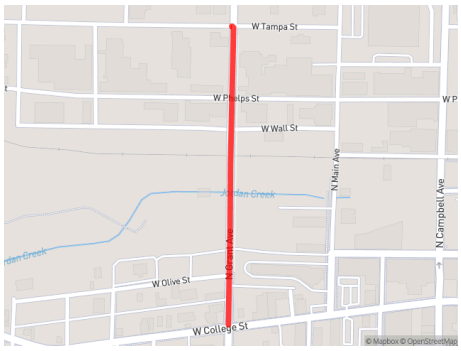
Project Considerations
-

Project Description
Rehabilitation/maintenance of the Grant Avenue Viaduct

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Local	-	-	$505,585	-	-	-	$505,585
Construction	STBG-U (FHWA)	-	-	$2,022,339	-	-	-	$2,022,339
Total Construction		-	-	$2,527,924	-	-	-	$2,527,924
Total Programmed		**-**	**-**	**$2,527,924**	**-**	**-**	**-**	**$2,527,924**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $2,022,339
TOTAL PROJECT COST	Stays the same $2,527,924



SP2503-24A4 - MARTIN LUTHER KING JR. BRIDGE (BENTON AVE.)

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Bridge

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$1,169,105

MoDoT ID
-

Federal ID
-

Project From
Trafficway St.

Project To
Tampa St.

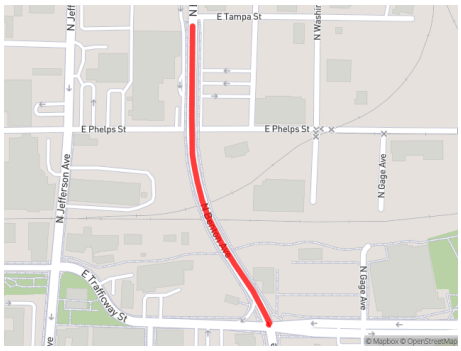
Project Considerations
-

Project Description
Rehabilitation/maintenance of the Martin Luther King Jr. Bridge (Benton Ave.)

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	STBG-U (FHWA)	-	-	$935,284	-	-	-	$935,284
Construction	Local	-	-	$233,821	-	-	-	$233,821
Total Construction		-	-	$1,169,105	-	-	-	$1,169,105
Total Programmed		**-**	**-**	**$1,169,105**	**-**	**-**	**-**	**$1,169,105**

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same $935,284
TOTAL PROJECT COST	Stays the same $1,169,105



REVENUE

Revenue Source	Carryover	2024	2025	2026	2027	Total
MoDOT State/Federal		$80,371,088	$125,885,699	$64,545,322	$66,317,065	**$337,119,174**
Suballocated STBG-U	$16,638,414	$7,568,166	$7,719,529	$7,873,920	$8,031,398	**$47,831,427**
Suballocated TAP	$3,134,365	$1,551,388	$1,568,998	$1,587,191	$1,618,935	**$9,460,877**
Suballocated CRP	$1,772,594	$904,761	$904,761	$904,761	$904,761	**$5,391,638**
Aviation - FAA	$0	$7,866,000	$22,262,580	$9,693,000	$3,402,000	**$43,223,580**
FTA 5307	$4,605,375	$3,541,107	$3,611,929	$3,684,168	$3,757,851	**$19,200,430**
FTA 5310	$863,053	$444,515	$453,405	$462,473	$471,723	**$2,695,170**
FTA 5339	$845,868	$283,357	$289,024	$294,805	$300,701	**$2,013,754**
Transit MO HealthNet Contract	$0	$55,000	$55,000	$55,000	$55,000	**$220,000**
Transit State Operating Funding	$0	$263,282	$40,200	$40,200	$40,200	**$383,882**
CU Transit Utility Ratepayers	$5,461,692	$7,169,545	$7,227,017	$7,089,367	$6,911,255	**$33,858,876**
CU Transit Farebox, Ads, Rent	$0	$886,964	$886,964	$886,964	$886,964	**$3,547,856**
Human Service Agencies	$118,670	$61,121	$62,343	$63,590	$64,862	**$370,586**
TOTAL	**$33,440,031**	**$110,966,295**	**$170,967,449**	**$97,180,761**	**$92,762,715**	**$505,317,251**

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	$16,054,001	$16,054,001	$16,054,001	$16,054,001	**$64,216,005**
O&M (634.73 miles * $5,323/mile)	$3,378,668	$3,469,892	$3,563,579	$3,659,796	**$14,071,934**
TIP Programmed Funds All Jurisdictions	($18,167,441)	($4,614,523)	($1,663,052)	($258,773)	**($24,703,789)**
Other Committed Funds All Jurisdictions	$60,924,503	$60,924,503	$60,924,503	$60,924,503	**$243,698,012**
TOTAL	**$62,189,731**	**$75,833,873**	**$78,879,031**	**$80,379,527**	**$297,282,162**

Transit Local Operations/Maint.	Carryover	2024	2025	2026	2027	Total
System Operations Local	$5,271,692	$7,710,791	$7,710,791	$7,710,791	$7,710,791	**$36,114,856**
System Maintenance Local	$190,000	$190,000	$190,000	$190,000	$190,000	**$950,000**
Local Programmed O&M	--	($13,362,483)	($7,900,791)	($7,900,791)	($7,900,791)	**($37,064,856)**
Carryover	$5,461,692	$5,461,692	$0	$0	$0	**$0**
Additional O&M Costs	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	$1,997,870	$24,000	$36,000	$0
CRP (FHWA)	$2,502,501	$2,220,101	$0	$0
I/M (FHWA)	$90,000	$135,000	$135,000	$0
NHPP (FHWA)	$31,284,340	$38,418,007	$45,921,887	$41,552,800
SAFETY (FHWA)	$7,187,100	$890,700	$82,800	$73,800
SS4A (FHWA)	$228,800	$	$	$
STAP (FHWA)	$257,000	$252,000	$0	$0
STBG (FHWA)	$9,171,002	$20,462,800	$347,200	$171,200
STBG-U (FHWA)	$31,217,648	$11,973,069	$2,368,226	$761,419
TAP (FHWA)	$4,375,645	$2,412,373	$302,006	$134,836
Federal Subtotal	$88,311,906	$76,788,050	$49,193,119	$42,694,055
STATE				
MoDOT	$17,856,911	$19,819,610	$7,332,500	$12,307,400
MoDOT-AC	$20,008,200	$22,095,641	$2,530,400	$6,244,800
MoDOT O&M	$5,504,088	$5,652,699	$5,805,322	$5,962,065
State Subtotal	$43,369,199	$47,567,950	$15,668,222	$24,514,265
LOCAL/OTHER				
Local	$18,167,441	$4,614,523	$1,663,052	$258,773
MO-ARPA	$1,179,750	$0	$0	$0
Other	$3,207,260	$0	$0	$0
Local/Other Subtotal	$22,554,451	$4,614,523	$1,663,052	$258,773
Total	**$154,235,556**	**$128,970,523**	**$66,524,393**	**$67,467,093**

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	$18,280,000	$80,426,088	$125,940,699	$64,600,322	$66,372,065	**$355,619,174**
Federal Discretionary Funding	$228,800	$0	$0	$0	$0	**$228,800**
Available Operations and Maintenance Funding	$0	$5,504,088	$5,652,699	$5,805,322	$5,962,065	**$22,924,174**
Funds from Other Sources (inc. Local)	$0	$22,554,451	$4,614,523	$1,663,052	$258,773	**$29,090,799**
Available Suballocated Funding	$22,277,288	$10,024,315	$10,193,288	$10,365,872	$10,555,094	**$63,415,857**
TOTAL AVAILABLE FUNDING	$40,786,088	$118,508,943	$146,401,209	$82,434,567	$83,147,998	**$471,278,805**
Carryover		$40,786,088	$5,059,474	$22,490,160	$38,400,335	--
Programmed State and Federal Funding		($154,235,556)	($128,970,523)	($66,524,393)	($67,467,093)	**($417,197,565)**
TOTAL REMAINING	**$40,786,088**	**$5,059,474**	**$22,490,160**	**$38,400,335**	**$54,081,239**	**$54,081,239**

TAB 10

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.J.

EV Charger Project Delivery Determination and Contract Execution

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Board member review is the EV Charger Project Plan, including project delivery determination.

OTO was allocated approximately $12 million over five years as part of Infrastructure Investment and Jobs Act (IIJA) to spend on transportation enhancements. From that allocation, the OTO Board of Directors set aside $750,000 of Carbon Reduction Program (CRP) funds for the installation of Level 2 EV Chargers throughout the OTO region. This was approved at the January 19, 2023, Board of Directors meeting. This funding source requires a 20% match, which will be provided by the respective OTO agency.

OTO issued a call for projects on April 20, 2023, for all jurisdictions within OTO to utilize federal funding from the CRP to install Level 2 charging stations. Five applications were received requesting $514,072 in federal aid to install 21 Level 2 chargers (42 ports) in 10 locations throughout the OTO area.

After discussions with MoDOT regarding the best project delivery method for this type of project, it was recommended that OTO utilize the FHWA Contracting Alternatives Suitability Evaluator (CASE) webtool to assist in selecting the most effective contracting option. The results of this analysis are included in the report. Progressive Design Build scored highest in Contracting Method Suitability and Risk Mitigation.

A single-stage procurement is anticipated for this project. OTO plans to issue an RFQ for turnkey services in Summer 2024. A selection team comprised of OTO and member agencies will score the submittals.

The OTO Executive Director would negotiate price with the selected contractor and enter into a contract for the EV Charger Progressive Design Build upon successful selection.

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

“Move to approve the included resolution to authorize the OTO to use Progressive Design Build procurement and to issue a Request for Qualifications; in addition, the Board authorizes the Executive Director to enter into negotiations with the selected contractor and execute the contract for the EV Charger Project.”

OR

“Move to approve the EV Charger procurement and contract execution with the following changes…”

Resolution # 2024-5

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

May 16, 2024

The members of the Board of Directors (the "**Board**") of Ozarks Transportation Organization Inc., a Missouri nonprofit corporation (the "**Organization**"), acting pursuant to RSMo Section § 355.246 (the "**Act**"), do hereby consent to the adoption of the following resolution:

WHEREAS, the Board wishes to advertise and receive qualifications for a design build for EV chargers; and

WHEREAS, the Board has appointed certain authorized representatives (the "Authorized Representatives") to act on its behalf during the planning, bidding, award and construction phases of the EV charger installation; and

WHEREAS, the Board will contract with a qualified engineering firm to utilize Progressive Design Build procurement and to prepare plans, and such data as the Board deem necessary;

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

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize the Engineer and Grants Administrator to advertise and receive qualifications on behalf of said Board, and utilize the EV Project selection team to select an engineering firm based on the Ozarks Transportation Organizations Procurement Policy. The Board directs Sara Fields, Executive Director, to negotiate a price and contract with a qualified engineering firm based on final selection of qualified contractor.

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

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

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

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

Dated: _____

_____
Executive Director

_____
Secretary Ozarks Transportation Organization Board of Directors

EV Charger Implementation Plan



March 8, 2024

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Federal Project: 5901(832)
TIP: OT2402

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Appendix A – FHWA CASE Tool Results
Appendix B – Stakeholder Meeting Documents
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Figure 1: Proposed EV Charger Locations 4

LIST OF ACRONYMS

ACM	Alternative Contracting Methods
CRP	Carbon Reduction Program
DB	Design Build
EV	Electric Vehicles
IIJA	Infrastructure Investment and Jobs Act
FHWA	Federal Highway Administration
LPA	Local Public Agency
MoDOT	Missouri Department of Transportation
MSU	Missouri State University
NEVI	National Electric Vehicle Infrastructure
NEPA	National Environmental Policy Act
NTP	Notice To Proceed
OTO	Ozarks Transportation Organization
PDB	Progressive Design Build
PCE	Programmatic Categorical Exclusion
PE	Preliminary Engineering
RFQ	Request for Qualifications
RFP	Request for Proposals
RER	Request for Environmental Review
RW	Right of Way
SOQ	Statement of Qualifications
SGF	Springfield Branson National Airport
TIP	Transportation Improvement Plan

INTRODUCTION

PROJECT BACKGROUND

OTO issued a call for projects on April 20, 2023 for all jurisdictions within OTO to utilize federal funding from the Carbon Reduction Program (CRP) to install Level 2 charging stations. Five applications were received requesting $514,072 in federal aid to install 21 Level 2 chargers (42 ports) in 10 locations throughout the OTO area. Below is a list of the agencies, number of chargers and funding amounts:

Jurisdiction	Number of Chargers	Federal Share Request	Local Match	Total
Christian County	2	$33,779.68	$25,803.00	$ 59,582.68
Greene County	2	$51,840.00	$12,960.00	$ 64,800.00
Missouri State University	6	$84,008.00	$25,036.00	$ 109,044.00
City of Nixa	6	$105,093.00	$26,273.00	$ 131,366.00
Springfield-Branson National Airport	5	$240,000.00	$60,000.00	$ 300,000.00
Totals	21	$514,721.68	$150,072.00	$ 664,792.68

PROJECT PURPOSE & NEED

The purpose of this project is to promote the use of EVs and reduce carbon emissions. In addition, there are few public charging stations located in the OTO area and most are located within the City of Springfield. The smaller communities have even fewer, if any, public charging stations. With approximately 1% of vehicles being EVs, there is a demonstrated need that this project will help fulfill. The proposed charging station sites were selected due to their centralized locations where many area residents already frequent, such as downtowns, government buildings, university and airport parking lots, and a city park.

PROJECT GOALS

The goals of this project are as follows:

- Provide high quality project with minimal issues
- Deliver project within budgeted amount
- Minimize project delivery time
- Adhere to Federal and Local requirements
- Obligate Federal Funds by Sept 1st, 2024

PROJECT DESCRIPTION

PROJECT SCOPE

This project includes the installation of 21 Level 2 EV chargers located at ten sites throughout the OTO area. A map of the locations is provided in Figure 1 and listed in the table below:

Agency	Location	Number of Chargers
Christian County	Christian County Government Plaza	2
Greene County	Greene County Courthouse	2
Missouri State University	Bear Park North	2
Missouri State University	Bear Park South	2
Missouri State University	Welcome Center	2
City of Nixa	City Hall	2
City of Nixa	McCauley Park	2
City of Nixa	Downtown Nixa	2
Springfield-Branson National Airport	Short-term Parking at Roy Blunt Terminal	3
Springfield-Branson National Airport	General Aviation Terminal Parking Lot	2

Eligible project costs include the acquisition, installation and network connection of EV charging stations, connection to existing site electrical system and minor site work required to accommodate the chargers. Operations and maintenance of the charging stations may also be included for a term not to exceed five years.

FUNDING

OTO was allocated approximately $12 million over five years as part of IIJA to spend on transportation enhancements. From that allocation, the OTO Board of Directors set aside $750,000 of CRP funds for the installation of Level 2 EV Chargers throughout the OTO region. This was approved at the January 19, 2023 Board Meeting. This funding source requires a 20% match, which will be provided by the respective OTO agency.

PROJECT DELIVERY DETERMINATION

FHWA CASE WEBTOOL

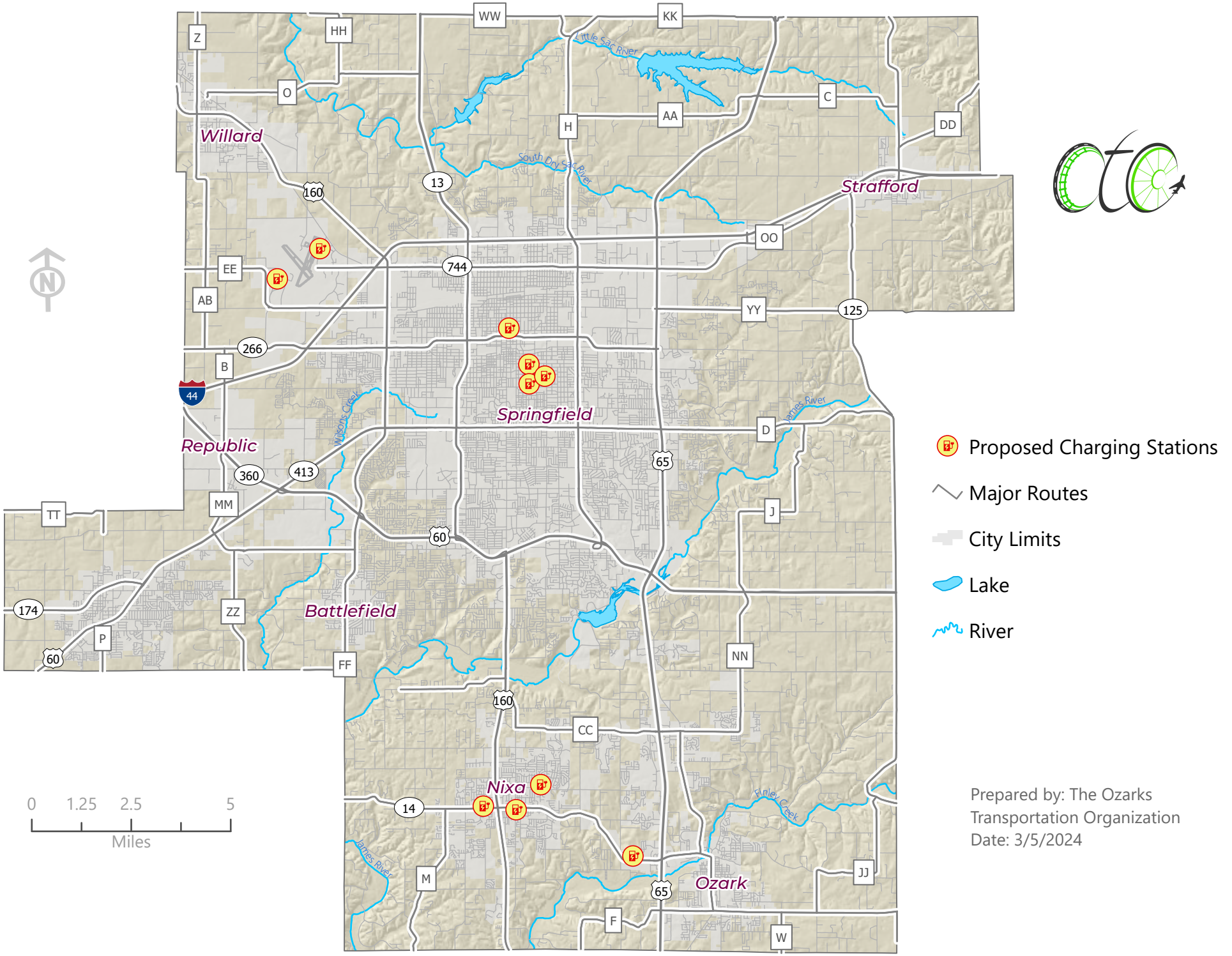
In 2021, FHWA launched the Contracting Alternatives Suitablity Evaluator (CASE) webtool that assists agencies in selecting the most effective contracting option for their project. This tool evaluates ACM options such as Design-Bid-Build (DBB), Construction Manager/General Contractor (CMGC), Design Build (DB) and Progressive Design Build (PDB). The tool can also be used to evaluate P3 alternatives in which private financing is considered. For this project, private financing is not being considered.

