



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JULY 19, 2017
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, July 19, 2017 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/Coltrin)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the May 17, 2017 Meeting Minutes Tab 1
(1 minute/Coltrin)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MAY 17, 2017
MEETING MINUTES**

D. Public Comment Period for All Agenda Items..... Tab 2
(5 minutes/Coltrin)

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

E. Staff Report
(5 minutes/Fields)

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

F. MoDOT Update
(5 minutes/Miller)

An update on any important information from MoDOT will be given.

G. Legislative Reports
(5 minutes/Legislative staff)

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

II. New Business

A. Administrative Modification Number Three to the FY 2017-2020 TIPTab 3 (5 minutes/Longpine)

There is one change included with Administrative Modification Number Three to the FY 2017-2020 Transportation Improvement Program which is included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. Draft FY 2018-2021 Transportation Improvement ProgramTab 4 (15 minutes/Longpine)

The Draft FY 2018-2021 Transportation Improvement Program (TIP) is available in electronic format for member review.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE DRAFT
FY 2018-2021 TIP TO THE BOARD OF DIRECTORS.**

C. Performance Measures ReportTab 5 (5 minutes/Longpine)

Staff will give an overview of the performance of certain measures that are tracked in the OTO area.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. Title VI/ADA Plan UpdateTab 6 (10 minutes/Thomason)

The OTO updates its Title VI/ADA Program every three years. The program outlines policies and practices employed by the OTO to ensure non-discrimination in its planning activities. This update included a stronger focus on ADA accessibility. Additions have also been made to comply with FHWA requirements, in addition to FTA requirements.

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

E. Limited English Proficiency Plan UpdateTab 7 (5 minutes/Thomason)

The OTO updates its Limited English Proficiency Plan (LEPP) every three years in conjunction with its Title VI program. LEPP provides an opportunity to systematically identify limited-English proficient populations in the region and identify best practices for engaging and involving these individuals in the transportation planning process.

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

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member InformationTab 8

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, September 20, 2017 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Ray Weter, Presiding Commissioner Christian County
Ken McClure, City of Springfield Mayor
Senator McCaskill's Office
Senator Blunt's Office
Jeremy Pruett, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

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

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

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

TAB 1

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
May 17, 2017**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

Mr. Rick Artman, Greene County	Mr. David O'Connor, City of Willard (a)
Mr. David Brock, City of Republic	Mr. Jeff Roussell, City of Nixa
Mr. Eric Claussen, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. King Coltrin, City of Strafford	Mr. Terry Whaley, Ozark Greenways
Mr. Adam Humphrey, Greene County	Mr. Todd Wiesehan, Christian County
Mr. Kirk Juranas, City of Springfield (Co-Chair)	
Mr. Joel Keller, Greene County (a)	
Mr. Frank Miller, MoDOT	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Jeremy Parsons, City of Ozark (a)
Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Jason Ray, SMOG
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. David Schaumburg, Springfield/Branson Airport
Mr. Rick Emling, R-12 School District (a)	Mr. Mark Schenkelberg, FAA Representative
Ms. Dawn Gardner, City of Springfield (a)	Mr. Frank Schoneboom, City of Battlefield
Ms. Rachael Garrett, City of Republic (a)	Mr. Jeremiah Shuler, FTA Representative (a)
Mr. Martin Gugel, City of Springfield (Co-Chair)	Ms. Mary Lilly Smith, City of Springfield
Mr. Nicholas Konen, BNSF	Mr. Kelly Turner, City Utilities Transit
Mr. Bradley McMahon, FHWA	Ms. Eva Voss, MoDOT
Mr. Kent Morris, Greene County Planning	Ms. Janette Vomund, MoDOT

Others present were: Mr. Travis Cossey, City of Nixa; Mr. Dan Waddlington, Senator Roy Blunt's Office; Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Keith Ray Mackie, Senator Bob Dixon's Office; Mr. Garrett Tyson, City of Republic; Ms. Brenda Cirtin, Mr. Dave Faucett, Ms. Sara Fields, and Ms. Natasha Longpine, Ozarks Transportation Organization.

Mr. King Coltrin, Technical Planning Committee Chairman, called the meeting to order at approximately 1:33 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Humphrey moved approval of the May 17, 2017 Technical Planning Committee agenda. Mr. Juranas seconded the motion and it was unanimously approved.

C. Approval of the March 15, 2017 Meeting Minutes

Mr. Brock moved approval of the minutes of the March 15, 2017 Technical Committee Meeting. Mr. Hartman seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

Sara Fields stated there were no public comments received since the last meeting. There were no speakers present to address the Committee.

E. Staff Report

Sara Fields reminded the Committee that the trail study is underway and the website to make comments or see what others are saying is www.ototrailstudy.com. She said it is anticipated to be completed in August with a prioritized list, which is what the vendor is currently working on.

Ms. Fields said the MoDOT prioritization for projects has been moved up this year, so staff will begin working on that in July. The first step is approving the updated priority projects of regional significance, which is on the agenda, and would be discussed later. Ms. Fields added that staff anticipates having the list for the September TPC and the October Board meetings. She added that staff is working to find a better way to determine capacities specific to the roadway. She stated that requests for price quotes from the MoDOT on-call list for any consultants interested in determining capacities for specific roads, had been sent. She said she hopes this can be done by the time the meetings to set priorities begin in mid to late July.

Ms. Fields announced the Federal Highway Administration and Federal Transit Administration are coming to Springfield for a planning certification review. She added this is done every four years and they will be here June 13 – 15, 2017. She said they would be attending the Board of Directors meeting on the 15th to provide their report. In the past, the OTO has done very well in these reviews and she does not anticipate that will change.