The webtool includes the ACM analysis and risk assessment and mitigation matrices. CMGC was not included in the Risk Mitigation Decision Matrix, due to the specialized nature of the project. The results of the CASE tool are follows, in each case a higher value indicates the project is better suited to that method.

Contracting Method	Contracting Method Evaluation Score	Risk Mitigation Decision Summary
DBB	159	49
CMGC	181	---
DB	174	92
PDB	181	100

The CASE Report is included in Appendix A.

Figure 1 - Proposed EV Charger Locations



STAKEHOLDER MEETING

A stakeholder meeting was held virtually on February 28, 2024. The meeting focused on the status of the project and the next steps, as well as provided an opportunity for the agencies to provide feedback, express concerns or give suggestions. A meeting summary and copy of the slides that were presented are included in Appendix B.

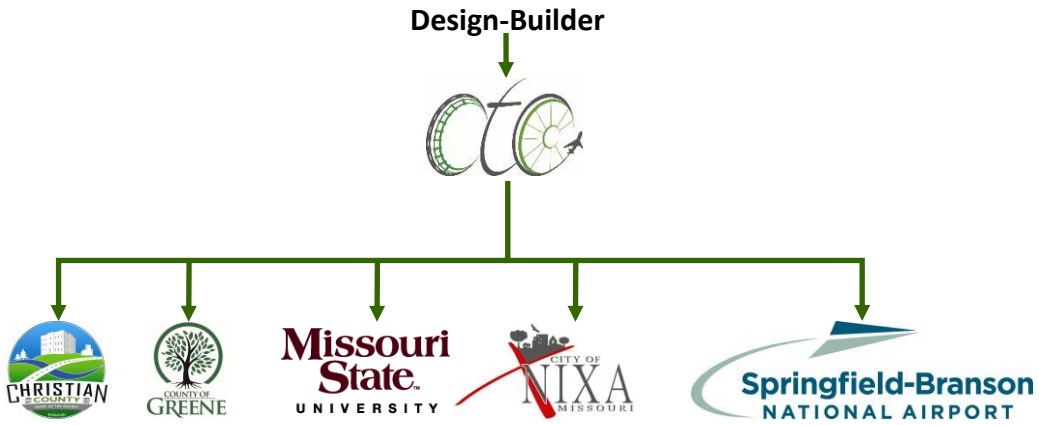
Key highlights from the meeting included a discussion of project delivery methods, risk allocation and mitigation and project delivery analysis. Project goals were also discussed as well as a tentative timeline for when the match funds would be expected.

PROJECT PLAN

This plan presents a broad outline of how the project will be implemented.

PROJECT TEAM

This project is being led by OTO, with input from member agencies. OTO will remain the point of contact and manage the project through construction completion.



PROJECT PROCUREMENT

Based on the results of the CASE webtool, with input from our stakeholders and MoDOT, PDB has been chosen as the procurement method for this project.

RFQ

A single stage procurement is anticipated for this project. OTO will issue an RFQ for turnkey services for 21 Level 2 EV chargers located at 10 sites throughout OTO. Federal funds will be obligated with the approval of the RFQ. These services include design, construction, installation of hardware, and potentially operations, maintenance, and reporting. It is anticipated that one proposer will be selected. Virtual one on one meetings with proposers will be scheduled at their request but are not mandatory.

SELECTION TEAM

A selection team composed of OTO and member agencies will review and score the submittals based on established scoring criteria listed below:

Scoring Criteria	Max Points
Quality and completeness of proposal	10
Qualifications of Staff	20
Experience of Firm	30
References	20
Availability to start work	20
Total:	100

Interviews may be required if the scores are close.

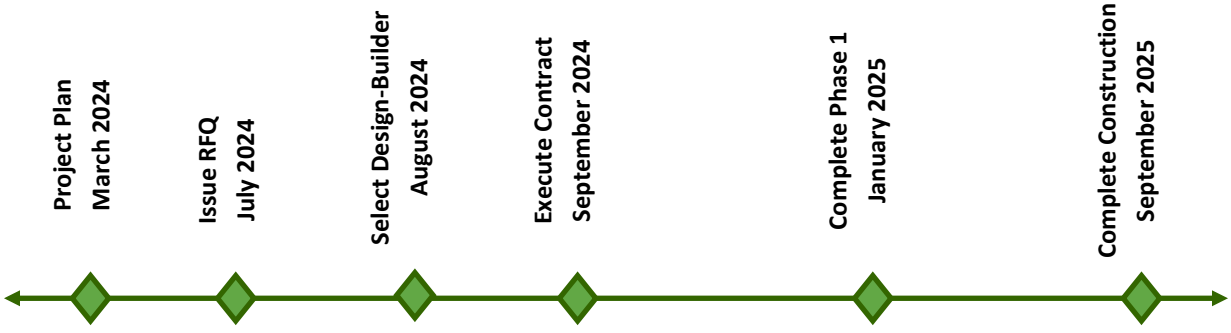
CONTRACT DEVELOPMENT

When a Design-Builder has been selected, OTO will begin negotiations for Phase 1 of the contract. Member agencies will be kept informed as to the progress of those negotiations. Services in Phase 1 include refinement of design and cost estimates, permitting, constructability reviews and sequencing. At the conclusion of Phase 1, the Design-Builder will provide OTO with a Guaranteed Maximum Price. OTO, with input from the impacted Member Agencies, will either agree to this price and move forward with Phase 2 of the project or decide not to pursue further services from the Design-Builder.

If OTO decides to move forward with Phase 2, a contract addendum will be prepared for the remainder of the project through construction completion. If OTO does not move forward with Phase 2, any design documents completed in Phase 1 remain the property of OTO and can be used to continue design and prepare a bid package.

TIMELINE

Below is a tentative timeline for the major milestones of this project:



ENVIRONMENTAL CLEARANCE

NEPA has been approved for this project as of March 12, 2024. This includes all locations previously listed and shown in Figure 1. The completed Request for Environmental Review is attached in Appendix C.

PROJECT IMPLEMENTATION

CONTRACT ADMINISTRATION

OTO will manage the project through construction completion. This will include managing the contract with the Design-Builder, monitoring progress, reviewing and processing progress payments, and any contract changes. This will be performed in accordance with OTO policies and procedures. All documents will be stored in the project folder on OTO's server.

OTO will also enter into a MOU with the member agencies that outlines the roles and responsibilities for each party.

PROJECT COMMUNICATION

OTO's project manager will serve as the point person for this project, managing the Design-Builder while also communicating frequently with OTO's member agencies regarding the progress of the project, and requesting input. Communications will happen via email as well as in-person meetings.

PROJECT OVERSIGHT

OTO will submit monthly requests for reimbursement to MoDOT. These requests will be reviewed and approved by MoDOT prior to submission to FHWA for approval and payment.

PROJECT CLOSEOUT

Documentation and closeout will be performed by OTO. These activities include:

- Acceptance of work
- Closure of governmental, utility and other agreements
- Financial closure activities

APPENDIX A – FHWA CASE RESULTS

EV Chargers

Freedom of Information Act

Sensitive Information – Consult with Legal prior to disclosing under FOIL or FOIA requests or to third parties.

Executive Summary

Long-Term vs Short Term Analysis

Based on answers to questions in this section, the toolset evaluates whether Long-Term or Short-Term contracting is preferred for the project.

Based on your responses, the toolset's recommendation is : No clear preference exists between Short and Long-Term Contracting.

Short-Term Contracting Methods – Evaluation Results

Below are your scores for each of the methods based on your answers. (→ denotes selected method.)
DBB : 159
CMGC : 181
DB : 174

→ **PDB : 181**

Risk Mitigation Decision Matrix Summary

Risk Mitigation Rating (Higher Score = Better Risk Mitigation)

DBB: 49

CMCG: —

DB: 92

PDB: 100

Private Financing (DBFOM) or Public Financing (DBOM) Evaluation

DBOM is the recommended long-term contracting method for this project.

Long-Term Construction and Financing Analysis

This section of the project has not been completed.

Project Demographics

Project Identifiers

Project Title	EV Chargers
Project Identification Number	OT 2402
Project Phase	Initiation

Project Location(s)

Address	2701 W. Jackson St.
City Name	Ozark
State	Missouri
County	Christian County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Christian County Government Campus

Address	921 N. Boonville
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Parking Lot located north of W. Central and west of N. Boonville
Address	725 E. Cherry
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Bear Park North Parking Garage

Address	920 S. Holland
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Bear Park South Parking Garage
Address	1141 E. Madison St.
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	MSU Welcome Center

Address	715 W. Mt Vernon St
City Name	Nixa
State	Missouri
County	Christian County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Nixa City Hall parking lot
Address	701 N. Taylor Way
City Name	Nixa
State	Missouri
County	Christian County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	McCauley Park Community Center parking lot

Address	101 Elm St.
City Name	Nixa
State	Missouri
County	Christian County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Parking lot north of Elm St and east of S. Main St.
Address	2300 N. Airport Blvd
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Short Term parking lot in front of main terminal

Address	2801 N. General Aviation Ave
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Parking lot at general aviation terminal

Project Description

Project Type	Other
Project Type Description	EV Charger Installation
Project Corridor / Corridor Dimensions	-
Major Features / Scope of Work	Installations of EV Chargers at 10 locations throughout OTO area
Low Budget Estimate Amount	$664,793
High Budget Estimate Amount	$750,000

Target Project Cost Amount	$700,000
Budget/Cost Notes	$750,000 programmed in TIP; $664,793 submitted by subrecipients
Estimated Construction Start Date	09/01/2024
Estimated Construction End Date	03/01/2025
Construction Date Notes	-
Annual Average Daily Traffic	-
Major Project Stakeholders / Sponsors	Christian County, Greene County, City of Nixa, MSU & SGF

Project Goals

Cost

Rank the Relative Cost Value	4
Describe the Cost Goals	Deliver the project within the budgeted amount.

Schedule

Rank the Relative Schedule Value	3
Describe the Schedule Goals	Minimize project delivery time.

Technical

Rank the Relative Technical Value	5
Describe the Technical Goals	Provide a high quality project without major hiccups

Context

Rank the Relative Context Value	2
Describe the Context Goals	Adhere to Federal and Local codes

Financing

Rank the Relative Financing Value	1
Describe the Context Goals	Obligate Federal Funds by September 1st, 2024

Project Selection Committee/Workshop Information

Workshop Location	Microsoft Teams
Workshop Description	Project Update & Risk Analysis/Project Determination
Workshop Date	2/28/2024 12:00:00 AM
Workshop Time (hh:mm am/pm)	14:00:00

Project Workshop Stakeholder(s) / Facilitator(s) / Participant(s)

Workshop Role	Facilitator
First Name	Jennifer
Last Name	Thomas
Organization	Ozarks Transportation Organization
Title	Project Manager
Email Address	jthomas@ozarkstransportation.org
Phone Number	-
Workshop Role	Stakeholder
First Name	Brian
Last Name	Weiler
Organization	SGF
Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	Schuyler

Last Name	Crawford
Organization	Greene County
Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	David
Last Name	Schaumburg
Organization	SGF
Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	John
Last Name	Matthews
Organization	Missouri State University

Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	Todd
Last Name	Wiesehan
Organization	Christian County
Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	Rob
Last Name	Rigdon
Organization	Greene County
Title	-
Email Address	-

Phone Number	-
Workshop Role	Participant
First Name	Sara
Last Name	Fields
Organization	Ozarks Transportation Organization
Title	Executive Director
Email Address	-
Phone Number	-

Evaluate Short-Term Contracting Methods (DBB, CM/GC, DB, PDB)

Technical Constraints

DESIGN AND TECHNOLOGY	
Has the project's design advanced beyond preliminary engineering (i.e. ~10-30% design)?	No
Could the project involve the implementation of new technology?	Yes
Will the project require design exceptions from FHWA?	No

Schedule Constraints

SCHEDULE CRITICALITY	
Is the schedule critical (i.e. achieving substantial completion faster) to meet project or agency objectives?	Somewhat Critical
SCHEDULE COMPLETION	
Is schedule certainty critical to meet project or agency objectives?	No
CONSTRUCTION	
Can construction begin before design is complete?	Yes
UTILITIES	
Would the agency consider assigning utility coordination responsibilities to the private sector?	Yes

Cost Constraints

COST	
How difficult will it be to develop a reliable cost estimate for the project?	Not Difficult
Does the project include construction materials with volatile pricing?	Yes

Context

PUBLIC RELATIONS

Does the agency seek to involve a private sector design and/or construction team to support addressing public opposition?	No
Is there an impact on landowners within/abutting project limits?	No
AGENCY CONSTRAINTS	
How mature is the agency's ACM program?	New
Does the agency have experience in defining and specifying project performance outcomes and service requirements?	No
What is the likelihood of owner directed design changes after the construction contract price is established?	Not Likely
How open is the agency to design solutions it has never used?	Willing to Consider
THIRD PARTY AGREEMENTS	
Is the complexity of third party involvement (i.e. railroads, utilities, environmental, etc.) higher than normal?	No
Will any third parties require a complete set of construction documents to execute an agreement?	No
ENVIRONMENTAL PERMITS	
Will the status of NEPA impact bidders' ability to offer alternative technical solutions?	No Impact
What is the level of effort to obtain necessary permits?	Lower Than Usual/None

Finance Constraints

FUNDING AND REVENUE	
Could the project use innovative financing?	No
Have sufficient funding sources for construction been identified?	Yes

Project Delivery Risk Mitigation

Probability	Severity of Impact			
	Negligible Schedule or Cost Impact	Minor Delay and / or Cost Increase	Major Delay and / or Cost Increase	Catastrophic Delay and / or Cost Increase
60% <= P	4	8	12	16
20% <= P < 60%	3	6	9	12
5% <= P < 20%	2	4	6	8
P <= 5%	1	2	3	4

Risk Assessment Matrix

Risk Description	Qualitative Risk Assessment		
	Probability of Occurrence	Severity of Impact	Risk Rating
Unforeseen delays due to utility owner and third-party	20% <= P < 60%	Major Delay and/or Cost Incr	**9**
Encounter unexpected utilities during construction	5% <= P < 20%	Minor Delay and/or Cost Incr	**4**
Third-party delays during construction	20% <= P < 60%	Major Delay and/or Cost Incr	**9**
Coordination with other government agencies	5% <= P < 20%	Minor Delay and/or Cost Incr	**4**
Inexperienced staff assigned	P >= 60%	Minor Delay and/or Cost Incr	**8**
Stakeholders request late changes	P <= 5%	Minor Delay and/or Cost Incr	**2**
Conformance with regulations/guidelines/ design criteria	P <= 5%	Minor Delay and/or Cost Incr	**2**
Intergovernmental agreements and jurisdiction	5% <= P < 20%	Minor Delay and/or Cost Incr	**4**
Unexpected geotechnical issues	P <= 5%	Minor Delay and/or Cost Incr	**2**
Design is incomplete/ Design exceptions	20% <= P < 60%	Major Delay and/or Cost Incr	**9**
Scope definition is poor or incomplete	20% <= P < 60%	Major Delay and/or Cost Incr	**9**
Pressure to deliver project on an accelerated schedule	20% <= P < 60%	Minor Delay and/or Cost Incr	**6**
Project complexity - scope, schedule, objectives, cost, and deliverables - are not clearly understood	20% <= P < 60%	Major Delay and/or Cost Incr	**9**

Risk Description	Qualitative Risk Assessment		
	Probability of Occurrence	Severity of Impact	Risk Rating
Inaccurate contract time estimates	5% <= P < 20%	Minor Delay and/or Cost Incr	**4**
Construction QC/QA issues	5% <= P < 20%	Minor Delay and/or Cost Incr	**4**
Unclear contract documents	20% <= P < 60%	Major Delay and/or Cost Incr	**9**
Problem with construction sequencing/ staging/ phasing	5% <= P < 20%	Minor Delay and/or Cost Incr	**4**

Risk Mitiation Decision Matrix

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
Unforeseen delays due to utility owner and third-party	**9**	DBB	Costly to Manage
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag
Encounter unexpected utilities during construction	**4**	DBB	Costly to Manage
		CMGC	-
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Third-party delays during construction	**9**	DBB	Costly to Manage
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag
Coordination with other government agencies	**4**	DBB	Reasonable to Manage
		CMGC	-

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Inexperienced staff assigned	**8**	DBB	Reasonable to Manage
		CMGC	-
		DB	Potentially a Fatal Flaw
		PDB	Potentially a Fatal Flaw
Stakeholders request late changes	**2**	DBB	Costly to Manage
		CMGC	-
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Conformance with regulations/guidelines/ design criteria	**2**	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag
Intergovernmental agreements and jurisdiction	**4**	DBB	Reasonable to Manage

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
		CMGC	-
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Unexpected geotechnical issues	**2**	DBB	Reasonable to Manage
		CMGC	-
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Design is incomplete/ Design exceptions	**9**	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Reasonable to Manage
		PDB	Advantageous to Manag
Scope definition is poor or incomplete	**9**	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Reasonable to Manage
		PDB	Advantageous to Manag

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
Pressure to deliver project on an accelerated schedule	**6**	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag
Project complexity - scope, schedule, objectives, cost, and deliverables - are not clearly understood	**9**	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Reasonable to Manage
		PDB	Advantageous to Manag
Inaccurate contract time estimates	**4**	DBB	Reasonable to Manage
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag
Construction QC/QA issues	**4**	DBB	Costly to Manage
		CMGC	-
		DB	Advantageous to Manag

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
		PDB	Advantageous to Manag
Unclear contract documents	**9**	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag
Problem with construction sequencing/ staging/ phasing	**4**	DBB	Costly to Manage
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag

Risk Mitigation Rating

Higher Score = Better Risk Mitigation

DBB: 49

CMCG: —

DB: 92

PDB: 100

Freedom of Information Act

Sensitive Information – Consult with Legal prior to disclosing under FOIL or FOIA requests or to third parties.

APPENDIX B – STAKEHOLDER MEETING DOCUMENTS

Meeting Summary

Date: 02/28/2024

Time: 2:00 PM CST

Location: Teams

Participants: Jennifer Thomas, Brian Weiler, David Schaumburg, Sara Fields, Rob Rigdon, John Mathews, Schuyler Crawford

Key Points Discussed:

1. **Progress Update:** Jennifer Thomas provided an update on the Electric Vehicle (EV) charger project, highlighting significant progress made so far.
2. **Project Status:** They have achieved several milestones, including signing a program agreement with the Highway Commission and obtaining RER clearance.
3. **Memorandum of Understanding (MOU):** A draft MOU between OTO and participating agencies is being prepared to outline the responsibilities of each party. Jennifer aims to share it for review in March.
4. **Project Delivery Method:** Discussions were held with MoDOT regarding the best delivery method for the project. The consensus leaned towards a progressive design-build approach due to its suitability for EV charger projects.
5. **Risk Assessment:** Jennifer presented a risk matrix, identifying potential risks and their probability of occurrence. The team evaluated different delivery methods based on their ability to handle these risks.
6. **Project Timeline:** There's a deadline to obligate federal funds by September 1st, necessitating swift progress. Jennifer aims to submit a project plan to MoDOT soon and issue the first RFQ by summer.
7. **Budget and Funding:** Concerns were raised about the realism of the budget estimates and the possibility of cost adjustments. Sara Fields explained the funding structure and the process for budget adjustments.
8. **Roles and Responsibilities:** Sara Fields clarified the roles and responsibilities, emphasizing OTO's management of the project and the provision of match funds by participating agencies.
9. **Project Management:** OTO will control costs and manage the project, with participating agencies providing match funds. A discussion will occur at the "off-ramp" stage to review revised costs and determine next steps.

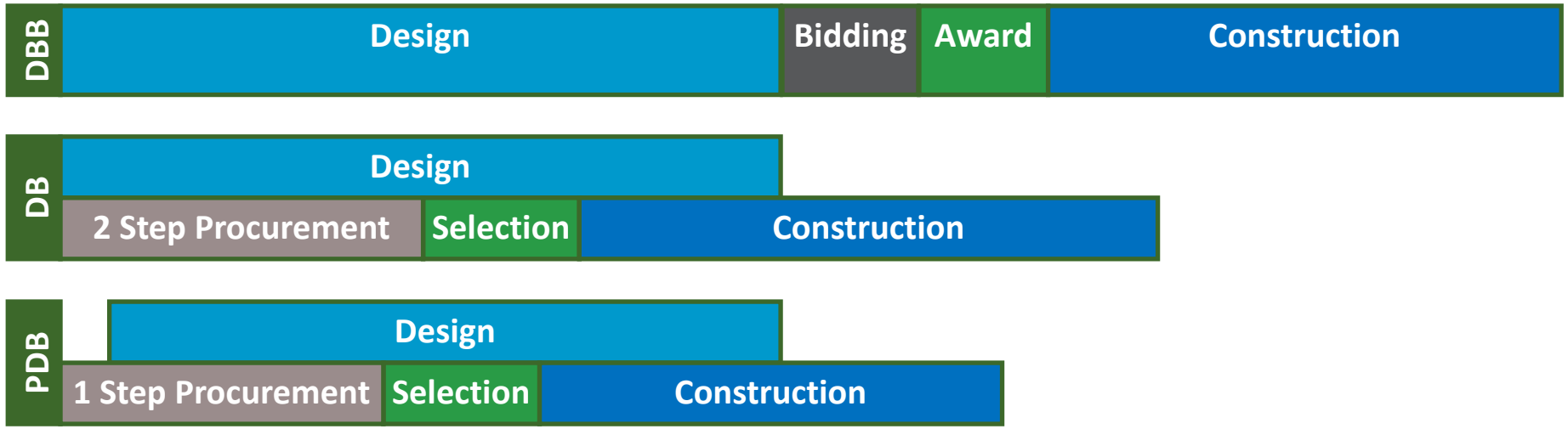
Conclusion: Overall, the meeting highlighted significant progress in the EV charger project, with discussions focused on project management, funding, and next steps to ensure successful implementation.

EV Charger Update

Progress

- Program Agreement executed
- RER Clearance
- Draft MOU (to be sent to participating agencies in March)
- Delivery Method discussions with MoDOT

Contracting Methods



- Design-Bid-Build (DBB)
- Design-Build (DB)
- Progressive Design-Build (PDB)

Project Goals

- Provide high quality project with minimal issues
- Deliver project within budgeted amount
- Minimize project delivery time
- Adhere to Federal and Local requirements
- Obligate Federal Funds by Sept 1st, 2024

Risk Matrix

Project Delivery Risk Mitigation

Probability	Severity of Impact			
	Negligible Schedule or Cost Impact	Minor Delay and / or Cost Increase	Major Delay and / or Cost Increase	Catastrophic Delay and / or Cost Increase
60% <= P	4	8	12	16
20% <= P < 60%	3	6	9	12
5% <= P < 20%	2	4	6	8
P <= 5%	1	2	3	4

Risk Matrix

Risk Description	Probability of Occurrence	Severity of Impact	Risk Rating
Unforeseen Delays due to utility owner & third party	20-60%	Major Delay and/or Cost Increase	9
Encounter unexpected utilities during construction	5-20%	Minor Delay and/or Cost Increase	4
Third-party delays during construction	20-60%	Major Delay and/or Cost Increase	9
Coordination with other government agencies	5-20%	Minor Delay and/or Cost Increase	4
Inexperienced staff assigned	>60%	Minor Delay and/or Cost Increase	8
Stakeholders request late changes	<5%	Minor Delay and/or Cost Increase	2
Conformance with regulations/guidelines	<5%	Minor Delay and/or Cost Increase	2
Intergovernmental Agreements & jurisdiction	5-20%	Minor Delay and/or Cost Increase	4
Unexpected geotechnical issues	<5%	Minor Delay and/or Cost Increase	2
Design incomplete/design exceptions	20-60%	Major Delay and/or Cost Increase	9
Scope definition is incomplete	20-60%	Major Delay and/or Cost Increase	9
Pressure to deliver project on accelerated schedule	20-60%	Minor Delay and/or Cost Increase	6
Project Complexity	5-20%	Major Delay and/or Cost Increase	9
Inaccurate contract time estimates	5-20%	Minor Delay and/or Cost Increase	4
Construction QC/QA issues	5-20%	Minor Delay and/or Cost Increase	4
Unclear Contract Documents	20-60%	Major Delay and/or Cost Increase	9
Problem with construction phasing	5-20%	Minor Delay and/or Cost Increase	4

Risk Mitigation Decision Matrix

Risk Description	Risk Rating	DBB	DB	PDB
Unforeseen Delays due to utility owner & third party	9	Costly to Manage	Advantageous to Manage	Advantageous to Manage
Encounter unexpected utilities during construction	4	Costly to Manage	Reasonable to Manage	Reasonable to Manage
Third-party delays during construction	9	Costly to Manage	Advantageous to Manage	Advantageous to Manage
Coordination with other government agencies	4	Reasonable to Manage	Reasonable to Manage	Reasonable to Manage
Inexperienced staff assigned	8	Reasonable to Manage	Potentially a Fatal Flaw	Potentially a Fatal Flaw
Stakeholders request late changes	2	Costly to Manage	Reasonable to Manage	Reasonable to Manage
Conformance with regulations/guidelines	2	Potentially a Fatal Flaw	Reasonable to Manage	Reasonable to Manage
Intergovernmental Agreements & jurisdiction	4	Reasonable to Manage	Reasonable to Manage	Reasonable to Manage
Unexpected geotechnical issues	2	Reasonable to Manage	Reasonable to Manage	Reasonable to Manage
Design incomplete/design exceptions	9	Potentially a Fatal Flaw	Reasonable to Manage	Advantageous to Manage
Scope definition is incomplete	9	Potentially a Fatal Flaw	Reasonable to Manage	Advantageous to Manage
Pressure to deliver project on accelerated schedule	6	Potentially a Fatal Flaw	Advantageous to Manage	Advantageous to Manage
Project Complexity – Scope/Cost/Deliverables	9	Potentially a Fatal Flaw	Reasonable to Manage	Advantageous to Manage
Inaccurate contract time estimates	4	Reasonable to Manage	Advantageous to Manage	Advantageous to Manage
Construction QC/QA issues	4	Costly to Manage	Advantageous to Manage	Advantageous to Manage
Unclear Contract Documents	9	Potentially a Fatal Flaw	Advantageous to Manage	Advantageous to Manage
Problem with construction phasing	4	Costly to Manage	Advantageous to Manage	Advantageous to Manage

Risk Mitigation Decision Matrix Summary

- Design-Bid-Build: 49
- Design-Build: 92
- Progressive Design-Build: 100

Evaluate Contracting Methods – Technical & Schedule

Design & Technology	
Has project's design advanced beyond preliminary engineering?	No
Could the project involve the implementation of new technology?	Yes
Will the project require design exceptions from FHWA?	No

Schedule Constraints	
Is the schedule critical (i.e. achieving substantial completion faster) to meet project or agency objectives?	Somewhat Critical
Is schedule certainty critical to meet project or agency objectives?	No
Can construction begin before design is complete?	Yes
Would agency consider assigning utility coordination to private sector?	Yes

Evaluate Contracting Methods – Cost & Finance

Cost Constraints	
How difficult will it be to develop a reliable cost estimate?	Not difficult
Does the project include construction materials with volatile pricing?	Yes

Finance Constraints	
Could the project use innovative financing?	No
Have sufficient funding sources for construction been identified?	Yes

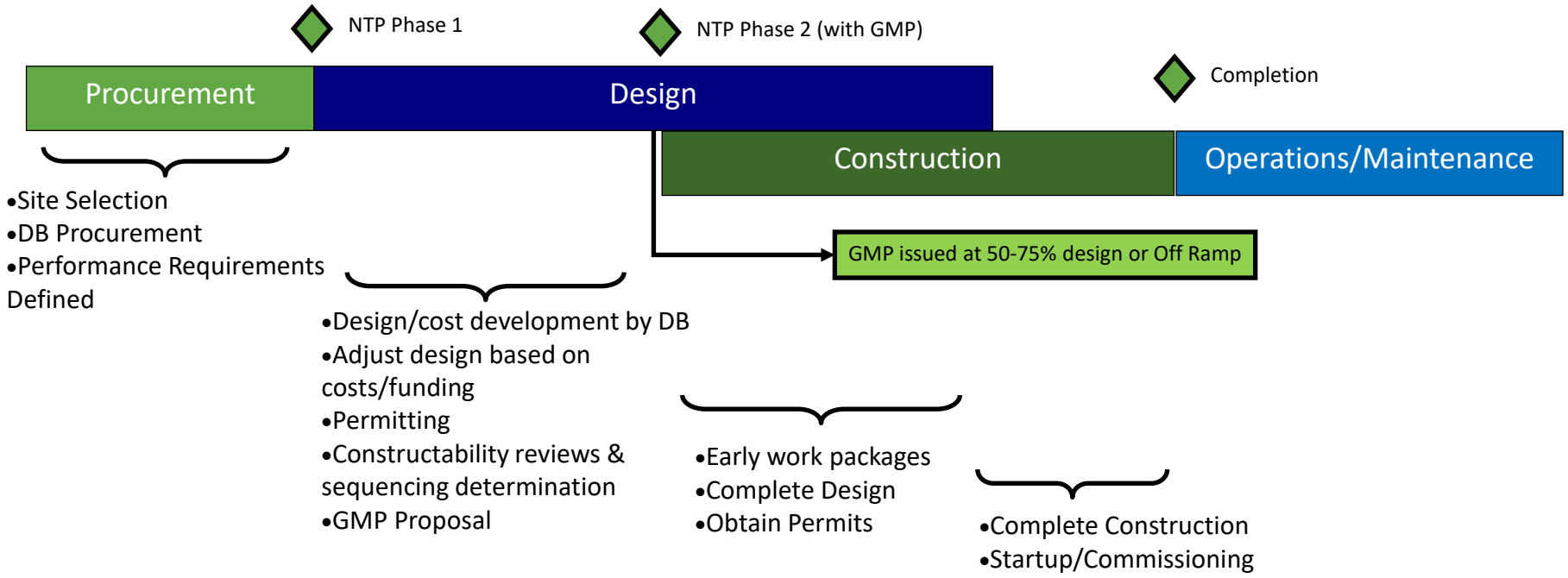
Evaluate Contracting Methods – Context

Project Context	
Does the agency seek to involve a private sector design and/or construction team to support addressing public opposition?	No
Is there an impact on landowners within/abutting project limits?	No
How mature is the agency's ACM program?	New
Does the agency have experience in defining and specifying project performance outcomes and service requirements?	No
What is the likelihood of owner directed design changes after the construction contract price is established?	Not Likely
How open is the agency to design solutions it has never used?	Willing to Consider
Is the complexity of third party involvement higher than normal?	No
Will any third parties require a complete set of construction documents to execute an agreement?	No
Will the status of NEPA impact bidders' ability to offer alternative technical solutions?	No Impact
What is the level of effort to obtain necessary permits?	Lower than Usual

Contracting Methods Evaluation Summary

- Design-Bid-Build: 159
- Design-Build: 174
- Progressive Design-Build: 181

Progressive Design-Build Process



- DB: Design-Builder
- GMP: Guaranteed Maximum Price

DB vs PDB

Design-Build	Progressive Design-Build
Price-Based Selection	Qualifications-Based Selection
Introduces Design-Builder after developing basis of design	Introduces Design-Builder at early stage, works with owner to create design basis
Owner makes decisions based on documents and consultant input	Owner makes value-based decisions supported by builder's cost and schedule models
Limited collaboration	Fosters Collaborative Environment early in the project
Owners are not involved in procurement and selection of subcontractors	Owners can choose to be actively involved in subcontractor procurement and selection
Lump-Sum Price Proposal	Open-Book Accounting
Easier Off-Ramping	Riskier Off-Ramping
Requires Stipends for all proposals	No Stipend

APPENDIX C – REQUEST FOR ENVIRONMENTAL REVIEW

This RER has been completed, only administrators may edit this document now, they will contact you if any information changes.

Date Completed: 03/12/2024
Completed By: Holly Cantrell

Request for Environmental Review
Form#:2024-09-00097

☐ Alternative Project Delivery Method (such as Design/Build)

Project Information

Prefix:	CRP	Project Number:	5901832	Bridge Number:	
District:	Southwest	County:	Various	Sponsor:	Ozarks Transportation Organization
				Sponsor Email:	
TIP Number:	OT24(	Rte/Street:			
MoDOT Job Number:		TIGER Grant Funds:		Is this project on or adjacent to MoDOT Right of Way:	No
Location/Stream Crossing :	NONE				

TMS Project Description - termini (no stations): VARIOUS; VARIOUS; INSTALLATION OF LEVEL 2 EV CHARGERS THROUGHOUT THE OTO AREA, INCLUDING CITY OF NIXA, CHRISTIAN CO, GREENE CO, MISSOURI STATE UNIVERSITY, AND THE SPRINGFIELD-BRANSON NATIONAL AIRPORT

Describe RER project improvements in full detail: Location on Christian County Campus - Install 2 dual level 2 chargers, construct required parking area (4 charging spaces, 2 spaces for queue), construct driveway connecting charging area to nearest road, and dusk to dawn lighting, and associated on-site electrical/utility work Location on Greene County Campus - Install 4 charging ports in existing parking lot and associated on-site on-site electrical/utility work Location 1 on Missouri State University Campus (Bear Park North) - Install two dual level 2 chargers and associated on-site electrical/utility work Location 2 on Missouri State University Campus (Bear Park South) - Install two dual level 2 chargers and associated on-site electrical/utility work Location 3 on Missouri State University Campus (Welcome Center/University Hall) - Install two dual level 2 chargers and associated electrical Location at Nixa City Hall - Install two dual level 2 chargers and associated on-site electrical/utility work Location at McCauley Park in Nixa - Install two dual level 2 chargers and associated on-site electrical/utility work Location in Downtown Nixa - Install two dual level 2 chargers and associated on-site electrical/utility work Location 1 at Springfield-Branson National Airport (Short-Term Parking Lot at Roy Blunt Airline Terminal) - installation of 6 charging ports and associated on-site electrical/utility work Location 2 at Springfield-Branson National Airport (General Aviation Terminal Parking Lot) - installation of 4 charging ports and associated on-site electrical/utility work

District Liaison:	Garrett Evans - 417-872-2224	Contact:	None selected
Email:	Garrett.Evans@modot.mo.gov	Email:	
Contact:	None selected	Contact:	None selected
Email:		Email:	
Date Desired:	10/21/2023	Submit Date:	09/21/2023
Desired A-Date:	12/15/2023		
Responsible Individual:	Natasha Longpine - (9/14/2023 3:54:36 PM) - 417-865-3042	Submitted By:	Natasha Longpine - (9/21/2023 12:00:00 AM) - 417-865-3042

Existing Condition

ADT:	N/A - EV Charger Project	Speed Limit:	N/A - EV Charger Project
Number of Travel Lanes:	N/A - EV Charger Project	Lane Width:	N/A - EV Charger Project
Shoulder Width:	N/A - EV Charger Project	Curb and Gutter:	No

Bridge width, measured from guttlerline to gutterline:	N/A - EV Charger Project	Sidewalks:	None

Proposed Design Improvement

ADT:	N/A - EV Cha	Speed Limit:	N/A -	Design Speed:	N/A - EV Cha
Number of Travel Lanes:	N/A - EV Charger Project			Lane Width:	N/A - EV Charger Project
Shoulder Width:	N/A - EV Charger Project			Curb and Gutter:	No
Bridge width, measured from gutterline to gutterline:	N/A - EV Charger Project			Sidewalks:	None
Bridge Length:	N/A - EV Charger Project			Roadway length:	N/A - EV Charger Project
Railroad Crossing	No			Drainage District (If Applicable):	None

Program Year:

Preliminary Engineering:	N/A	Right of Way:	N/A
Construction:	N/A		

Has the sponsor documented that the project has: 1. Independent utility, 2. Logical termini, and 3. Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements?: (●) Yes ( ) No

☐ Project breakout from previous or larger project? *If checked explain:*

Acres - From all sources (e.g. donated from public or private entities):

Additional R/W (acres):	0	**Temp Easement (acres):**	0	**Permanent Easement (acres):**	0

ROW may be needed, but, not yet determined? No

Is ANY Federally-owned land impacted by the project? ( ) Yes (●) No

Land Disturbance:

Will project involve 1 acre or more: No

Acres of Tree Clearing: 0 acres

DO NOT CLEAR TREES W/O MODOT'S PRIOR WRITTEN APPROVAL.

Number of Displacements(do not include partial takes that do not displace):

Residential:	( ) Yes (●) No			Commercial:	( ) Yes (●) No
No. of People:		Residences:		No. of Employees:	Businesses:

Any Public Involvement planned or completed:

Public notified during application process through resolutions submitted with each application, as well as a 15-day public comment period during the approval of the project as part of the Transportation Improvement Program.

Average Daily Traffic:

ADT Construction Year:	N/A - EV Charger Project	ADT Design Year:	N/A - EV Charger Project

Traffic Impacts:

Road Closure Planned:	○ Yes ◉ No	Bridge Closure Planned:	○ Yes ◉ No
Days/Months Closed:		Detour > 25 mi rural (including local roads)	○ Yes ◉ No
		Detour > 5 mi urban (including local roads, census defined urban)	○ Yes ◉ No
Detour Info:			

Bicycle / Pedestrian Consideration

Pedestrian facilities considered:	Yes	Bicycle facilities considered:	Yes

National Flood Insurance Program (NFIP) and Hydraulic Design Data:

☐ Project involves land purchased through FEMA Hazard Mitigation Grant Program (Flood buyout property)

If checked, give details:

Is ANY construction taking place on MoDOT owned property under this project?

○ Yes ◉ No

☑ Is highway improvement located within 4 miles of an existing airport?

Please note that **the LPA** is responsible for obtaining the necessary permits for the project. See the following Airport Link

Known Concerns: Provide information you have about these resources that you have observed in the area.

Parkland:	1 charger location is located within the parking lot of McCauley Park in Nixa.
Wetland/404 Permit:	No wetlands are affected by this project.
Land Disturbance / Stormwater:	Land disturbance is expected to be less than 1 acre. BMPs will be used to prevent pollution of stormwater and non-stormwater discharge.
Farmland:	N/A
Threatened & Endangered Species:	The USFWS IPAC online tool will be accessed soon for the project and the USFWS official species letter will be attached to the RER. In addition, the MDC Natural Heritage Review website will be accessed for the project. 1/8/24 - T&E Memo and MDC final report uploaded.
Migratory Birds: Are there birds nesting on the structure?	No, No bridges are involved in this project.
Hazardous Waste:	MDNR ESTART shows former underground storage tank facilities near the Airport Short Term Parking location and other unknown petroleum facilities near the MSU Bear Park South location (though conduit is proposed to be run above ground for the Bear Park South location). There are no Hazardous Substance Investigation and Cleanup Sites in the vicinity of the project areas.
Cultural Resources:	Unknown

LPA Comments: 12/7/2023 Update: LWCF application and signed 4F Temp occupancy form uploaded. 1/19/24 - Revised 4F Temp Occupancy form uploaded with signature from Director of Parks.