Ms. Fields stated the new budget for the remainder of 2017 funds transportation at the FAST Act level. This is the first time this has occurred and is an encouraging indication for the future.

Ms. Fields announced that Andy Thomason will be out of the office for the next two weeks due to the birth of his new baby girl.

Ms. Fields announced that staff has worked on the Community Focus Report, which can be found on the Greene County Library's website, and is a call to action for our community on several issues. She said the OTO had focused on transportation issues for all segments of our community.

Ms. Fields stated the Missouri Public Transit Association (MPTA) Conference will be in Springfield August 6 – 8, 2017. She indicated there will be a one-half day workshop around the Springfield Transit Center on how to better develop uses that are conducive to transit

centers. She indicated there is a special link for one-half day registration and she will send the link to the Committee in the event anyone is interested in attending.

F. MoDOT Update

Frank Miller stated MoDOT has been compiling the information regarding the storm damage from a few weeks ago. He said if the jurisdictions have any information, MoDOT would be very interested in receiving that. He said any damage that is on the Federal Aid System would go through the Federal Highway Emergency Relief program. He added if it is not on the Federal Aid program it will go through the State Emergency Management. He said MoDOT would be performing some outreach to obtain this information and pull it all together.

Mr. Miller said in the Southwest District, eighteen of the twenty-one counties had damage reports. This resulted in approximately \$668,000 in damage from erosion and road damage. He indicated that the Southeast District lost entire bridges and sustained more damage than our District.

Mr. Miller reminded the Committee that the cost-share program has opened once again. He noted if they are applying to participate in the program, a rough draft of the application must be ready by June 1. He noted that once all the applications are received, each District would be allowed to submit two to the cost-share committee.

G. Legislative Reports

Dan Waddington stated Senator Blunt's office is concerned that Missouri has not received a federal disaster designation. He indicated this appears to be taking longer than it has in the past, but Senator Blunt's office is continuing to work on getting that declaration.

Jeremy Pruitt stated that while Representative Long is a huge proponent of infrastructure, it appears the next big issue that will be dealt with is tax reform. He indicated that Representative Long believes tax reform will be a much larger undertaking than health care and is not sure when infrastructure will be considered.

II. New Business

A. Draft FY 2018-2022 STIP

Sara Fields stated the draft Statewide Transportation Improvement Program (STIP) has been released for public comment, and the Highway Commission will be voting on this document at their June 29, 2017, meeting. She added the OTO is very excited about this draft, as it includes several of the recommendations that staff submitted. Ms. Fields reviewed the projects that had been included in this draft and stated staff recommends that the draft STIP be endorsed as it included many of the recommendations that were made by the OTO.

Mr. O'Connor moved the Technical Committee endorse the Draft FY 2018-2022 Statewide Transportation Improvement Program (STIP). Mr. Juranas seconded the motion and it was unanimously approved.

B. Updated Priority Projects of Regional Significance

Sara Fields stated the OTO has maintained the Projects of Regional Significance List/Map for several years and have concentrated on the corridors, until last year when other projects

were added. Ms. Fields stated she had met with the members to ascertain what the priorities should be for this year. She noted that in addition to the projects added last year, there have been additional projects added, which fall into two categories – capacity and operational. Ms. Fields reviewed the projects to be added to the Map.

Mr. Wiesehan moved to approve the Priority Projects of Regional Significance List/Map as presented. Mr. Humphrey's seconded the motion. Mr. Miller stated he would like the Committee to add East Sunshine to the list. Ms. Fields said Mr. Miller had mentioned this to her prior to the meeting, however, East Sunshine did not come up on the Congestion Management process, which is why it was not included. She added that there is nothing to prohibit the Committee from adding this project, if they wish.

Mr. Miller stated that MoDOT has been discussing this internally, but at this time, have no plans for this area. They just believe it should be added to this list. Mr. Miller clarified that the portion that MoDOT has been discussing is East Sunshine from Glenstone to Hwy 65. Mr. Wiesehan withdrew his motion and Mr. Humphrey's withdrew his second. Mr. Juranas moved to amend the Priority Projects of Regional Significance by adding East Sunshine, from Glenstone to Hwy 65. Mr. Miller seconded the motion and it was unanimously approved.

Mr. Juranas moved to recommend approval of the Priority Projects of Regional Significance List/Map, as amended, to the Board of Directors. Mr. Miller seconded the motion and it was unanimously approved.

C. Amendment Number Five to *Transportation Plan 2040*

Natasha Longpine stated that this year's STIP contains revised funding projections from MoDOT. She added the projections add a significant amount of funding that staff believe warrants revising the Long Range Transportation Plan. She noted that adding the additional funding to the plan, will allow for more projects being added to the constrained project list. She said the amount added through 2040 is about \$215 million.

Mr. Juranas moved the Technical Planning Committee recommend to the Board of Directors approval of Amendment Number Five to the Transportation Plan 2040. Mr. Humphreys seconded the motion and it was unanimously approved.

D. Amendment Number Six to *Transportation Plan 2040*

Natasha Longpine stated with the extra money that had been included in Amendment Number 5, MoDOT is requesting that the expansion of I-44 and the other projects on the unconstrained list be moved to the constrained list. Ms. Longpine reviewed the various projects that had been moved and discussed where they were to be placed on the list.

Frank Miller noted that MoDOT does not believe that I-44 will be part of a statewide project for St. Louis or Springfield. He stated if there is a statewide effort to improve I-44, Springfield and St. Louis would be expected to finance their portion of the project. He added that there is nothing on the horizon at this time.

Mr. Miller provided additional information regarding traffic counts as an explanation as to why MoDOT was requesting this addition. Following some additional discussion, Mr. Juranas asked Ms. Fields to explain the constrained and unconstrained project lists for the Committee. Ms. Fields stated the law requires there be a constrained list, and only the

projects on the constrained list can be part of the TIP. She stated that only as many projects as there is money for can be placed on the constrained list. The OTO has also had a secondary list, entitled “unconstrained,” to list every project that cannot be funded. This assists in identifying the unfunded needs in the OTO area. I-44 was on the unconstrained list, along with several other needs, some of which are being proposed to move to the constrained list, due to the receipt of additional funding projections. Ms. Fields stated there are a lot of needs, and the I-44 project will most likely consume over \$200 million.

Mr. Juranas moved to recommend to the Board of Directors approval of Amendment Number six to the *Transportation Plan 2040*. Mr. Artman seconded the motion and it was unanimously approved.

E. Amendment Number Seven to *Transportation Plan 2040*

Natasha Longpine stated the City of Springfield had requested to change the Major Thoroughfare Plan by changing Grant Avenue from Grand to Norton to a secondary arterial.

Mr. Claussen added that this is being requested for economic development issues. The lots along Grant are being developed, but with the required setback from the centerline, it makes some of the lots unbuildable, especially in the older sections of the City. This change will require less right-of-way and will assist in new development. Mr. Claussen stated that Grant currently functions more as a secondary arterial.

Mr. Whaley moved to recommend to the Board of Directors approval of Amendment Number Seven to the *Transportation Plan 2040*. Mr. O'Connor seconded the motion and it was unanimously approved.

F. Amendment Number Six to the FY 2017-2020 TIP

Natasha Longpine stated Greene County had requested this amendment, which the OTO believes fits two needs. The first is that MoDOT wants the Regionally Significant Projects included in the TIP, even if they don't use federal funding. The second is Greene County is finalizing the environmental work on this section and MoDOT is wanting to ensure that future activity is planned for this east/west corridor. Ms. Longpine referenced the revised handout that had been distributed to the Committee at the meeting. She stated this handout shows the remaining amount of consultant funds for the environmental work for 2017 and adding additional monies for right-of-way funding, should the opportunity arise to acquire additional right-of-way along the corridor.

Mr. Humphrey added that Greene County was attempting to complete the environmental assessment for the portion of the future corridor so that the County could determine that the proposed alignment was feasible. He stated that while submitting this to MoDOT and attempting to obtain the approval from the Federal Highway Administration, they did not want to review the environmental assessment if there was no evidence of a financial commitment to continuing the project. He stated the reason for this amendment is to demonstrate that the County is committing local funding for continuing the project. He said the next step for Greene County would be to obtain right-of-way to protect the corridor alignment.

Mr. Juranas moved to recommend to the Board of Directors approval of Amendment Number six to the FY 2017-2020 TIP. Mr. Miller seconded the motion and it was unanimously approved.

G. Administrative Modification Number Two to the FY 2017-2020 TIP

Natasha Longpine stated the modifications listed in this document have been administratively approved by staff. Ms. Longpine reviewed for the Committee the five modifications that had been approved. She added there is no action requested for this item; it is for informational purposes only.

H. Federal Funds Balance Report

Natasha Longpine stated this report is similar to the report that staff has been providing the Committee semi-annually. Ms. Longpine said the OTO is getting close to the limit MoDOT imposes on three-year accrual. She added that if a balance greater than three years accrues, funds will lapse. Ms. Longpine stated no action was required on this item, however, she requested each jurisdiction review the report that had been distributed to the Committee and let staff know of any questions or concerns.

I. OTO 2017 Public Participation Plan

David Faucett reviewed the Draft 2017 Public Participation Plan that was distributed in the meeting packet. He stated that MPOs are required to maintain a public participation plan so that citizens may comment on proposed plans and other related transportation issues. The original plan was created in 2009, and has been updated on more than one occasion. He briefly outlined some of the changes to the plan and noted these were in the Summary of Updates that was distributed to the Committee.

Following a brief review of the proposed, Mr. Whaley moved to recommend approval of the Draft 2017 Public Participation Plan to the Board of Directors. Mr. Artman seconded the motion and it was unanimously approved.

J. FY 2018 DBE Program Goal

Sara Fields stated the U.S. Department of Transportation (USDOT), had a program designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women. This program is the Disadvantaged Business Enterprise (DBE) program, and also assists small non-minority owned businesses in participating in contracting opportunities.

The OTO reviews the DBE goals annually to ensure compliance with federal regulations. Based on the relative availability of DBEs in our area, the proposed goal is zero. Ms. Fields clarified this goal is only for OTO operations and does not impact the goals for MoDOT, or the other member entities.

Mr. Juranas moved the Technical Planning Committee recommend to the Board of Directors approval of the proposed annual DBE Goal. Mr. Artman seconded the motion and it was unanimously approved.

K. Administrative Modification Number 1 to the FY 2017 UPWP

Sara Fields stated the OTO is currently in the 2017 budget, which will end on June 30, 2017. She noted staff had estimated the work that MoDOT would perform that could be billed to

the federal grant was \$89,500. She added the direct cost that MoDOT staff has incurred for our area is \$115,000. She said that the contract for the trail plan was decreased from \$150,000 to \$124,499 as it will not be completed by June 30, 2017. These changes will allow for the budget to balance. She reiterated this does not change the contract for the trail study, it simply reduces the amount that will be paid out of this fiscal year.