Project Attachments:

NOTE: If making updates to an attachment, please use a different filename than the original.
The combined size of attachments in one upload must be less than 100MB

Attachments:

- ✖Revised 4F Temp Occupancy Signed.pdf
- ✖ Thomas_GreeneChristian_Transportation_EV Chargers.pdf
- ✖TE Memo.pdf
- ✖Section 6F MO Parks Response.pdf
- ✖LWCF grant.pdf
- ✖Signed 4F Temp Occupancy.pdf
- ✖Public Participation.pdf
- ✖4F Applicability Checklist Signed.pdf
- ✖4-f-Applicability-Checklist.pdf
- ✖MDC Level 3 Report.pdf
- ✖Species List_ Missouri Ecological Services Field Office.pdf
- ✖FAA Shielding Exemption Memo.pdf
- ✖ApplicationMapsPlans.pdf
- ✖USFWS Critical Habitat.png
- ✖FEMA.pdf
- ✖Locations.png
- ✖DNR_ESTART.pdf

Required Information to be attached for each RER stage:

- *Location map (county map, topographic map or aerial map) showing the project limits*
- *plan sheets*
- *KMZ files showing tree clearing limits and/or plans*
- *permits/documentation as required (floodplain, farmland form, NWP, asbestos & lead based paint inspection reports, Section 106 Project Information Form for review, SHPO concurrence letter, USFWS IPac Official Species List, MDC Heritage Review Report, Effects determination)*

RER Environmental Screenings

Farmland Impact

Status Information: Clearance Date:

(•) N/A ( ) Pending ( ) Cleared

Environmental Response: The project is in a designated urbanized area as indicated on the U.S. Census Bureau Urban Area Reference Map. Therefore, the project is not subject to the Farmland Protection Policy Act.

LPA Action:

Attachments:

☑ Farmland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Holly Cantrell - 10/4/2023 7:27:05 AM

Floodplain/Regulatory Floodway

Status Information: Clearance Date:

(•) N/A ( ) Pending ( ) Cleared

Environmental Response: According to the attached FEMA floodplain map, the project is not located in the 100-year floodplain or the regulatory floodway. The project is not subject to floodplain permitting requirements.

LPA Action: None.

Attachments:

- ✖29043C0090C.png
- ✖FEMA Firmette Christian Site.PNG
- ✖29043C0070C.png
- ✖FEMA Firmette Nexa (2) and McCauley Park.PNG
- ✖29077C0334E.png
- ✖FEMA Firmette MSU 1-3.PNG
- ✖29077C0333E.png
- ✖FEMA Firmette Greene Site.PNG
- ✖29077C0307E.png
- ✖FEMA Firmette SGF Airport 1&2.PNG
- ✖29077C0194E.png

☑ Floodplain/Regulatory Floodway Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 10:51:46 AM

Land Disturbance / Stormwater

Status Information: Clearance Date:

(•) N/A ( ) Possible Issues Noted

Environmental Response: If the project is in a regulated MS4 area, adhere to the MS4 requirements as defined in the MS4 permit specific to that municipality. Stormwater routed into MoDOT's drainage system (e.g., ditches and stormwater conveyance systems) must be treated for water quality and/or quantity before entering the system. Any project with land disturbance of 1-acre or more requires a NDPES land disturbance permit from MDNR.

LPA Action: If the project will disturb 1-acre or more of land, obtain a NPDES land disturbance permit from DNR. The LPA must also implement best management practices in accordance with that permit and the Clean Water Act.

Attachments:

☑ Land Disturbance / Stormwater Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 10:03:24 AM

FEMA/SEMA Buyout

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 10/18/2023

Environmental Response: According to the ArcMap GIS FEMA buyout layer, there are no flood buyout properties in the vicinity of the project. The project will not result in development on any FEMA buyout properties.

LPA Action: None.

Attachments:

☑ FEMA/SEMA Buyout Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 10:03:12 AM

Socioeconomic Impact

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 11/14/2023

Environmental Response: For ease in discussion, the sites are referenced in this section by number. These numbers correspond to the order these sites appear and/or are discussed in the "ApplicationMapsPlans" attachment. Refer to the Site ID Key attached within this section. The project does not require commercial or residential displacements and no new right of way or easements. Road closures and detours will not be necessary during construction. Based on a review of EJSCREEN, one minority (people of color) population (Site 3 - 81 percentile), four low income populations (Site 2 - 95 percentile; Site 3 - 98 percentile; Site 4 - 99 percentile; Site 5 - 95 percentile), and six limited English proficiency (LEP) populations (Site 3 - 94 percentile; Site 4 - 91 percentile; Site 5 - 91 percentile; Site 6 - 95 percentile; Site 9 - 91 percentile; Site 10 - 91 percentile) were identified within the project area. There are no significant socioeconomic impacts associated with this project. Impacts will be temporary and limited to traffic disruptions, construction noise, and fugitive dust and emissions in the area of project construction. Public involvement has been completed during the application process through resolutions submitted with each application, as well as a 15-day public comment period during the approval of the project as part of the Transportation Improvement Program. The public will continue to be updated on the progress of this project through postings to Facebook.

LPA Action: 1. Provide sufficient public notice of construction work and traffic management plans consistent with MoDOT's and local public involvement policies and procedures. 2. Please upload documentation of the public involvement, and include any comments received and any responses to those comments. 3. Ensure that the minority (people of color), low-income, and limited English proficiency (LEP) populations located within the project area is not disproportionately impacted by project construction. If impacts are anticipated, notify the environmental specialist as soon as possible.

Attachments:

✖ RER#2024-09-00097 Site ID Key.pdf

☑ Socioeconomic Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Holly Cantrell - 11/14/2023 9:37:42 AM

Threatened & Endangered Species

Status Information: ○ No Effect ○ Pending ◉ Cleared

Clearance Date: 02/09/2024

Environmental Response: 2/9/2024 UPDATE: MoDOT has completed the T&E species review for the Level 2 EV Charger Installation project in Christian and Green counties, Missouri. A copy of the effects determination document is uploaded to the TE section of the RER. The USFWS IPaC lists the following species for the project area: Gray bat, Indiana bat, northern long-eared bat, tricolored bat (proposed endangered), alligator snapping turtle (proposed threatened), Ozark cavefish, and Virginia Sneezeweed There are no critical habitats located within the project limits. The MDC Natural Heritage Review Level 3 Report identified known occurrences of the plains spotted skunk, slippershell mussel, Ozark cavefish, bristly cave crayfish, bullsnake, great roadrunner, purple lilliput, and a bald eagle nest within 1 mile of the project limits. The plains spotted skunk and slippershell mussel are both state-listed as Endangered. Due to the nature of the project (i.e. minimal ground disturbance in previously developed/disturbed areas), no impacts to state-listed species are anticipated as a result of the project. The , Ozark cavefish, bristly cave crayfish, bullsnake, great roadrunner, purple lilliput are state-ranked species, and there are no regulatory requirements associated with that status. However, due to the nature of the project (i.e. minimal ground disturbance in previously developed/disturbed areas), no impacts to state-ranked or species or species of conservation concern are anticipated as a result of the project. The MDC NHR Level 3 Report states several bald eagle nests located within 1 mile of the project area. According to the NHD, none of the bald eagle nesting sites are located within 2000 feet of the project. Since the project is not located within 660 feet of the nests, no Incidental Take is anticipated The project will not impact any known caves/structures nor requires tree clearing. No aquatic resources are present within the project limits and the project will have minimal ground disturbance in previously disturbed/developed areas. As the designated non-federal representative of FHWA for USFWS Section 7 ESA requirements, MoDOT has determined the project will have No Effect on the gray bat, Indiana bat, northern long-eared bat, Ozark cavefish, or Virginia Sneezeweed. The project will not jeopardize the continued existence of the proposed tricolored bat or alligator snapping turtle, however, if either species is listed before the completion of the project a reevaluation will be required. At that time, MoDOT will make an effects determination for this species. This completes the TE requirements for the project 1/16/2024 UPDATE: The consultant provided an effects determination for all listed species. A full MDC NHR Level 3 report was also provided. At this time, no further action is required by the consultant. MoDOT will prepare an Effects Determination memo. 11/13/2023 UPDATE: The consultant provided an IPaC official species list for the county, as well as an MDC Natural Heritage Review Level 3 preliminary report. The RER indicates no tree clearing is anticipated. Please provide an effects determination for all listed species. INITIAL SCREENING: Impacts to threatened and endangered species must be assessed for this project.

LPA Action: COMPLETED 1. Access the US Fish and Wildlife Service (USFWS) IPAC online tool at http://ecos.fws.gov/ipac/ to obtain the official list of species for your county. 2. Access the MO Department of Conservation (MDC) online Natural Heritage Review website at https://naturalheritagereview.mdc.mo.gov/ and generate a report. Contact MDC if the report indicates to do so. Submit the report, and MDC response, if required, to MoDOT. 3. Provide the amount, location, and time of year for tree clearing, or indicate there will be no tree clearing. 4. If there will be tree clearing, photograph the trees so that bark characteristics of the main truck and large branches, along with any cavities, are clearly illustrated. 5. If the project involves bridgework, photograph the undersides of bridges illustrating any bird nests or unusual staining on the substructure or underside of the deck. 6. It is the responsibility of the LPA to make a written determination of their project impacts on each species listed from the IPaC. Further, the LPA must assess effects on any MDC listed species (endangered or species of conservation concern). If no effects are anticipated for a particular species, state the reason(s) why. For example: This project does not involve any tree clearing so there will be no effects on summer roosting habitat for listed bat species or this project does not impact any aquatic habitats so there will be no effects on listed fish or mussel species. 7. Submit the full project limits, easements, access, construction date, and ground disturbance information.

Attachments:

- ✖TE Complete - No Effect_ CRP-5901832, EV Charger Installation Project in Christian and Green Counties, Missouri..pdf
- ✖CRP-5901832_MoDOT-Effects-Determinaton_EV-Chargers-Christian-&-Green-Co_FINAL.pdf

☑ Threatened & Endangered Species Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 2/9/2024 12:06:58 PM

Migratory Birds

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 10/18/2023

Environmental Response: The sponsor has confirmed that the project will not impact bridges or other structures. Based on this information, there are no concerns related to migratory birds and no conflicts with the MBTA.

LPA Action: None.

Attachments:

☑ Migratory Birds Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 10:45:05 AM

Hazardous Waste Impact

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 10/18/2023

Environmental Response: According to the attached DNR E-START map, there are two Regulated Petroleum and Hazardous Substance Storage Tank Facilities in the vicinity of the project area. One site was located near MSU 2 and is identified as the Vacant SMSU Parking Lot. The site is a petroleum or hazardous substance storage tank closure or regulated release was addressed prior to the adoption of the 2004 Missouri Risk-Based Corrective Action Guidance for Petroleum Storage Tanks. An evaluation found that no further action was warranted. The second site was located near SFF Airport 1 and is identified as the Springfield Regional Airport. The site is a petroleum or hazardous substance storage tank closure or regulated release was addressed prior to the adoption of the 2004 Missouri Risk-Based Corrective Action Guidance for Petroleum Storage Tanks. An evaluation found that no further action was warranted. Based on the nature of the listings, there are no hazardous waste site concerns associated with DNR E-Start sites. However, the potential to encounter hazardous wastes from sites unknown to the LPA and MoDOT should always be a consideration.

LPA Action: If there is any hydroblasting, grooving, milling or diamond grinding related to the project, residue and associated water must be prevented from being released to waterways or adjacent wetlands. Any hazardous waste sites that are found during project construction will be addressed by the LPA sponsor in accordance with Federal and State Laws and Regulations. If any hazardous waste concerns arise, notify MoDOT's environmental specialist as soon as possible.

Attachments:

- ✖DNR E-Start Christian Site.PNG
- ✖DNR E-Start Nixa (2).PNG
- ✖DNR E-Start McCauley Park.PNG
- ✖DNR E-Start MSU 1-3.PNG
- ✖DNR E-Start Greene Site.PNG
- ✖DNR E-Start SFG Airport 1&2.PNG

☑ Hazardous Waste Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 2:19:59 PM

Wetland Impact (Section 404/401)

Status Information: Clearance Date:

(•) N/A ( ) Pending ( ) Cleared

Environmental Response: According to the attached USFWS National Wetlands Inventory map, and Google Earth imagery, there are wetlands, blue line streams, lakes, ponds, or other waters of the U.S. in the vicinity of project area; however, no NWI feature are within the project area. Therefore, the project is not anticipated to impact wetlands or waters of the U.S.

LPA Action: None.

Wetland Permit Information:

404 Permit Number	Permit Submitted	Permit Received
Permit Expiration	Compliance Certification Sent	Compliance Certification Received

Attachments:

- NWI SGF Airport 1&2.PNG
- NWI Nixa City Hall.PNG
- NWI MSU 1-3.PNG
- NWI McCauley Park.PNG
- NWI Greene Site.PNG
- NWI Downtwon Nixa.PNG
- NWI Christian Site.PNG

☑ Wetland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 11:19:45 AM

Noise Impact

Status Information: Clearance Date:

(•) N/A ( ) Pending ( ) Cleared

Environmental Response: This is a Type III project and a noise analysis is not required.

LPA Action:

Attachments:

☑ Noise Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Holly Cantrell - 9/29/2023 1:00:37 PM

Cultural Resources Impact (Section 106/Historic 4f)

Status Information: ○ Pending ◉ Cleared

Clearance Date: 02/16/2024

Environmental Response: *UPDATE* 2.16.24- The ACHP has approved an exemption that releases all federal agencies from the Section 106 requirement to consider the effects of their undertakings involving the installation and placement of electric vehicle supply equipment, provided the proposed project meets specific criteria. This proposed project (CRP-5901832) meets such criteria and will be cleared. *UPDATE* 12.29.23- The project requires a Section 106 Review in consultation with MoDOT, Christian and Greene counties, and the State Historic Preservation Officer (SHPO) to identify potential cultural resources that may be impacted by the project.

LPA Action: *UPDATE* 2.16.24- No action is needed at this time. Be advised that if changes are made to the project (including but not limited to the addition of new right of way or easements, or the changing of the scope) the project will need to be reevaluated and additional clearances may be required. *UPDATE* 12.29.23- The project would include the installation of level 2 EV chargers at various locations throughout Christian and Greene counties. The project also includes road construction at one location (Christian Site). The proposed project does not anticipate additional right-of-way (ROW), temporary easements, permanent easements, or tree clearing. ARCHEOLOGICAL RESOURCES: Christian Site: One previously conducted cultural resource survey and no cultural resources are within or immediately adjacent to the proposed work area. Four archaeological resources and five cultural resource surveys have been recorded within a 1-mile buffer. While this work area is slated to be disturbed by a separate project, the proposed project currently appears to include undisturbed land within the ROW or easements that may be affected by ground-disturbing construction activities. The soils series mapped within the Christian Site are not noted to contain a buried A-horizon and consist of a relatively shallow Ap horizon derived from colluvium and residuum from interbedded limestone, sandstone, and shale. This suggests that any potential cultural materials may be located at the surface or in shallow subsurface deposits. Historical maps do not depict buildings or structures within the Christian Site project area. Because the Christian Site work area may incorporate undisturbed land and has not been previously surveyed for cultural resources in its entirety, an archaeological monitor must be present during all ground disturbing construction activities. The archaeological monitor must be allowed time to document and collect any artifacts that may be inadvertently discovered. SGF Airport 1: One previously conducted cultural resource survey and one cultural resource are within the proposed work area. Five archaeological resources, two cultural resource surveys, and one architectural survey have been recorded within a 1-mile buffer. While this work area has been disturbed by the construction of the Springfield-Branson National Airport, the work area is located within the boundaries of an unevaluated archaeological site that may contain intact subsurface artifacts or features. As such, an archaeological monitor must be present during all ground disturbing construction activities. The archaeological monitor must be allowed time to document and collect any artifacts that may be inadvertently discovered. McCauley Park: One previously conducted cultural resource survey and one cultural resource are within the proposed work area. Ten archaeological resources, seven cultural resource surveys, and two architectural surveys have been recorded within a 1-mile buffer. While this work area has been disturbed by the construction of McCauley Park, the work area is located within the boundaries of an unevaluated archaeological site that may contain intact subsurface artifacts or features. As such, an archaeological monitor must be present during all ground disturbing construction activities. The archaeological monitor must be allowed time to document and collect any artifacts that may be inadvertently discovered. Nixa City Hall: One previously conducted cultural resource survey and one cultural resource are within or immediately adjacent to the proposed work area. Sixteen archaeological resources, eight cultural resource surveys, and four architectural surveys have been recorded within a 1-mile buffer. While this work area has been disturbed by the construction of the Nixa City Hall and associated parking lots, the work area is located within the boundaries of an unevaluated archaeological site that may contain intact subsurface artifacts or features. As such, an archaeological monitor must be present during all ground disturbing construction activities. The archaeological monitor must be allowed time to document and collect any artifacts that may be inadvertently discovered. All other work areas, including Greene, MSU 1, MSU 2, Downtown Nixa, and SGF Airport 2 appear to be within previously disturbed areas with no previously recorded cultural resources within or immediately adjacent to their defined areas of disturbance. Thus, these areas are unlikely to encounter cultural resources and no further cultural resources work is required. However, if any unanticipated cultural materials or deposits are found at any stage of the proposed action, the work should cease, and the FHWA, MODOT, and the Missouri State Historic Preservation Office (SHPO) should be notified immediately. ARCHITECTURAL/BUILT ENVIRONMENT RESOURCES: A cultural resource survey is necessary to address the area of potential effects (APE) for the built environment. The APE for the built environment is defined as a 50 ft buffer from each installation area. There do not appear to be any resources 45 years old or older present within the APE for the SGF Airport 1, SGF Airport 2, Greene, MSU 1, MSU 2, Nixa City Hall, McCauley Park, or Christian sites; the report may state as such. At the MSU 3 and Downtown Nixa sites, the cultural resources survey should provide photographs, descriptions, and National Register of Historic Places (NRHP) evaluations of any built environment resources (buildings or structures 45 years of age or older) located in the APE for the built environment. If such resources are located, please include all resources located on the associated parcel in the assessment. Resources less than 45 years old within the APE should be noted but do not need to be assessed. An assessment of effects must be provided for any resource that is listed or recommended eligible for listing in the NRHP. Please submit a copy of the cultural resource report to MoDOT for review before submission to SHPO. The Review and Compliance Information Form and Cultural Resource Investigation Report Form must accompany every submission. Please provide drafts of these forms to MoDOT prior to submission to SHPO. These forms and instructions are available here https://mostateparks.com/page/84261/section-106-review. Please update the RCI Form you submitted based on the survey findings and be sure to include all required attachments. A list of Historic Preservation consultants included on MoDOT's LPA Consultant On-Call List can be found here: https://www.modot.org/2020-2023-lpa-consultant-call-list. Be advised that if changes are made to the project (including, but not limited to, the addition of new right of way or easements, or the changing of the scope) the project will need to be reevaluated and additional clearances may be required.

Attachments:

☐ Adverse Effect or Conditional No Adverse Effect

☐ Based on the review of the project location and description noted above, there are no identified historic 4(f) resources affected that would preclude the setting of an A-date.

Checked by: on de minimis Approved on:

☑ Cultural Resources Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Geordon Taylor - 2/16/2024 11:49:56 AM

Public Land Impact (Section 4f/6f)

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 02/15/2024

Environmental Response: UPDATE 2/15/24: Based on the revised Temporary Occupancy form, the OWJ concurs that the proposed project qualifies as an exception (temporary occupancy) to Section 4(f) as it relates to McCauley Park. UPDATE 12/28/23: Based on the attached 12/20/23 response from the Missouri State Parks Department, the portion of McCauley Park within which the proposed project will be constructed is outside the boundary of the area assisted by LWCF funding; therefore, no Section 6(f) conversion or impacts would result from this project. The revised Section 4(f) temporary occupancy checklist is still outstanding; however, based on separate coordination with the LPA, it is now understood that the park is managed by the city's parks and recreation department, which is under the oversight of the public works director. Therefore, the public works director will provide the review and written concurrence. UPDATE 12/12/23: Section 6(f): Based on the LWCF application for McCauley Park uploaded to the RER, the proposed project would occur within the boundary covered by LWCF Section 6(f). Though the proposed project would occur within the Section 6(f) boundary, it's possible that NPS (through the Missouri State Parks Department) will agree that the proposed improvements would enhance the intended functions of the park and would not count this as a conversion. Written confirmation from NPS (through the Missouri State Parks Department) would be needed. Section 4(f): A temporary occupancy checklist was uploaded; however corrections are needed to this form before Section 4(f) compliance is complete. UPDATE 11/14/23: LPA has provided a signed copy of the Section 4(f) Applicability Checklist (dated 11/9/23). Refer to the LPA Action section for information on outstanding tasks relevant to Section 4(f) and Section 6(f) which must be completed before this section can be cleared. UPDATE 11/9/23: Based on a review of the provided Section 4(f) Applicability Checklist, the project is an exception under Section 774.13(d) in that the Temporary Occupancy is so minimal as to not constitute a use within the meaning of Section 4(f). The duration of the occupancy is temporary, the scope of work is minor, there are no anticipated permanent adverse physical impacts or interference with protected activities, features, or attributes of the property, and the land will be fully restored to its original condition or better. The city/county as the official with jurisdiction must submit their determination in writing. See the LPA Actions section for next steps and additional items still pending before this section can be cleared. INITIAL SCREENING: For ease in discussion, the sites are referenced in this section by number. These numbers correspond to the order these sites appear and/or are discussed in the "ApplicationMapsPlans" attachment. Refer to the Site ID Key attached within the "Socioeconomic Impact" section. Sites 1, 2, 3, 4, 5, 6, 8, 9, and 10: According to Google Earth imagery, there are no Section 4(f) or Section 6(f) resources in the vicinity of the project area. The project will not result in a use to any Section 4(f) properties, nor will it result in a conversion of any Section 6(f) lands. Site 7: According to information provided in the RER, as well as confirmation using Google Earth imagery, Site 7 would be constructed entirely within McCauley Park, which is a Section 4(f) resource. The project will impact McCauley Park but, based on information provided in the RER form, it is likely that the project is an exception under Section 774.13(d) in that the duration of the occupancy of the Section 4(f) property is temporary, the scope of work is minor, there are no anticipated permanent adverse physical impacts or interference with protected activities, features, or attributes of the property, and the land will be fully restored to its original condition or better. If this is confirmed based on the LPA's completion of the Section 4(f) applicability form, the city/county as the official with jurisdiction must submit their determination in writing. Additionally, the Missouri State Parks website notes that McCauley Park received funding from the Land and Water Conservation Fund (LWCF) for land acquisition or park improvements; therefore, Section 6(f) applies. Based on the information in the RER, it is likely/possible that the actions would qualify as an enhancement and only warrant confirmation documentation from the Missouri Department of Natural Resources (as the liaison to the National Park Service); however, additional information is needed to confirm next steps for Section 6(f) compliance.

LPA Action: UPDATE 12/12/23: Section 6(f): Coordination via a letter to the Missouri State Parks Department is recommended to determine if the improvements may qualify as a temporary impact that would enhance the park, rather than a conversion. It is recommended that this letter include a description of the proposed improvements and how they would ultimately enhance the recreational function of the park, as well as the graphic and master plan referenced in the Section 4(f) Section previously. Once that coordination is completed, please upload the response from the Missouri State Parks Department to the RER. Section 4(f): Please update the Section 4(f) Temporary Occupancy Checklist to reflect a) in Section I - that the proposed project is anticipated to be a PCE, b) attach the location map referenced in Section II to the checklist (attach this prior to sending to the OWJ for review/signature). Please ensure the map notes not only the location of the proposed chargers, but also of the proposed trench, c) Section III, check the box for item 3, d) Section III, the completed form is to be sent to the Owner with Jurisdiction over the park (normally a director of parks and recreation or similar entity who owns and/or manages the resource). The OWJ, rather than the project proponent, reviews and signs this form. Once these items are corrected, please upload the corrected checklist. If you have any questions, please contact the environmental specialist. UPDATE 11/14/23: Please complete the attached Temporary Occupancy checklist, following the steps outlined therein to obtain concurrence from the official with jurisdiction. Please also note that additional information to determine next steps for Section 6(f) compliance are still outstanding - refer to item 3 from the Initial Screening requested actions below. UPDATE 11/9/23: The Section 4(f) Applicability Checklist is complete, but unsigned. Please sign and date this form and re-upload it to the RER. Also, please complete the attached Temporary Occupancy checklist, following the steps outlined therein to obtain concurrence from the official with jurisdiction. Please note that additional information to determine next steps for Section 6(f) compliance are still outstanding - refer to item 3 from the Initial Screening requested actions below. INITIAL SCREENING: 1. Please complete the Section 4(f) Applicability form to confirm the appropriate path forward and upload the completed form to this RER. 2. If the Section 4(f) Applicability form confirms that the enhancement checklist is the appropriate next step, please take the actions outlined in the attached Section 4(f) Enhancement Checklist Form, complete the form (including coordination with and signature by the official with jurisdiction (OWJ)), and upload the form to the RER. 3. Coordinate with the person/entity within the City of Nixa responsible for McCauley Park to obtain a copy of the application used to obtain LWCF funding for McCauley Park. Upload that application, as well as any associated mapping, to the RER. This application will assist the environmental specialist in determining next steps for Section 6(f) compliance.

Attachments:

✖Section 4(f) Temp Occupancy Checklist_8-2021.pdf

✖4(f) Applicability Checklist.pdf

☑ Based on the review of the project location and description noted above, there are no identified 4(f) or 6(f) resources affected that would preclude the setting of an A-date.

Checked by: Holly Cantrell on 02/15/2024

☑ Public Land Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Holly Cantrell - 2/15/2024 1:42:56 PM

Other

Status Information: ○ N/A ○ Pending ◉ Cleared

Clearance Date: 11/09/2023

Environmental Response: UPDATE 11/9/23: Based on the attached FAA Filing Exception Memorandum, the project qualifies for a shielding exemption as outlined in the MoDOT Engineering Policy Guide Section 235.8.1, Exemptions. Therefore, the Notice Criteria Tool does not have to be used and the improvement does not need to be filed with the FAA. INITIAL SCREENING: For ease in discussion, the sites are referenced in this section by number. These numbers correspond to the order these sites appear and/or are discussed in the "ApplicationMapsPlans" attachment. Refer to the Site ID Key attached within the "Socioeconomic Impact" section. Sites 1, 6, 7, and 8: There are no additional resource impacts associated with these sites. Sites 2, 3, 4, and 5: These sites are within 4 miles of the Downtown Airport (Missouri), an existing public use airport. Sites 9 and 10: These sites are within 4 miles of the Springfield-Branson National Airport, an existing public use airport.

LPA Action: For sites 2, 3, 4, 5, 9, and 10: Access FAA's Notice Criteria Tool at: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm After entering improvement information into the FAA tool, filing information will be determined with one of two outcomes: (1) the improvement will need to be filed with the FAA, or (2) the improvement does not meet the FAA's filing requirement and no further action is required. Upload all documentation to the RER. This section does not have to be complete to obtain a NEPA date or A-date but must be completed before the environmental specialist issues All Environmental Issues Cleared.

Attachments:

☑ Other Screening Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Holly Cantrell - 11/9/2023 10:55:54 AM

NEPA Classification

NEPA Right-Of-Way Permission:	Not Applicable	as determined or approved by:	KYLE.GRAYSON@MODOT.MO.GOV
NEPA Approval/Proceed to A-date Request:		Re-evaluation Date:	
NEPA Classification:	PCE		
This project qualifies for the programmatic categorical exclusion under Item#:	21	All Environmental Issues Cleared:	03/12/2024

Commitments and/or Comments to Sponsor: If there are any changes in the scope of the project, MoDOT's Environmental section should review those changes. The sponsor is ultimately responsible for complying with all applicable state and federal laws. PCE approved for A-Date request as well as the all environmental issues cleared date have been provided as of 03/12/2024. THE LPA/CONSULTANT SHOULD REVIEW ALL SECTIONS ABOVE INCLUDING THOSE MARKED AS CLEARED/GREEN.

Attachments:

✖2024.03.12_RER#2024-09-00097_SW_ 5901832_MoDOT Concurrence.msg

Last Submitted: 03/12/2024 by Holly Cantrell

TAB 11

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.K.

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 2023 Public Participation Plan approved by the Board of Directors on July 20, 2023 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Public Participation Plan
2023 Annual Evaluation

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 4, 2024

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.

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 2023 approved by the Board of Directors on July 20, 2023 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 2023 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

- 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.

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
March 2024	776	56/44

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
March 2024	29	259	57	57	38	14	11

Twitter/X 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
March 2024	290	340	2,245

Number of Meetings Open to the Public

The OTO attempts to hold six meetings annually for the Board of Directors (BOD) and Technical Planning Committee (TPC). Quarterly meetings are usually the standard for other standing committees like the Local Coordinating Board for Transit (LCBT) and the Bicycle and Pedestrian Advisory Committee (BPAC).

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*	4*	6
2022	6	8*	3	4
2023	7	7*	4	7*

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

Press Releases Sent

The number of press releases sent each year is dependent upon and reflective of current planning activities and the process for which press releases are necessary.

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**
Press releases sent out for **2023 - 13**

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 press releases continue to be refined, this log could serve as a guidebook to the effectiveness of the 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**
- Media Coverage from January 1, 2023 to December 31, **2023– 12**

Website Statistics

The OTO has been tracking website activity utilizing Google Analytics to document usage since 2015. Below are the Google Analytics for ozarkstransportation.org from 2015 to 2023. In 2023 the analytic reports added a new metric, showing engaged sessions, which will be used moving forward. An engaged session is a session that lasts longer than ten seconds and results in other engagement like more than two page or screen views.

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
2023	7,491*	8,938	34,193	1:14	N/A	100

** Engaged sessions*

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

Year	No. of Ads Printed
2021	4
2022	3
2023	4

Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public to the extent possible. Ideally, the log will include the 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
2023	86

Action Items for 2024

The following action items were identified to enhance Public Participation in 2024. The updated list is based on progress toward 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 toward accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Increase in-person outreach to create more awareness of OTO's plans and programs and target affected populations.
- Continue to update and improve the OTO and the Let's Go Smart webpage to ensure the provided information is accessible to different users and to increase the understanding of OTO's programs and ways for the public to engage in planning processes.
- Measure participation in public engagement efforts like surveys to ensure the public involvement is representative of the region or study area.
- Expand the utilization of 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 2023 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 2023, 86 comments were logged compared to 255 in 2021. The decline in comments is mostly due to fewer studies underway in 2023.
- The OTO Website had the highest number of page views in the period from 2015 to 2023 using Google analytics.

- The OTO sent out 13 press releases in 2023, resulting in 12 news articles which represents a 92% rate comparing releases to news articles. This is the highest rate since the tracking began in 2012.

- The number of followers on the OTO Facebook and Twitter account has increased during the past year. In 2023, the number of followers of the Ozarks Transportation Page has increased on Facebook and Twitter/X and currently is the highest since 2014. Facebook has proven to be a more effective platform to communicate with the public. The OTO Technical Planning Committee and Board of Director meetings are broadcasted on Facebook live to conform with the Sunshine Law.

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 12

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM I.C.

Public Comment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Under Tab 11 of the agenda packet, for Board member review, are Public Comments for the time frame between March 21, 2024 and May 8, 2024. Any additional public comment received by May 15, 2024 will be shared at the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

PUBLIC COMMENT

Area of concern: **Sidewalks and Public Transportation Access**

City/County of concern: **OTO MPO Area**

Date received: **03/22/2024** *Received through:* **Email**

Contact Name: **Savannah** [redacted] *Contact Email/Ph #:* [redacted]

Comment:

The two biggest things you can do to make our streets safer is 1. add sidewalks to streets that don't have them and 2. expand public transportation access. Anything else is superfluous

OTO Response:

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

Have a wonderful weekend!

PUBLIC COMMENT

Area of concern: **Highway N & Farm Road 168**

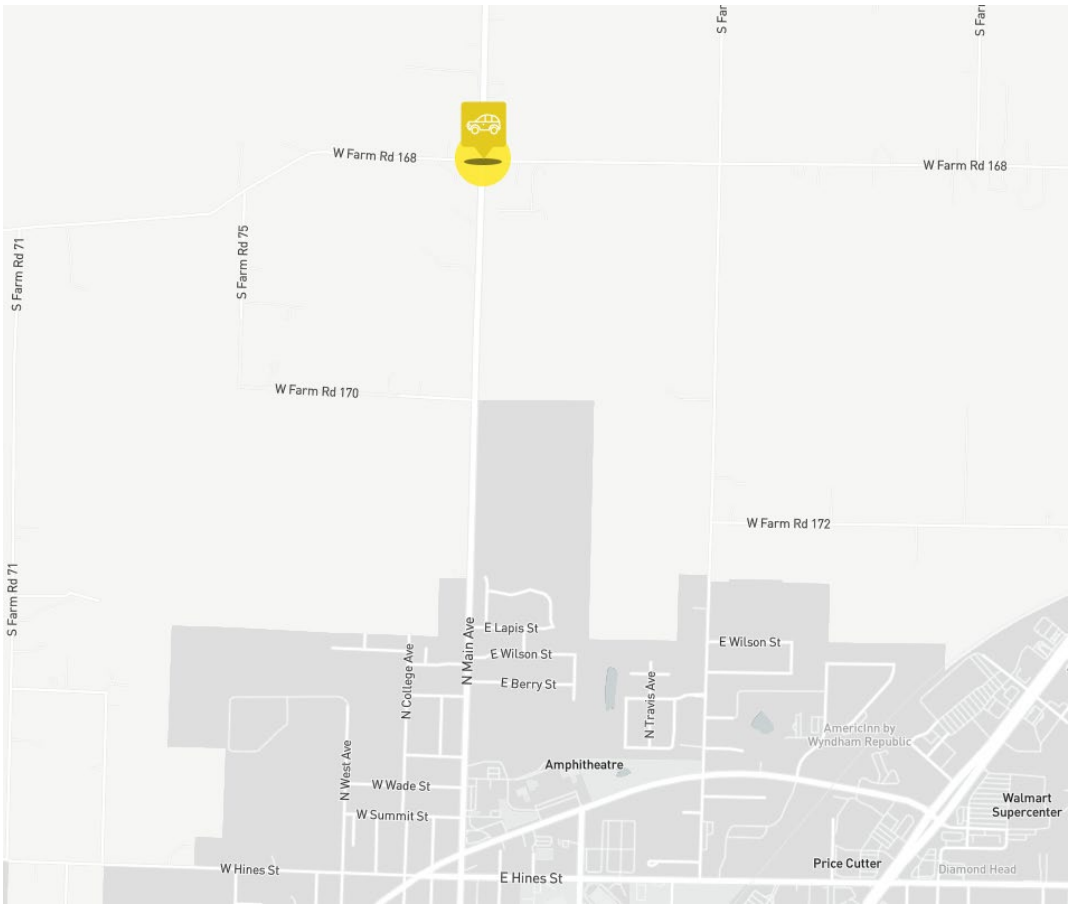
City/County of concern: **Greene County**

Date received: **04/02/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Warren [redacted]** *Contact Email/Ph #:* **N/A**

Comment: **The intersection of FR 168 and N highway north of Republic is extremely dangerous. Can this area be considered for a roundabout or something to make it safer? Plus N highway (FR 81) needs widen from this intersection to highway 174 to handle the traffic that is on it. Thank you for the work you do and for considering this request.**

Map



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

PUBLIC COMMENT

Area of concern: **OATS**

City/County of concern: **N/A**

Date received: **04/12/2024** *Received through:* **Comment Email**

Contact Name: **Alma** [redacted] *Contact Email/Ph #:* [redacted]

Comment: **Hello and thank you for reading my input. I ride the OATS bus and sometimes scheduling is difficult because there are so many riders in Springfield. My ride is never on time causing me to be late for my medical appointments. Some doctors will forfeit the appointment if the patient is late. Also, I think the OATS' Drivers are overworked. They deal with a lot of disabled riders who need help boarding the bus and help getting off of the bus. I think a helper riding along would save time and wear and tear on the Driver. I am never asked to pay for my ride but I am happy to do so. My daughter, who is disabled, rides with me and we are both willing to pay. These funds could be used to enhance the program. Presently, I think it is difficult for the Driver to collect and account for fees. They are just too busy. A Helper could take care of fees. Thank you for allowing my input.**

Respectfully yours,

Alma [redacted]
[redacted]
[redacted]
[redacted]

OTO Response: **Thank you for this information. Public input is vital to the planning process. OATS is a partner agency we work with for vehicle funding opportunities. We are not directly involved in the scheduling or rider fees. We will forward this message to OATS. They have dealt with driver shortages in the recent past, but I do not know if that is still an issue. Thank you again for this input. We appreciate hearing from the public.**