Ms. Fields stated this was for informational purposes only and no action was required by the Committee.

L. Administrative Modification Number 1 to the FY 2018 UPWP

Sara Fields stated the OTO is required to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake for the fiscal year. At the request of the Federal Highway Administration, the OTO is proposing Administrative Modification Number One to the FY 2018 UPWP. This fiscal year begins July 1, 2017 and runs through June 30, 2018.

This change more accurately reflects the percentages of federal and local funds after in-kind expenses (member meeting attendance) and MoDOT direct costs (local staff time) are accounted for.

The funding tables for many of the tasks were modified from an 80% federal and 20% local, to an 88.6% federal and 11.4% local

Ms. Fields stated this was for informational purposes only and no action was required by the Committee.

III. Other Business

A. Technical Planning Committee Member Announcements

David Brock stated Garrett Tyson, Community Development Director, would be taking over the primary responsibility for representation on the Technical Planning Committee.

Terry Whaley stated that on June 2, 2016, Ozarks Greenways announced a capital campaign with a goal of \$850,000. He stated that goal had been surpassed and the Greenways is building the projects stipulated in the campaign. He stated he wanted to highlight the Trail of Honor project, which will cross the Missouri Veteran's Cemetery located by Lake Springfield. He stated the dedication for this Trail will be October 12, 2017. He added that he believes this is the first time a public trail has crossed a national veteran's cemetery anywhere in the United States.

Mr. Keith Ray Mackie, Senator Bob Dixon's office, stated it was a rough legislative year. He noted the Senate focused on issues they believed would promote economic development. He noted several items that had been accomplished, including the bill that allowed Uber to operate statewide.

B. Transportation Issues for Technical Planning Committee Member Review

Frank Miller stated MoDOT has been scoping Route 60 East of Springfield for quite a while. He stated that following the recent flooding, they had received several calls regarding raising the road, and they will now be reviewing numerous options.

C. Articles for Technical Planning Committee Member Information

Chair Coltrin stated articles had been provided in the packet for the Committee's review and encouraged them to read them when they had an opportunity.

Adjournment

With no additional business to come before the Committee, Mr. Whaley moved the meeting be adjourned at approximately 2:45 p.m. Mr. Humphrey seconded the motion and it was unanimously approved.

TAB 2

Brenda Cirtin

To: Sara Fields
Subject: RE: Kansas Expwy. extention

From: Sara Fields
Sent: Tuesday, May 16, 2017 11:05 AM
To: Sherri Fuhr <sdfuhr63@hotmail.com>
Cc: Brenda Cirtin <bcirtin@ozarkstransportation.org>; Adam Humphrey <AHumphrey@greenecountymo.gov>
Subject: RE: Kansas Expwy. extention

Mrs. Fuhr,

The project is slated to begin next year. The design for the project is not yet completed. So, there is no way to know if a tree buffer can be preserved. There are sound walls proposed in two areas along the corridor. There is quite a bit of information on this website created by Greene County:

https://greenecountymo.gov/highway/future_projects.php

Another resource that will show property lines is the Greene County Assessor:

<https://beacon.schneidercorp.com/Application.aspx?AppID=328&LayerID=3509&PageTypeID=1&PageID=2312&KeyValue=881815101197>

Please let me know if you have further questions.

Sincerely,
Sara Fields



From: Sherri Fuhr [<mailto:sdfuhr63@hotmail.com>]
Sent: Tuesday, May 16, 2017 9:51 AM
To: Sara Fields <sfields@ozarkstransportation.org>
Subject: Kansas Expwy. extention

My husband & I are considering purchasing a patio home on La Fontaine in Springfield. This area will back up about a block from where the Kansas Expwy extention will be. Do you know when that project running South will begin, are they going to keep the trees as a buffer, will there be any type of wall etc?

Thank you,

Sherri Fuhr

Comment

From: Harrison, Cari A <CHARRIS1@amfam.com>
Sent: Wednesday, May 24, 2017 10:36 AM
To: Comment

Good morning,

Please consider the hikers and bikers in the area that utilize the Frisco Trail and budget for a safe foot trail to the Frisco from the West side of 160 to the E side where there is access to the trail.

Thank you,

Cari Harrison

American Family Insurance Company | American Family Life Insurance Company | American Family Mutual Insurance Company, S.I. | American Standard Insurance Company of Ohio
American Standard Insurance Company of Wisconsin | Home Office - 6000 American Parkway | Madison, WI 53783

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Comment

From: Sara Fields
Sent: Tuesday, May 23, 2017 4:31 PM
To: Comment
Subject: RE: [] Please moderate: "Leave Us a Comment"

Please respond with the following:

Thank you for reminding us of this important connection. We have been assured that MoDOT will consider this in the design of the US160 widening improvements.

-----Original Message-----

From: Comment
Sent: Monday, May 22, 2017 9:15 AM
To: David Faucett <dfaucett@ozarkstransportation.org>; Natasha Longpine <nlongpine@ozarkstransportation.org>; Sara Fields <sfields@ozarkstransportation.org>
Subject: FW: [] Please moderate: "Leave Us a Comment"

I approved this message so it is on the site. I wanted to pass it along to you

Brenda

-----Original Message-----

From: WordPress [mailto:wordpress@giveusyourinput.org]
Sent: Saturday, May 20, 2017 4:51 PM
To: Comment <comment@ozarkstransportation.org>
Subject: [] Please moderate: "Leave Us a Comment"

A new comment on the post "Leave Us a Comment" is waiting for your approval <http://giveusyourinput.org/public-comment/welcome-to-give-us-your-input/>

Author: Mary Kromrey (IP: 174.219.143.49, 49.sub-174-219-143.myvzw.com)

Email: Kromreymary@gmail.com

URL:

Comment:

Please notice the red line running off to the northwest on the map. This is a widening of Highway160 between Springfield and AB highway in Willard from 2-lanes to 4 lanes. Please include--A bike /ped underpass should be planned to connect current and future residential development on the west side of 160---to the Frisco Highline Trail on the east which has connections to downtown Willard, two city parks and three schools. We already receive requests for a safe crossing to the trail with just a the two lane highway.