PUBLIC COMMENT

Area of concern: **Cox Road / W Vincent / S Warren**

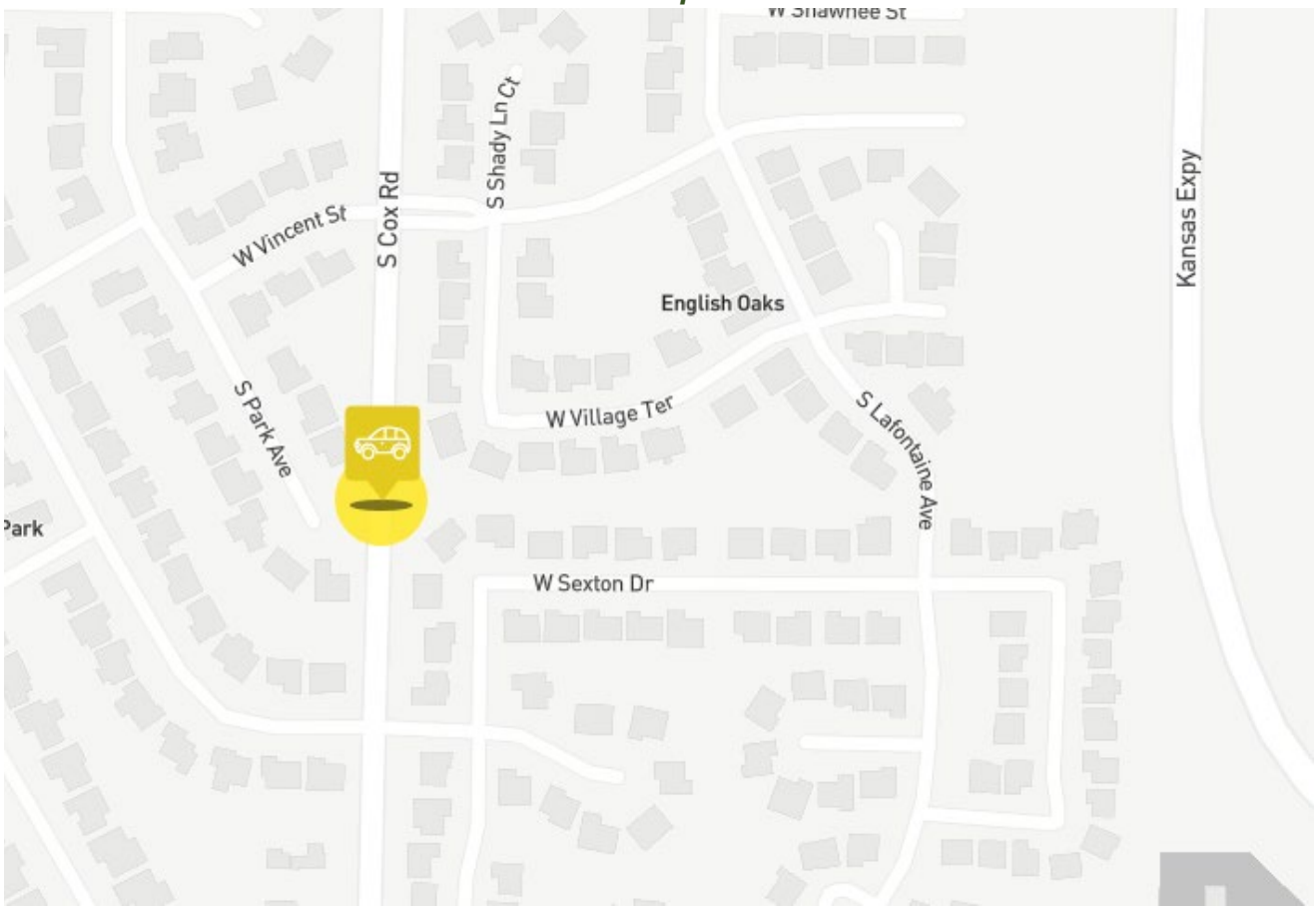
City/County of concern: **Greene County/Springfield**

Date received: **04/13/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **D** [redacted] *Contact Email/Ph #:* **N/A**

Comment: **Construct a raised median island on S Cox Road from W Vincent to S Warren. Not only will it create a traffic calming effect and slow down the speeding vehicles, it will prevent bad drivers from using the center turn lane as a dangerous passing lane. No driveways are in this area so there will be no impact on the resident.**

Map



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

PUBLIC COMMENT

Area of concern: **Scenic from Grand to Sunshine**

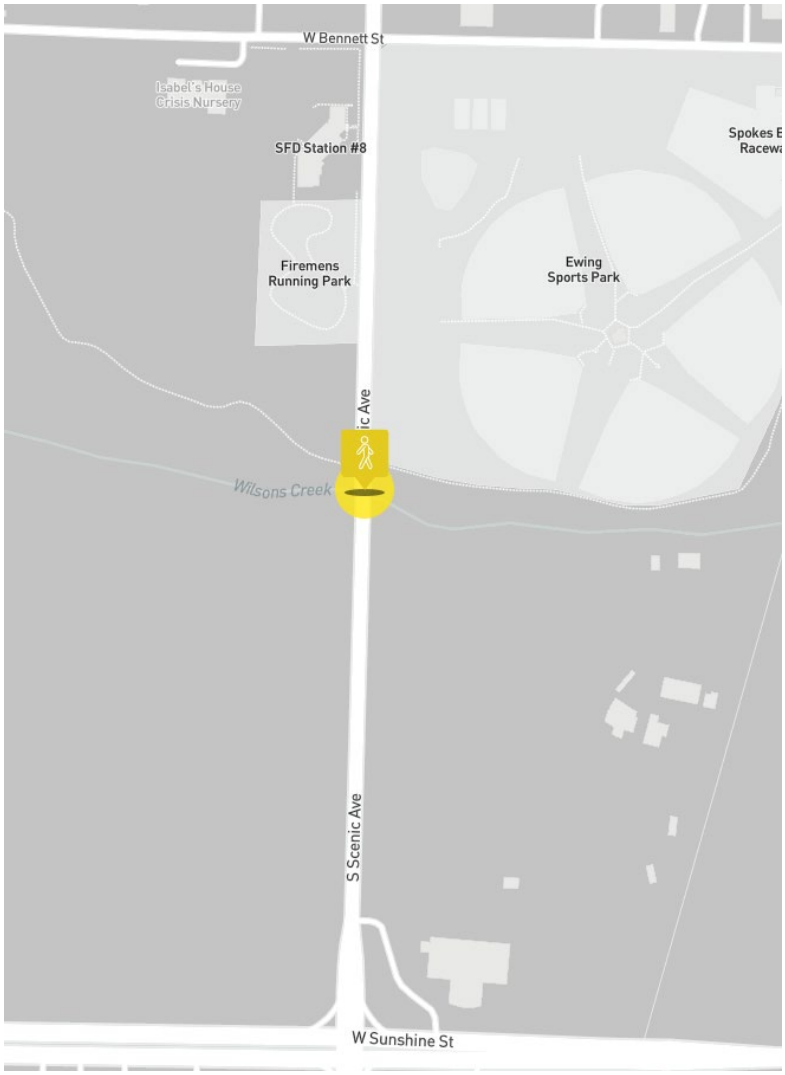
City/County of concern: **Greene County/Springfield**

Date received: **04/13/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Mandi** *Contact Email/Ph #:* **N/A**

Comment: **This bridge is very narrow and highly trafficked by cars, bicycles, and pedestrians. The bridge needs to be widened and sidewalks need to be added the entire length of scenic between Grand and Sunshine.**

Map



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

PUBLIC COMMENT

Area of concern: **Lyon & El Camino Alto Drive**

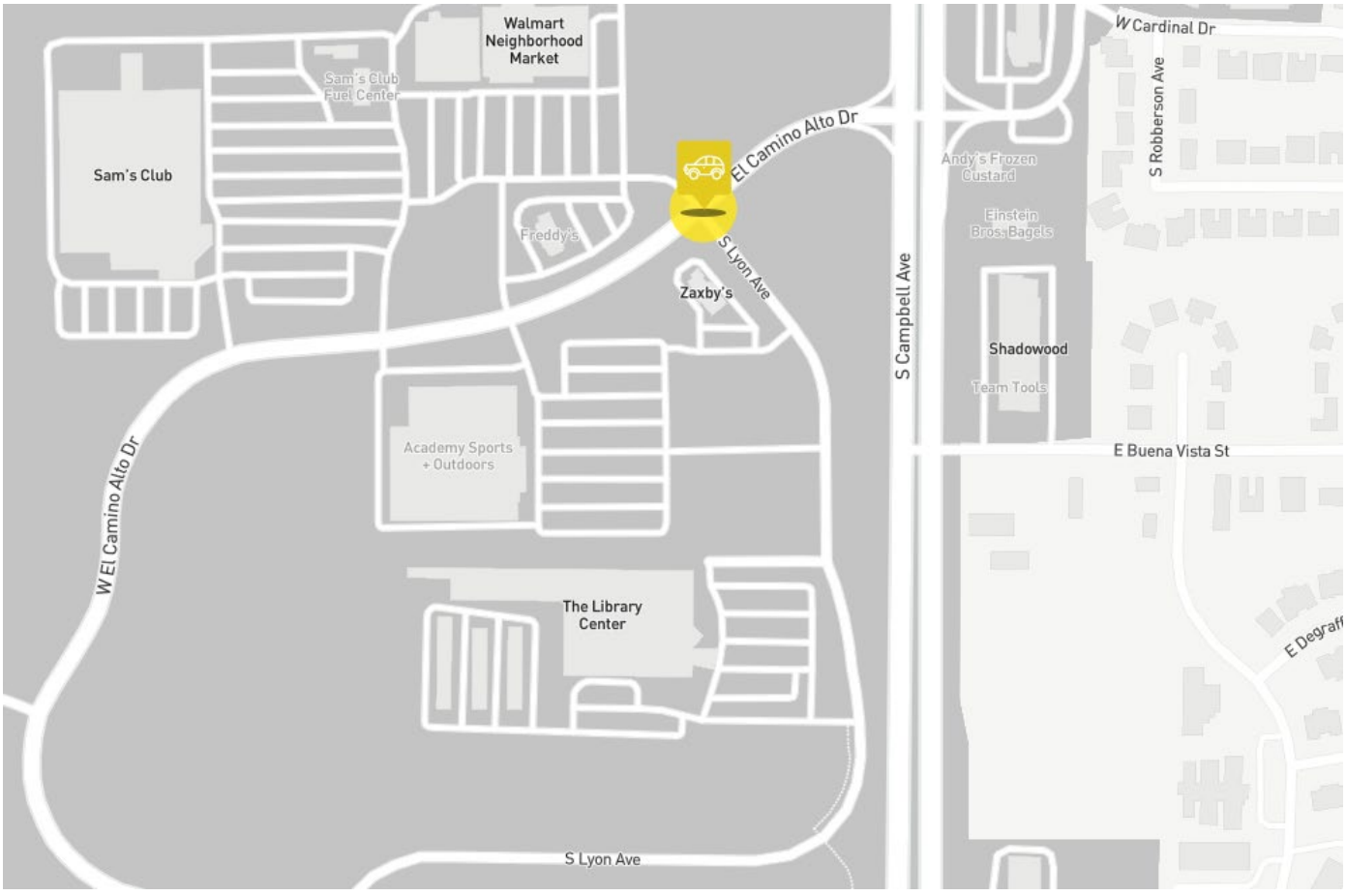
City/County of concern: **Springfield/Greene County**

Date received: **04/13/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Mandi** *Contact Email/Ph #:* **N/A**

Comment: **This area of road is a constant bottleneck. Traffic stopped at the light blocks vehicles trying to enter and exit Lyon Avenue.**

Map



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

PUBLIC COMMENT

Area of concern: **US 160 / Campbell**

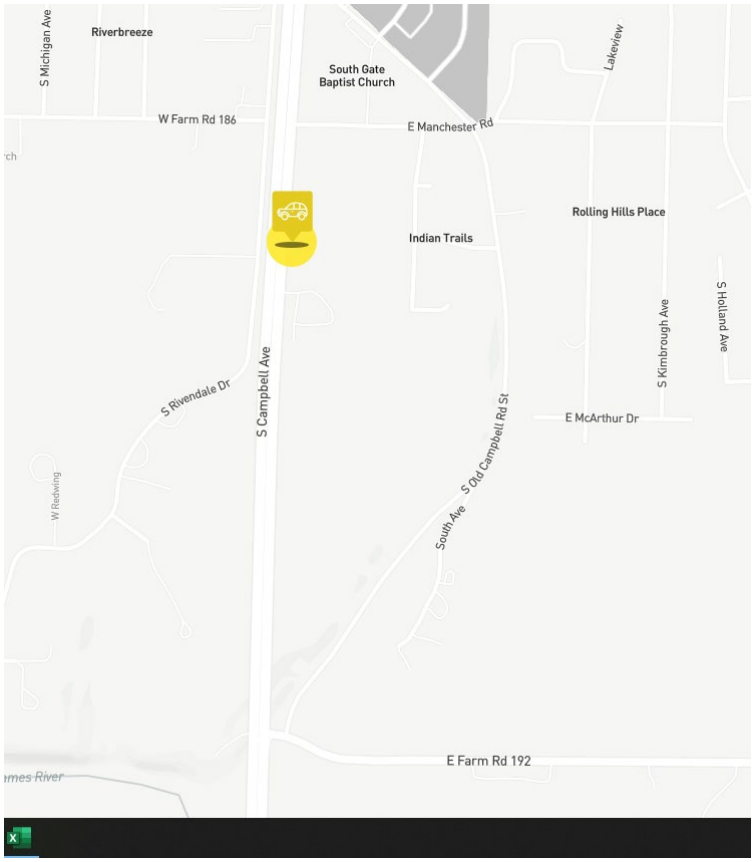
City/County of concern: **Greene County**

Date received: **04/15/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Not provided** *Contact Email/Ph #:* **N/A**

Comment: **The terminating left lane southbound on US 160 is a terrible idea. It causes a lot of dangerous driving behavior, speeding, C and I driving, etc. Every time I drive through there I witness a near accident. The left lane is the is now for anyone who has enough horsepower to pass other cars, the center lane is where you go to get cut off, and the right lane is where you go in hopes of avoiding the pending crashes.**

Map



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

PUBLIC COMMENT

Area of concern: **Fremont & Jackson**

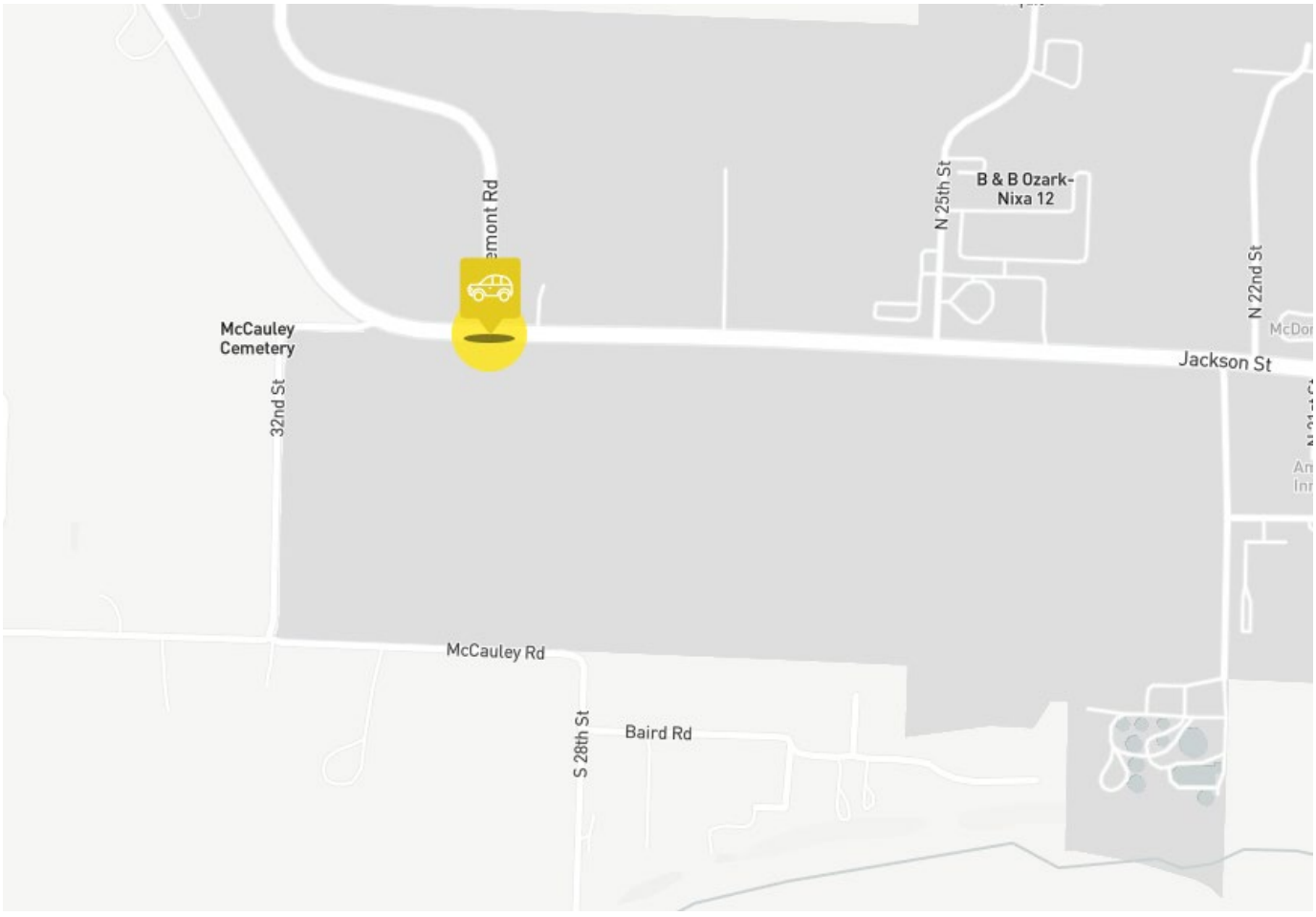
City/County of concern: **Ozark/Greene County**

Date received: **04/15/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Anonymous** *Contact Email/Ph #:* **N/A**

Comment: **Even with improvements, this intersection is still difficult to turn left from Fremont during busy times of day. Cars coming from the west tend to drive in the lefthand lane making it difficult to pull into traffic.**

Map



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

PUBLIC COMMENT

Area of concern: **OATS**

City/County of concern: **N/A**

Date received: **04/15/2024** *Received through:* **Comment Email**

Contact Name: **Emily** [redacted] *Contact Email/Ph #:* [redacted]

Comment:

There is a huge need for OATs transportation for individuals with disabilities. Navigating the city bus system can be overwhelming and unsafe for this population so having OATs available is very important.

Emily [redacted]
Director of Community Connections & Employment Solutions
The Arc of the Ozarks
[redacted]

OTO Response:

Thank you for this information. Public input is vital to the planning process. OATS is essential to the transportation network. Currently, OTO works with OATS for vehicle funding opportunities. This information will be shared with our Technical Planning Committee and Board of Directors and forwarded to OATS. Thank you again for your input!

Have a wonderful day!

PUBLIC COMMENT

Area of concern: **Daytime Population Due to Commuters**

City/County of concern: **N/A**

Date received: **04/16/2024** *Received through:* **Comment Email**

Contact Name: **Raylene** [redacted]
Contact Email/Ph #: [redacted]

Comment:
Would you happen to have information about how Springfield's population increases during the day due to commuters? As a commercial property appraisal company, we include facts about the region and Springfield in our reports, and the daytime population of Springfield is one of those facts we've had in the past. Sadly, we're now having a hard time finding a source that includes the dwelling or regular population of Springfield, the daytime population due to commuters, AND the year/time frame those population numbers come from. SpringfieldRegion.com has a daytime population statement but does not cite the year/date for the numbers quoted., and I'm pretty sure it's old because the current population estimate from the US Census Bureau is clearly higher.
Will greatly appreciate any help you can provide regarding this topic!

Thank you, Raylene [redacted]

OTO Response:
Our GIS Analyst stated that the 2023 total daytime population for Springfield was 257,561 per ESRI Business Analyst Demographics. I hope this information helps.

Have a wonderful week!