Thank you.

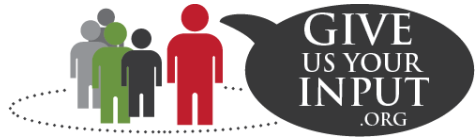
Approve it: <http://giveusyourinput.org/wp-admin/comment.php?action=approve&c=1359#wpbody-content>

Trash it: <http://giveusyourinput.org/wp-admin/comment.php?action=trash&c=1359#wpbody-content>

Spam it: <http://giveusyourinput.org/wp-admin/comment.php?action=spam&c=1359#wpbody-content>

Currently 3 comments are waiting for approval. Please visit the moderation panel:

http://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content



e.g., 2208 W. Chesterfield Blvd., Springfield MO

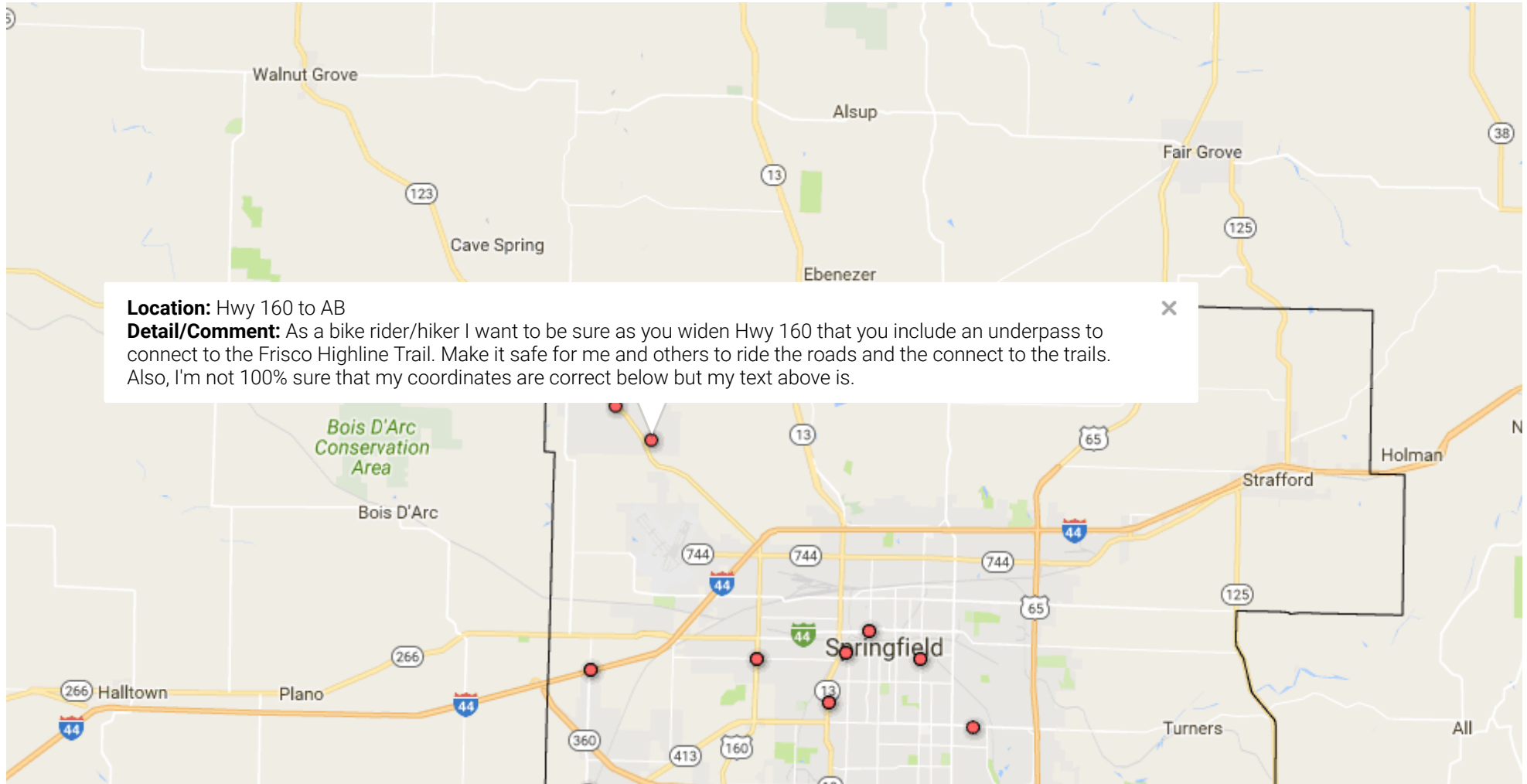
Go

Left click to drop/drag a marker.

Right click to delete marker.

Cancel to reset map.

Toggle legend





e.g., 2208 W. Chesterfield Blvd., Springfield MO

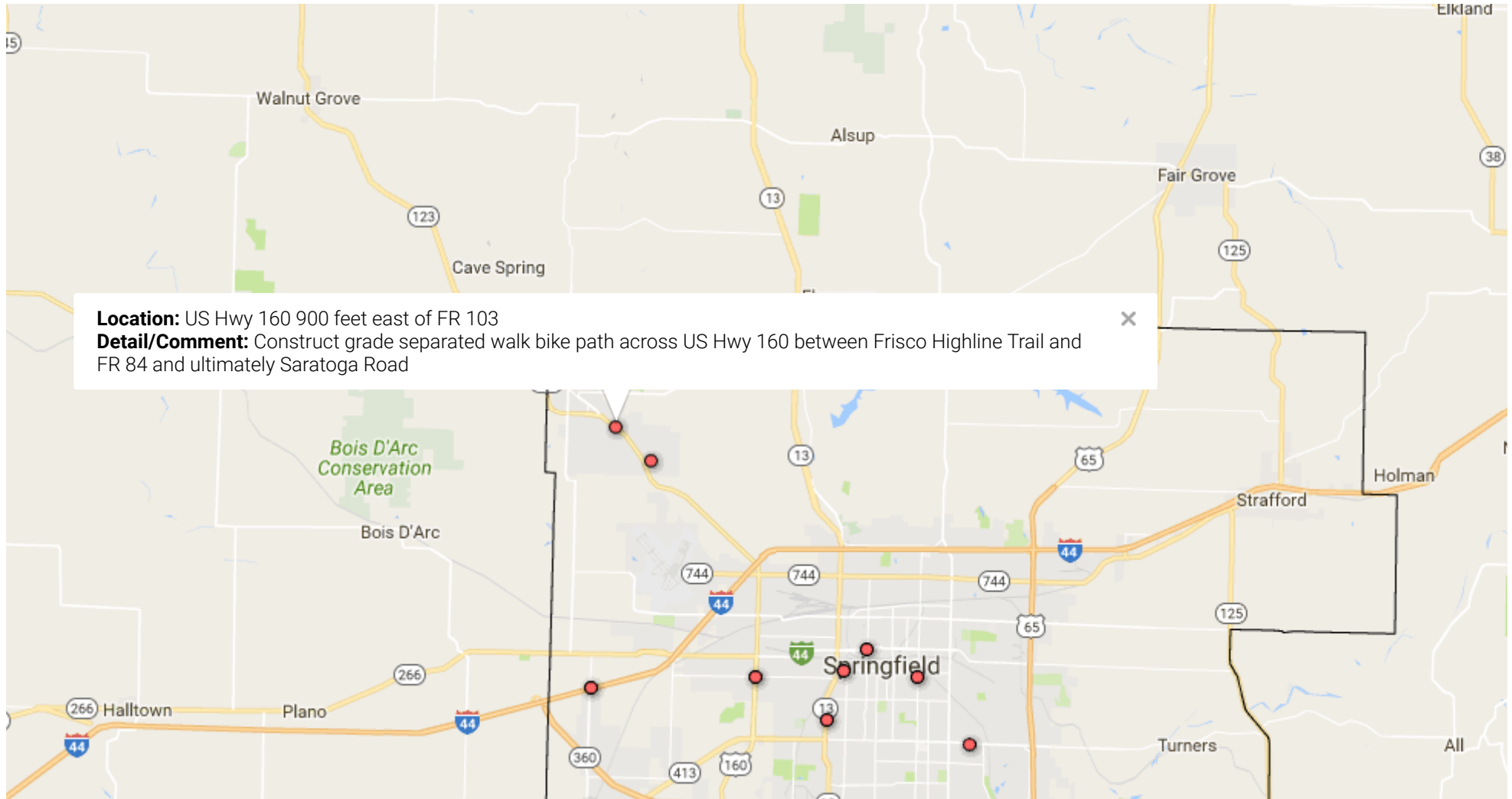
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Left click to drop/drag a marker.

Right click to delete marker.

Cancel to reset map.