PUBLIC COMMENT

Area of concern: **Wilson's Creek Boulevard Trail**

City/County of concern: **Republic/Greene County**

Date received: **04/20/2024** *Received through:* **Comment Email**

Contact Name: **Steve** [redacted] *Contact Email/Ph #:* [redacted]

Comment:

Hello, my name is Steve [redacted]**, and I am a writer working with the Greene County Commonwealth, a weekly publication that circulates in Republic, Willard and Ash Grove. My editor has asked me to write an article about the Wilson's Creek Boulevard Trail, and below are some questions I was hoping you could help me with:**

1. **Why is the OTO building the Wilson's Creek Boulevard Trail?**
2. **When did construction on the trail begin, and when is it expected to be completed?**
3. **For how many miles will the trail extend? What are its beginning and ending points?**
4. **Do you have a graphic of what the trail will look like when completed?**
5. **How will the trail be able to be used when completed? What vehicles will be allowed on it (i.e bikes, roller skates, etc.)?**
6. **How much will the trail cost when completed?**
7. **Who is the general contractor on the trail's construction?**
8. **Is there anything else you would like to mention?**

Thank you very much,
Steve [redacted]

PUBLIC COMMENT

Area of concern: **West Bypass at James River Freeway**

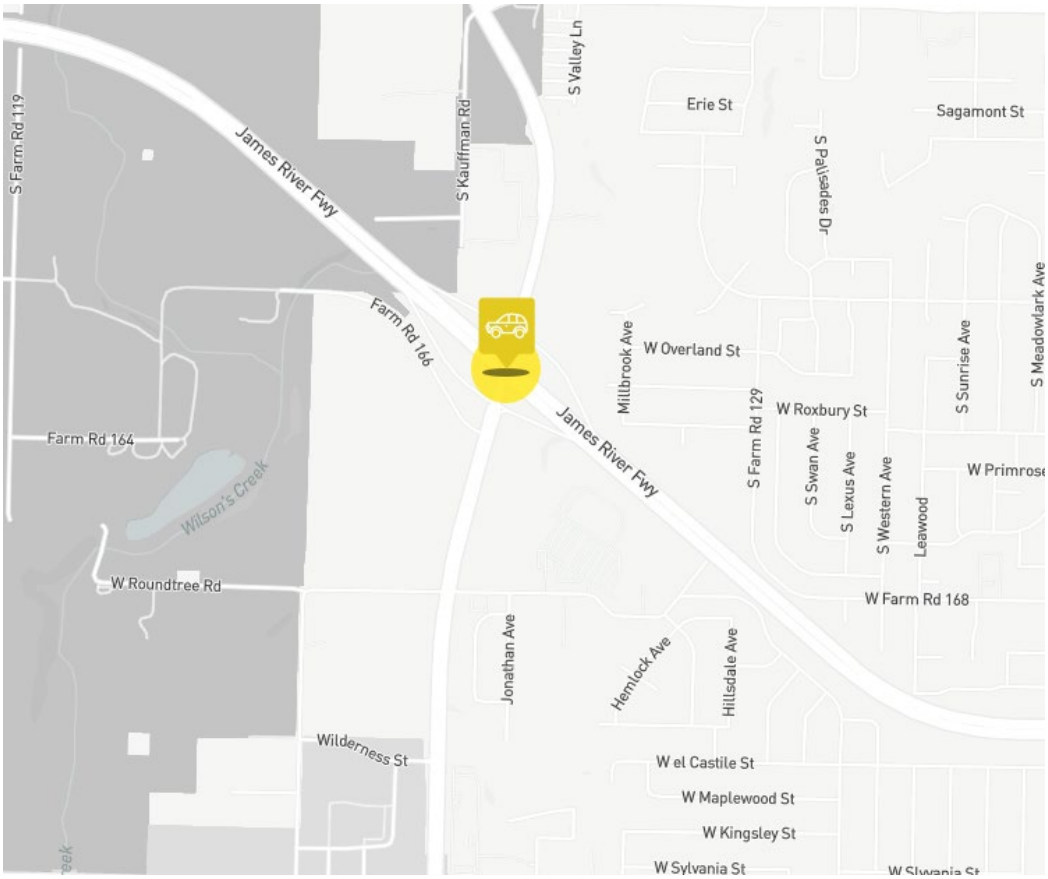
City/County of concern: **Springfield/Greene County**

Date received: **04/21/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Matt** *Contact Email/Ph #:* **N/A**

Comment: **The striping on the West Bypass overpass over James River Freeway is awful. They never redid it after they did the bridge maintenance/surface treatment. Particulary bad for the center turn lanes. It's tough to see even during the day and good weather. And it's been like this for over a year now. Can MODOT just restripe it?????**

Map



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

PUBLIC COMMENT

Area of concern: **Sunshine and Haseltine Road**

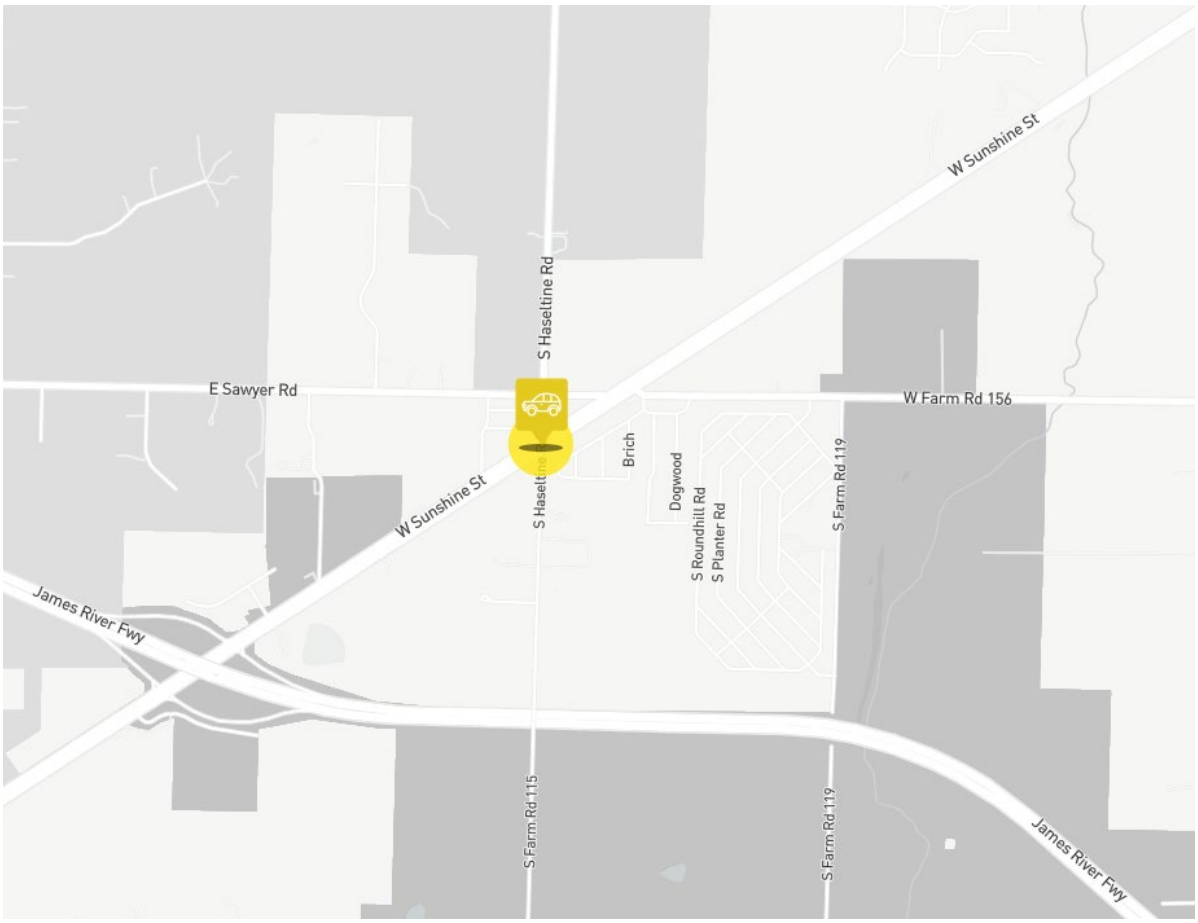
City/County of concern: **Springfield/Greene County**

Date received: **04/21/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Matt** *Contact Email/Ph #:* **N/A**

Comment: **There really needs to be a streetlight to make it more visible at night where the north side of Hastletine/115 intersects with Sunshine. It's really tough making the left turn from WB Sunsine to NB 115 at night, you can't even see where the road is it's so dark.**

Map



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

PUBLIC COMMENT

Area of concern: **Farm Road 129 from Sunshine to University**

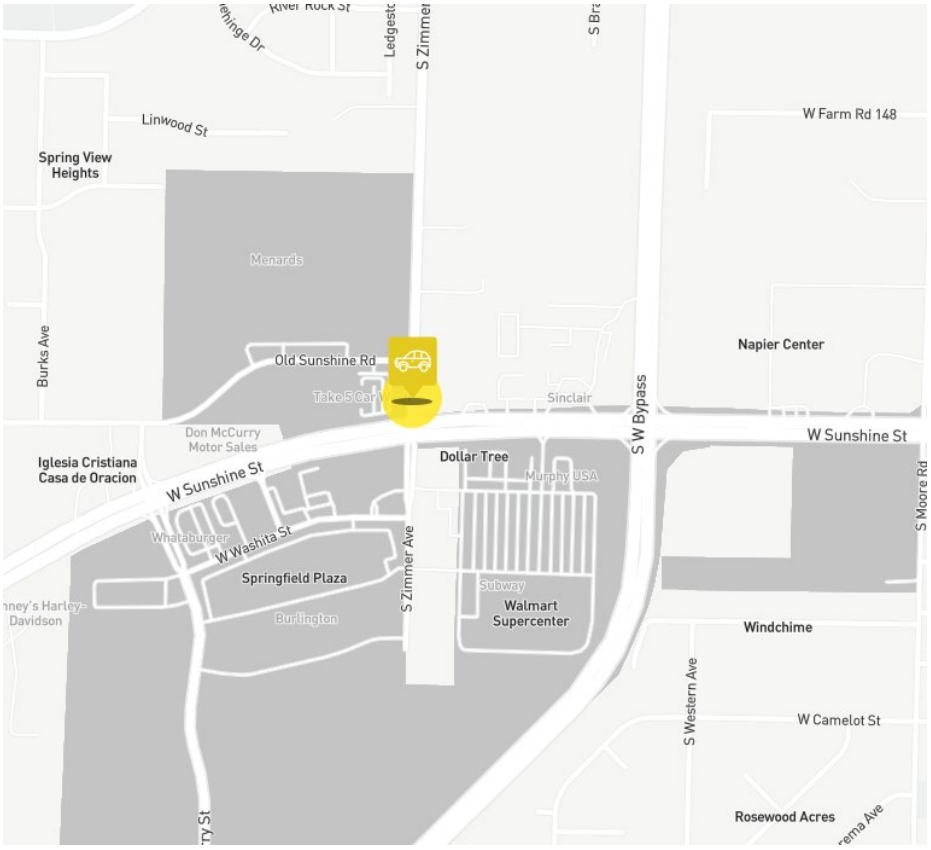
City/County of concern: **Springfield/Greene County**

Date received: **04/21/2024** *Received through:* **Map-A-Concern (OTO website)**

Contact Name: **Matt** *Contact Email/Ph #:* **N/A**

Comment: **The stretch of FR 129 rom the intersection with Sunshine north to the intersection with University needs to be restriped. It doesn't help that the NB thru lane on FR 129 doesn't line up even remotely close going from south to north across the intersection. Some org (county?) tried to do some striping in spring, but they did a very poor job. Also, the timing of the green light going north on 129 thru the intersection is very short compared to other comparable interesections.**

Map



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

OTO Response:

Thank you for reaching out.

1. The OTO has a goal of connecting the region through trails and to build 45 additional miles of trail by 2045. The Coronavirus Response and Relief Supplemental Appropriations Act provided funds to the region that needed to be used quickly and trails were a perfect fit. The OTO Board chose to fund three trail projects with the funds, one was the Wilson's Creek Boulevard Trail. Ozark Greenways agreed to provide local match funding to the project. The Wilson's Creek Boulevard Trail is along Route ZZ, a facility owned by MoDOT and the roundabout at the entrance the Wilson's Creek National Battlefield on ZZ was already planned and funded. MoDOT agreed to oversee the trail construction along with roundabout project. Mr. Brad Gripka is serving as the project manager for MoDOT, and we are thrilled for his help. The City of Republic has agreed to maintain the trail once completed.

2. Construction began in November 2023, and we are hopeful will be completed by the end of June.

3. The trail will begin at the entrance to the Wilson's Creek National Battlefield and continue to the intersection of Route M and will be about 1.5 miles in length.

4. We do not have a graphic, but it will be 10 feet wide and made of concrete. I could have a map made if you're interested.

5. The trail is available for walking, running, and bicycling. We only prohibit motorized vehicles.

6. The trail will cost approximately $1.4 million.

7. Radmacher Brothers is the general contractor.

8. The Wilson's Creek Boulevard Trail is an extraordinary story of collaboration. The Ozarks Transportation Organization, Ozark Greenways, City of Republic, Wilson's Creek National Battlefield, Republic School District, and MODOT have all played a part in the success. All of the partners agreed to provide funding and donate property or services to make this trail a reality. Eventually, we hope to connect The City of Republic to Springfield via the Wilson's Creek Greenway trail. The Region's vision is to connect historical sites, schools, parks, neighborhoods, and businesses.

Let us know if you have any more questions.

PUBLIC COMMENT

Area of concern: **Pedestrian Safety**

City/County of concern: **OTO MPO Area**

Date received: **05/09/2024**

Received through: **Facebook**

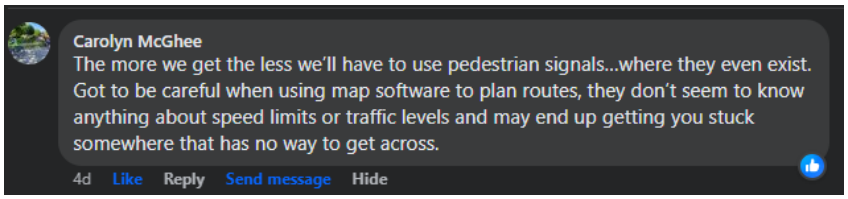
Contact Name: **Carolyn McGhee**

Contact Email/Ph #: **not available**

OTO's Original Posting



Facebook Comments



TAB 13

ST. LOUIS POST-DISPATCH

ALERT

State threatens to take back St. Louis-area road money if local governments don't spend faster

Jacob Barker

Mar 26, 2024



Workers Lester Shears, from left, Mike Schneider and Frank Williams fill potholes Tuesday, Jan. 14, 2014, on northbound Interstate 55 near 3200 South Broadway in St. Louis.

Post-Dispatch photo

ST. LOUIS — The Missouri Department of Transportation is threatening to claw back federal funding earmarked for local governments unless they can spend the money faster, a change in policy that has blindsided area transportation planners and could derail some regional road projects.

The threat has riled the East-West Gateway Council of Governments, which administers about $90 million annually in federal money that passes through MoDOT for local road projects on the Missouri side of the St. Louis metro area.

“(East-West Gateway) staff is extremely disappointed and displeased with this change in policy,” the council said in a memo to its board of directors last month, a departure from the dry language it normally uses to discuss regional infrastructure planning and federal and state grants.

Jim Wild, the council’s executive director, acknowledged a backlog among local government projects reliant on the federal grant money. But he said much of the issue stems from delays caused by the pandemic, such as staffing shortages and accessing the courts to acquire right-of-way. Plus, he said, rapid inflation drove up project budgets and forced local governments to find other local funding matches to make up the difference.

MoDOT's concern is over unobligated federal transportation money that in 2022 reached $83 million awaiting use for local projects. That money is earmarked for specific local government projects, but local governments need to complete certain steps before the feds sign off on its use, such as engineering work, construction plans and right-of-way acquisition.



Patrick McKenna was named as the director of the Missouri Department of Transportation on Thursday, Nov. 5, 2015.

MoDOT has for several years raised concerns about the growing unobligated balance. But the council worked with the state transportation department and local governments to reduce it to $64 million last year.

As recently as November, MoDOT Director Patrick McKenna thanked regional transportation planning organizations such as the council and its counterparts in Kansas City and Springfield for their efforts to reduce the balances, according to a council memo.

Then, in January, McKenna changed the policy, setting a 120% spending goal for regional transportation groups and implementing a clawback if the regions obligate less than 110% of their annual allocation to local projects, according to the council. Anything under 110%, or $99 million for the St. Louis region, would be taken back by MoDOT and used for state road projects.

“It just kind of surprised everyone,” Wild said.

For MoDOT, it’s a matter of maximizing federal funding for the state. The backlogs at the local level can ding Missouri when it applies for federal funding and could potentially mean fewer federal dollars overall coming to Missouri. That could happen at the same time Missouri is ramping up **a massive, $2.8 billion rebuild and lane expansion on Interstate 70 between St. Louis and Kansas City** that it will need federal dollars to help with funding.

The backlogs are an issue across the country, and some state transportation departments are more flexible than others, Wild said. The Illinois Department of Transportation has worked with East-West Gateway and been more lenient given the issues faced by locals, Wild said.

“They’re more concerned about their program, and I get it, but I don’t agree with it,” Wild said of MoDOT. “We’re trying to look out for our municipalities and our counties and our region that are supposed to get the money.”

While the region scrambles to try and get projects back on track, more money is coming in through the federal grant programs because of increases in funding through the federal Infrastructure Investment and Jobs Act of 2021. The $90 million allocated to regional Missouri projects is up about $20 million because of the extra federal funding.

“We’re trying to spend 25% more money than what we were,” Wild said.

In a statement, McKenna, the MoDOT director, said the extra money from the infrastructure bill has made it harder for some local governments to meet funding deadlines. He said MoDOT has hosted workshops and its staff are trying to help local governments work through federal approvals more quickly.

“Together we are trying to find ways to streamline processes, including steps needed to reach federal requirements and deadlines,” McKenna said in the statement. “We want to help our local government partners maximize the federal transportation funds available to them and not lose funds if annual obligations aren’t met.”

But for local governments, even the loss of a few million dollars can blow a hole in the budget of a road project that has been in development for years.

St. Louis County gets about $20 million a year from East-West Gateway’s $90 million annual allocation and typically matches about 40% of that with local funds, said Joe Kulessa, acting deputy director of the county’s transportation and public works department.



East-West Gateway Executive Director Jim Wild listens during a regional crime summit hosted by East-West Gateway Council of Governments on Wednesday, May 17, 2023, at the Eric P. Newman Education Center in St. Louis. Photo by Christine Tannous, **ctannous@post-dispatch.com**

There’s never enough money for all the needs St. Louis County has — “If you gave me a billion dollars, I could spend it,” Kulessa said — and all sorts of issues have slowed pre-construction work on county road projects. The county has tried to speed things up, hiring more outside consultants to complete the work faster. But even they are understaffed, he said.

“When MoDOT just says, from our perspective, overnight, ‘Yeah we know we've let you do this for years, but

we're not going to do it anymore,' it's that change management piece that came as a surprise," Kulessa said. "And given the environment that we're in puts us in an even worse place."

Even with the change in policy, Wild said he expects the region to hit the 120% goal and is not at risk of losing any money this year by allocating less than $99 million. The East-West Gateway is telling local governments in the region to move up any projects they have and not ask for any extensions in order to reduce the backlog. But an unexpected problem can always come up and cause a delay, Wild said.