Toggle legend





e.g., 2208 W. Chesterfield Blvd., Springfield MO

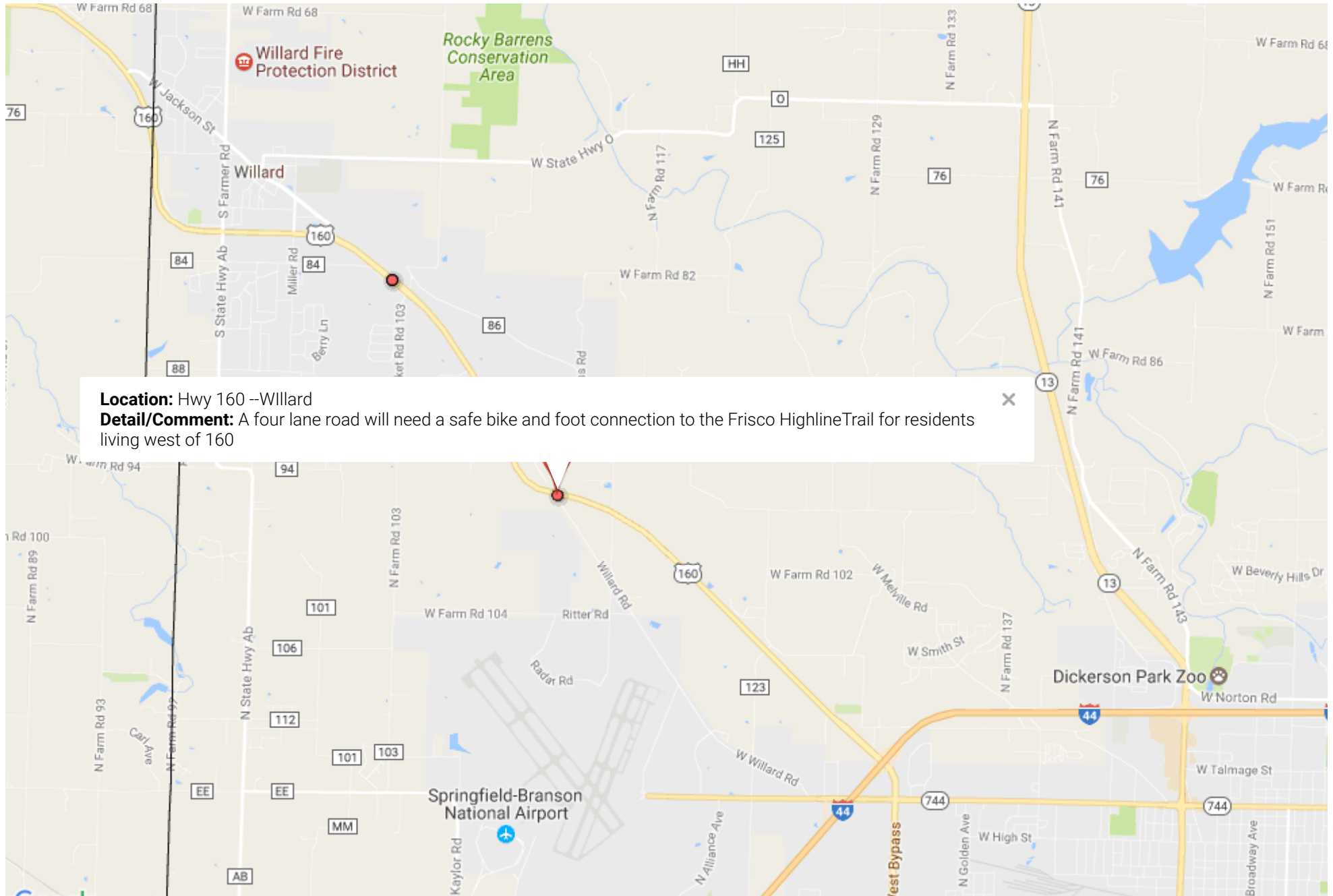
Go

Left click to drop/drag a marker.

Right click to delete marker.

Cancel to reset map.

Toggle legend



Comment

From: David Rice <david.j.rice@me.com>
Sent: Tuesday, May 23, 2017 3:57 PM
To: Comment
Subject: Bike Underpass

I'm a cyclist who rides in the Willard area a lot. If you are building an new overpass, you need to include a bike pass too. I'm one of thousands who come to the area and almost always spend money when I ride in Willard.

Sincerely,

David Rice

A bike /ped underpass should be planned and included in the project to connect current and future residential development on the west side of 160 to the Frisco Highline Trail on the east, which has connections to downtown Willard, two city parks, and three schools.

Sent from my iPhone

Comment

From: No Reply <noreply@altaprojects.net>
Sent: Friday, May 26, 2017 11:53 AM
To: Comment
Subject: Public Input Map Comment

Hello,

Someone has used the contact form at <http://ototrailstudy.com>.

Email: lriggs@hlg.edu

Message: Is there an e-mail list that I can join to receive updates? Thanks! Louis Riggs Member City of Hannibal Park Board

Comment

From: WordPress <wordpress@giveusyourinput.org>
Sent: Wednesday, May 31, 2017 11:02 AM
To: Comment
Subject: [] Please moderate: "Public Comment Needed - Amendment 5 to FY 2017-2020 Transportation Improvement Program"

A new comment on the post "Public Comment Needed - Amendment 5 to FY 2017-2020 Transportation Improvement Program" is waiting for your approval <http://giveusyourinput.org/uncategorized/578/>

Author: Bob Rubino (IP: 173.218.73.31, 173-218-73-31-nixa.mid.dyn.suddenlink.net)

Email: bobrubino@msn.com

URL: <https://www.facebook.com/Bicycling-in-Christian-County-MO-595725817161571/>

Comment:

Will the new proposed Riverside Bridge also include a separate walking/bicycling lane? Previous to the closing of the bridge a number of walkers and bicyclists used the Riverside Bridge to cross the Finley River. Due to the fact that all vehicles, walkers, and bicyclists had to use the same traffic lanes on the old bridge, there was a huge problem with traffic tie ups and conflicts. There must be a separate walking/biking lane incorporated into the design of the new bridge. Anything less is unacceptable.

Approve it: <http://giveusyourinput.org/wp-admin/comment.php?action=approve&c=1382#wpbody-content>

Trash it: <http://giveusyourinput.org/wp-admin/comment.php?action=trash&c=1382#wpbody-content>

Spam it: <http://giveusyourinput.org/wp-admin/comment.php?action=spam&c=1382#wpbody-content>

Currently 1 comment is waiting for approval. Please visit the moderation panel:

http://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

Comment

From: WordPress <wordpress@giveusyourinput.org>
Sent: Wednesday, May 31, 2017 10:40 AM
To: Comment
Subject: [] Please moderate: "PUBLIC INPUT NEEDED FOR TRAILS"

A new comment on the post "PUBLIC INPUT NEEDED FOR TRAILS" is waiting for your approval
<http://giveusyourinput.org/general/public-input-needed-for-trails/>

Author: Bob Rubino (IP: 173.218.73.31, 173-218-73-31-nixa.mid.dyn.suddenlink.net)

Email: bobrubino@msn.com

URL:

Comment:

Both the cities of Nixa and Ozark are in the OTO Area of responsibility and neither community or the surrounding areas have received sufficient funding for walking and biking trails. The main funding affords for trail development have been centered in Greene County. What will it take to get more trail funding resources to be directed to the Christian County part of the OTO? Does it take non-governmental non-profit groups to step forward to help in this effort, or does the local city and county governments in Christian County need to lead this funding effort?