"I think we're in a good place," he said. "It's just when they don't communicate these changes and they just drop them on us after the fact, or arbitrarily, it really makes it tough for us to get our job done or get the project done."

https://www.komu.com/news/midmissourinews/modot-aims-to-begin-i-70-expansion-construction-after-july-4/article_52819ade-080f-11ef-b9b4-0b2174dab4f3.html

MoDOT aims to begin I-70 expansion construction after July 4

Leonardo Quevedo, KOMU 8 Reporter
May 1, 2024

Construction on a third lane in both directions of Interstate 70 could start following the Fourth of July holiday, the Missouri Department of Transportation (MoDOT) said Wednesday.

MoDOT held an open house meeting at Boone Electric Cooperative to showcase the department's Improve I-70 Project. Maps of the planned construction were on display as representatives for the project answered questions from attending residents.

The department will start with the stretch between Columbia and Kingdom City, along with improvements to interchanges with U.S. 54 and U.S. 63.



Proposed changes for 70/63 interchange



Proposed changes for 70/54 interchange

On Tuesday night, westbound I-70 past the Rocheport Bridge was closed for several hours following a tractor-trailer fire. Jeff Gander, the project director for the Columbia to Kingdom City portion, said the additional lanes would help alleviate congestion and provide "corridor reliability."

"Any time we have a wreck on I-70, a lot of times it closes both lanes in that direction," Gander said. "With a third lane, that's just going to give us that much more space."

The $405 million improvements would be the first of several projects on I-70 in Missouri, which will ultimately add additional lanes and interchange improvements spanning from Blue Springs to Wentzville.

According to current plans, construction would break ground sometime following the Fourth of July and be completed in 2027.

MoDOT will hold another open house in Kingdom City at 4 p.m. Thursday.

Leonardo Quevedo

MISSOURI **INDEPENDENT**
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LEGISLATURE

Friday budget deadline tests Republican factional fractures in Missouri Senate

A resumption of the internal GOP warfare that led to a 41-hour filibuster last week could, for the first time since 1997, force lawmakers to complete appropriations in a special session.

BY: **RUDI KELLER** - MAY 6, 2024 5:55 AM



Sen. Bill Eigel (right) inquires of Majority Leader Cindy O'Laughlin about the time to review bills and substitutes on the Senate floor. She accused him of hogging floor time in his latest inquiry (Annelise Hanshaw/Missouri Independent).

The end of a 41-hour filibuster early Thursday was a cease-fire in the Missouri Senate's Republican civil war, not a peace settlement.

But the only place it applies is in the chamber itself.

Outside, on social media and conservative talk radio, the barrage continues.

The Missouri Freedom Caucus surrendered the floor under threat of being forced to do so with a motion to shut off debate, Senate

Majority Leader Cindy O'Laughlin wrote Friday in a social media post.

The motion, known as the previous question, requires the signatures of 10 members of the 34-member Senate and its use to end a filibuster is seen as a last-resort option by Senate leadership.

Using it to close down members of the minority party is rare. Using it on members of the majority party is considered beyond the pale.

But that is where they were at 3 a.m. Thursday, O'Laughlin wrote. The motion not only had the signatures of the necessary 10, but "every member" of the Senate had signed, she wrote.

"The filibustering Freedom Caucus members were told we had it and if they didn't sit down we'd use it," O'Laughlin wrote. "They sat down."

State Sen. Bill Eigel told a different story Thursday morning on a Kansas City radio station. Eigel is seeking the Republican nomination for governor.

In his version, the end came when there were 18 other Republicans willing to vote in favor of changing the majority requirements to pass constitutional amendments.

At that point, the bill renewing medical provider taxes necessary to finance the state Medicaid program received first-round approval.

"We allowed as a measure of goodwill for that to take a step forward towards completion," Eigel said on the Pete Mundo show on KCMO Radio.

The bill needs a final roll call vote to send it to the House and Freedom Caucus members are ready to renew their filibuster, Eigel said.

"The commitments better be kept as we go into next week or we're going to end up right back where we were this week," Eigel said.

State Sen. Mike Cierpiot, a Lee's Summit Republican, followed Eigel on the Mundo program and said he was lying. The Freedom Caucus caved under threat of being shut down, he said.

It took 41 hours, he said, because so many Republicans were reluctant to use the previous question motion. Finally, he said, 18

Republicans of the 24 in the chamber had put their names on the motion.

Cierpiot and Eigel have a bitter enmity, and at one point in the 2022 session had to be physically separated as they made selections from buffet-style meal being served during a Senate break.

"I would sign that against Bill Eigel any time, any day, because he does this silliness all the time," Cierpiot told Mundo.

Crunch time

The next two weeks as the legislative session comes to a close are the busiest of the year. The budget – 17 separate spending bills including one to provide money for programs short of funds to finish the year – must be finished by Friday.

All legislative work must cease on May 17.

As majority leader, O'Laughlin is essentially the Senate traffic cop, giving members the green light to bring their bill up for debate. Her plan when the chamber convened last Tuesday was to give Republican state Sen. Lincoln Hough of Springfield, chair of the Senate Appropriations Committee, the floor to first get the provider tax bill through, then lead debate on the budget bills.

The Freedom Caucus came to the floor demanding that the Senate debate a proposal changing the majority requirements for passing constitutional amendments.

An agenda change seemed designed to trigger a filibuster by Democrats. The measure has already been through the Senate once and Democrats held the floor for 21 hours to force removal of provisions that the House reinserted before returning it.

In her Friday post, O'Laughlin said she wanted the budget finished before beginning an extended debate on initiative petition legislation.

"If you take away the political theater you understand the budget has to go first," O'Laughlin wrote. "This week, the 'Freedom Caucus' burned up virtually the entire week with a filibuster. They denounced other senators (myself included), read from the Bible and basically lectured anyone who would listen on the 'emergency' we have and how they should be the ones determining the schedule."

The spur behind changing the majority requirements for constitutional amendments is the prospect of an abortion rights proposal on the November ballot.

Supporters of abortion rights on Friday delivered 380,000 signatures on an initiative petition to enshrine reproductive rights in the Missouri Constitution. If there are enough valid signatures in six of the state's eight congressional districts, it will go on a ballot later this year.

Republicans want to put the changes to majority requirements – raising the threshold to require a majority vote in five congressional districts in addition to a statewide majority – on the August ballot. That could put the higher bar in place for the November election.

Every Republican in the Senate supports the changes to majority requirements, O'Laughlin wrote.

"Basically it gave more weight to rural votes," O'Laughlin wrote, "and requires not only a 50 + 1 % vote to win an issue but also a majority in five of eight congressional districts."

The week that includes the budget deadline is a time of maximum leverage. Passing a budget is the only work that lawmakers must complete in any given year and only once, in 1997, have lawmakers missed the deadline on any spending bills and returned to complete appropriations work in a special session.

In an interview early Thursday, Hough said he has been working to reduce the steps necessary to pass a budget this year to help meet the deadline. He's preparing Senate substitutes for the committee-passed bills, written after consultations with House Budget Committee Chairman Cody Smith, leadership in both chambers and Democrats.

Last week, Smith said agreement on final budget provisions was needed by Wednesday to provide enough time for staff work and the workings of House rules. Sending the House revisions that are acceptable would eliminate days of work.

"It is not the norm, but nothing in this environment is the norm," Hough said.

Cracked caucus



Republican Sens. Jill Carter of Granby, Bill Eigel of Weldon Spring and Denny Hoskins of Warrensburg speak at a rally March 20,2023, in the Missouri Capitol (Annelise Hanshaw/Missouri Independent).

When the Missouri Freedom Caucus formed late last year, it counted six Republican Senators among its members – Eigel and Sens. Rick Brattin, Jill Carter, Denny Hoskins, Andrew Koenig and Nick Schroer.

But last week, Carter refused to participate in the filibuster, refused to speak to Eigel on the Senate floor and renounced her membership soon after the filibuster ended.

"While I remain loyal to the same conservative principles and the advancement of legislation that benefits our state and my constituents, I can no longer, in good conscience, be part of behaviors, and actions behind the scenes that defames grassroots, and violates the needs of my constituents," Carter wrote on social media.

Carter did not return calls seeking comment on her decision.

In a response to a Facebook comment, Carter said she would not discuss why she acted.

"I did what I did because it was best for me and my conscience, and how I represent my district, that's what I want people to know," Carter said. "If I need to say more in time I will, but I am not in the habit of bashing on social media platforms just to keep up with the vitriol."

Eigel and the Freedom Caucus, however, engaged in no such restraint.

After her refusal to speak to Eigel on the floor, he accused her of betraying the group, failing to keep a promise and selling out.

"It seems like so often, when, when individuals get down to this chamber, something happens," Eigel said. "They lose that desire to fight for the things that they said they were gonna fight for in campaign season. You don't often get to see the moment when it happens for a legislator."

A statement posted to the Missouri Freedom Caucus social media accounts said Carter's loyalty to the group was under suspicion before the public break because she had voted against caucus priorities previously.

"It is easy to lose your way and be overwhelmed by the Jefferson City swamp and the Missouri Uniparty," the statement reads.

And Eigel on Friday said on social media that Carter would "remain in his prayers" to regain her bearings.

"Nobody wins when commitments are broken so publicly on (the) Senate floor, and many of the folks celebrating this fracture don't share Jill's belief set to begin with," Eigel wrote.

Carter's break is akin to O'Laughlin's withdrawal from a group, with several of the same senators, that called itself the conservative caucus. Like Carter, she was the only female member.

And then, as now, the most aggressive member of the caucus was Eigel.

In January, speaking to editors and publishers visiting the Capitol with the Missouri Press Association, O'Laughlin said she was ready to vote to expel Eigel from the Senate.

She also told them why she quit the conservative caucus.

"I felt like the conservative caucus was really all about Sen. Eigel," she said. "He wanted to make all the decisions and I didn't agree with the decisions and after being in there awhile, we start filibustering our own bill and I thought 'something is not working here.'"

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RUDI KELLER

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MORE FROM AUTHOR

Could I-44 be six lanes soon? Budget proposal includes funds for much-needed improvements



Marta Mieze
Springfield News-Leader

Published 5:18 p.m. CT March 19, 2024

Improvements to Interstate 44 in Springfield and the surrounding area have been a hope for locals and frequent visitors alike throughout the years. Year after year, state budgets have failed to allocate funds to the major highway but this year could finally be the year that brings new life — and six lanes — to I-44 in Springfield, Rolla and Joplin.

Last week, House Budget Chairman Cody Smith introduced the proposed budget plan for the next fiscal year. The roughly $50 billion plan includes $727.5 million designated for I-44 expansion. The project would widen the entire portion of the interstate through Springfield to six lanes, with funding to rebuild pavement, replace bridges and improve the interchange at Kansas Expressway. The goal is to alleviate congestion and improve the safety of the roadway both for drivers and for emergency responders.

Tuesday morning, Smith and other representatives held a news conference to expand on the plans. Patrick McKenna, director of Missouri Department of Transportation, said the highway has fallen behind with ongoing maintenance.

"We've had about 30 years of deferred maintenance," he said. "Much of our infrastructure, we've kind of rested on our laurels from our parents and our grandparents and what they had built, and now's the time."

When spending so much public money, McKenna said the spending needs to be justified. With demand in Springfield rising, where the city is growing, attracting more businesses and becoming a hub for trucking companies, that justification is there in order to ensure infrastructure can support that growth.

What to expect from I-44 expansion in Springfield

Of the total $727.5 million, about $165 million is slated for improvements in Springfield. The rest is split between similar improvements and widening in Joplin and Rolla.

Springfield News-Leader

interchange with Interstate 49.

More: Missouri House budget chairman trims $2 billion from governor's proposed spending plan

"So really the areas most in need in the I-44 corridor will be addressed with this plan, and that will help alleviate greatly the traffic congestion and the safety issues that we see up and down I-44 now," Smith said.

This proposed plan would expand on some projects already funded in Springfield. The current budget year's Statewide Transportation Improvement Program included $114 million going toward the I-44 widening project from Kansas Expressway to State Highway 65, as well as an environmental study for a six-lane widening and improvement plan for the entire interstate.

Because of this study, McKenna said, if the proposed funds receive final approval later this year, the project would be further ahead to be able to get started with improvements. With the other widening projects already in the works, he said, these efforts would be merged to limit any inconvenience on drivers.

Earmarking funds for I-44 improvements mirrors last year's $2.8 billion appropriation to widen Interstate 70 from Blue Springs to Wentzville. With the I-70 project in the works, the expected funding has come in under budget, which Smith said can be reinvested into I-44. McKenna noted that the work on I-70 has made swift progress, with the first contract awarded within six months, something that usually takes two to three years.

More: Parson touts strong Missouri economy in summer State of the State address

Future of the budget plan

A one-day debate at the House Budget Committee on the proposal is scheduled for Monday. The overall budget must be completed by May 10. Smith's proposed budget cut $2 billion from the proposal Gov. Mike Parson made in January. Despite these cuts, the reconstruction of I-44 was a new addition.

Springfield News-Leader

putting money toward I-44.

"I feel good about those chances," he said.

Marta Mieze covers local government at the News-Leader. Have feedback, tips or story ideas? Contact her at mmieze@news-leader.com.

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TRANSPORTATION

What's the Right Way to Fund Struggling Transit Systems?

They'll need a lot more federal help to stay afloat.

OPINION | May 2, 2024 • **Donald F. Kettl**



Getting ready to board in Grand Rapids, Mich. (David Kidd/Governing)

Anthony Foxx, the former U.S. transportation secretary, could not have been more blunt about what COVID-19 has done to urban mass transit. We're facing "the most urgent time, perhaps in the history of transit in America," he said last year. Pandemic aid is running out, most state governments are unwilling to step in to shore up local transit systems and fare revenues have declined. As a result, Foxx said, "we're seeing a cliff in front of us that can devastate transit agencies all

across the country."

The federal government will have to retool its support for local transit. But just how is that going to work? Transportation Secretary Pete Buttigieg says that "we have not yet landed at our new normal … We're not going back to 2019. But I also think today's norm is not where all of this ends."

Not only are we seeing transit struggle to climb out of the hole that COVID-19 dug. We're in the midst of a fundamental debate about whether transit systems need to make a full transition from their traditional status as a quasi-utility, for which government aid supplemented riders' fares, to a public service, where fares are much less important than a much broader collection of social and economic goals.

The feds supply 15 percent of local transit budgets, but most of that is for big capital projects. State and local governments each fund about a quarter of the expenses, with passenger fares and other system income making up the remainder. None of these pieces is holding up in the post-COVID-19 world. Local budgets are under stress and local systems can't count on higher ridership to nibble away at the deficits. That's why Foxx is right about the urgency of the problem. The mass transit strategies we knew before 2020 will simply never return. The feds are likely to be the only answer.

To be fair, transit managers are trying lots of new alternatives. Some system managers are installing Wi-Fi and phone-charging ports on their buses. Others are moving to streetcars that share the road with city traffic. But these steps don't seem to be what people want.

The most satisfied urban transit riders get fast, frequent service. This could mean changing the schedules, because fewer riders are commuting to work at rush hour and more are hopping aboard at midday. It could also mean cutting routes with small ridership and increasing service on high-demand lines. Houston did that and boosted ridership on its bus lines, before COVID-19, without spending any more money.

Some communities are piloting reduced-fare transit ideas that would have been non-starters just a few years ago. Kansas City has made ridership free. Richmond, Va.; Olympia, Wash.; Boston; and Tucson have tested the idea. Los Angeles is debating it, and even New York City, with its sprawling network, has tested free fares on five bus lines.

Looking over the horizon, some planners are suggesting that public transit systems will need to "go beyond station-to-station and serve people door-to-door by embracing shared and on-demand mobility," as one put it. In one Canadian town, the local government subsidized Uber rides. It may have worked too well. The town had to cap the number of rides people could take. But almost 70 percent of those who responded to a city survey said that they were satisfied — or even more than satisfied — with the option. Wilson, N.C., shifted its bus system to on-demand minivans. The system, known as "microtransit," proved hugely popular.

Futurists are looking at autonomous vehicles, smart technology and even flying taxis, but we're going to need to wait a while for those to arrive. In the short run, micromobility, microtransit and more fare-free transit plans offer intriguing options.

But underlying all this is a more important question: Are we heading for an era when mass transit is shifting from a public utility to a public service model? It would mean a shift from the traditional assumption that fares will cover a big chunk of the costs to a system that serves broader social needs, from serving the poor to leveraging economic development. One thing is clear: That would require a larger and more explicit public subsidy. And it would be to a great extent a federal subsidy.

It means a big shift in the whole concept of federal funding, moving beyond grants for capital construction and toward support for operations. And this, no doubt, is at the center of Secretary Buttigieg's concerns as he scratches his head over the future of normal.

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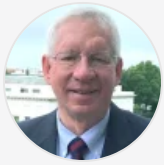

Donald F. Kettl

Donald F. Kettl is professor emeritus and former dean of the University of Maryland School of Public Policy. He is the co-author with William D. Eggers of *Bridgebuilders: How Government Can Transcend Boundaries to Solve Big Problems.*

MORE STORIES BY DONALD F. KETTL

SPECTRUM NEWS

ST. LOUIS > | MAY 6, 2024



The Missouri Department of Transportation says it will phase out its Adopt-A-Highway program in 2026, citing costs, safety concerns and other factors. The program was suspended in 2023. The agency says memorial signs, like this one in Ellisville, Mo on Manchester Road will be given to families. (Spectrum News/Gregg Palermo)

MoDOT ending Adopt-A-Highway program, citing costs, safety concerns

BY GREGG PALERMO | ST. LOUIS
PUBLISHED 8:11 PM CT MAY 01, 2024

ST. LOUIS—A Missouri Department of Transportation program that has allowed the public to adopt a portion of state-managed roads and highways for cleanup will be phased out in 2026.

SPECTRUM NEWS

ST. LOUIS > | MAY 6, 2024

his honor.

It wasn't the first time in the program's 37-year history that it courted controversy. More than two decades ago, the KKK sued after MoDOT denied its application. The U.S. Supreme Court ultimately ruled against the state, citing Freedom of Speech.

ABC News reported in 2001 that the state ultimately kicked the KKK out of the program for not meeting its cleanup responsibilities.

In a presentation to the state highway and transportation commission last month on the decision to end the program, a MoDOT official said across the board for roughly "5,300 adopters" there was on average only a single trash pickup each year, when the agreements call for four.

"I knew that we put a lot of resources towards this program and I knew that we had a lot of adopters that were signing an agreement but not fulfilling their end of the bargain," Chief Safety and Operations Officer Becky Allmeroth told the panel last month.

In addition, the program was underwater financially as it cost MoDOT $1.2 million to run a program that only saves the state $540,000 to pick up trash.

Allmeroth said the hazards that come with the task have changed over the years. She used to be part of a Boy Scout troop's efforts fifteen years ago.

"The biggest hazards we had at the time might be a jug of something nasty that somebody threw out the window or occasionally we'd find an inappropriate magazine on the side of the road," she said noting that later groups found mobile meth labs and a loaded gun. Today, the threat is distracted driving.

"I don't sleep well knowing that we've got Boy Scout troops and different individuals and church groups that are putting themselves in that harm's way as well for our benefit," Allmeroth said.

MoDOT will let current agreements age out in 2026, and will give memorial signs back to families. The public will still have a chance to pitch in as part of organized cleanup events coordinated by the agency.

A pilot program that allows businesses to sponsor highway cleanup work performed by a certified MoDOT vendor will continue, with companies paying between $500-$1,200 per month.