Approve it: <http://giveusyourinput.org/wp-admin/comment.php?action=approve&c=1381#wpbody-content>

Trash it: <http://giveusyourinput.org/wp-admin/comment.php?action=trash&c=1381#wpbody-content>

Spam it: <http://giveusyourinput.org/wp-admin/comment.php?action=spam&c=1381#wpbody-content>

Currently 1 comment is waiting for approval. Please visit the moderation panel:

http://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

Comment

From: No Reply <noreply@altaprojects.net>
Sent: Sunday, May 21, 2017 1:28 PM
To: Comment
Subject: Public Input Map Comment

Hello,

Someone has used the contact form at <http://ototrailstudy.com>.

Email: walkier@sbcglobal.net

Message: I love to see the community investigating new trail options! I think it brings economic benefits and improves the quality of life. My preference would be to focus connecting existing trails to make 10-20 mile loops possible. It seems that we have many short segments and interconnecting these first would be my suggestion for priority. Providing opportunities to bike or walk to destinations (connecting neighborhoods and eating places for example). I live in the SW part of Springfield. Bill

Brenda Cirtin

From: Andy Thomason
Sent: Tuesday, June 06, 2017 9:08 AM
To: Brenda Cirtin
Subject: FW: vests

Andy Thomason

Planner



Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807
Phone (417) 865-3047 x107
Fax (417) 862-6013

athomason@ozarkstransportation.org

www.OzarksTransportation.org

www.giveusyourinput.org/

From: Kenneth Scott [mailto:kennethscott@willardfire.com]
Sent: Monday, June 05, 2017 11:22 AM
To: Andy Thomason <athomason@ozarkstransportation.org>
Cc: Stefanie Shell <stefanieshell@willardfire.com>
Subject: vests

Andy,

I wanted to say thank you for the vests and cones. They are already in service here in Willard. Our old vests went to Gainesville, Missouri to help their department recover from a fire in their station. The rest of our old vests and cones will be distributed to our surrounding volunteer departments of Walnut Grove, Ash Grove, and Bois Darc. Your generous donation not only helped Willard but it also helped 4 other departments. Thank you.

Ken Scott
Fire Chief
Willard Fire Protection District

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 7/19/2017; ITEM II.A.

Administrative Modification Three to the FY 2017-2020 Transportation Improvement Program

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

DESCRIPTION:

There is one item included as part of Administrative Modification Three to the FY 2017-2020 Transportation Improvement Program.

Minor changes to funding sources between federal funding categories or between state and local sources.

Route 65 Southbound Bridge over I-44 (SP1112-17AM3)

This change is to exchange National Highway Performance Program funds for STBG-Urban funds, resulting in:

- 1. Payback of \$973,877.39 to the Missouri Transportation Finance Corporation on financing provided for the construction of the DDI at Routes 65 and CC (CC1110).*
- 2. Payment for cost overruns on Kansas Expressway Pavement Rehabilitation (SP1417) in the amount of \$136,418.00.*

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action. Informational only.



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1112-17AM3 **ROUTE 65 SOUTHBOUND BRIDGE OVER I-44**

Route US 65

From US 65

To I-44

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

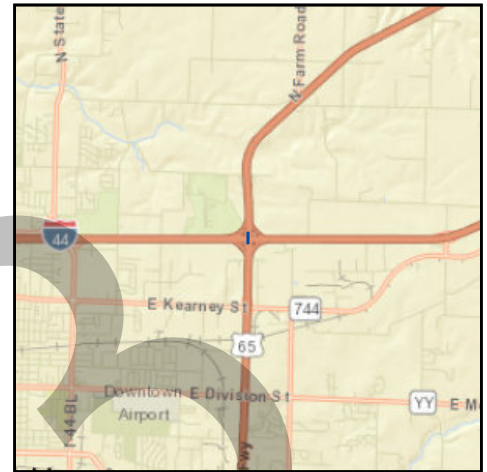
Bike/Ped Plan? EJ?

STIP # 8P2293

Federal ID # 0442239

Project Description

Replace Rte. 65 southbound bridge over I-44 in Springfield.



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (NHPP)	Federal	ENG	\$133,600	\$370,400	\$0	\$0	\$504,000
MoDOT	State	ENG	\$33,400	\$92,600	\$0	\$0	\$126,000
FHWA (HPP)	Federal	CON	\$0	\$166,134	\$0	\$0	\$166,134
FHWA (NHPP)	Federal	CON	\$0	\$1,646,505	\$0	\$0	\$1,646,505
FHWA (STBG-U)	Federal	CON	\$0	\$1,110,295	\$0	\$0	\$1,110,295
MoDOT	State	CON	\$0	\$689,200	\$0	\$0	\$689,200
Totals			\$167,000	\$4,075,134	\$0	\$0	\$4,242,134

Notes

Federal Funding Source: Federal Earmark - Demo ID MO108

Non-Federal Funding Source: State Transportation Revenues

FYI: \$166,134.42 Earmark

Prior Cost	\$309,000
Future Cost	\$0
Total Cost	\$4,551,134



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # SP1112 **ROUTE 65 SOUTHBOUND BRIDGE OVER I-44**

Route US 65

From US 65

To I-44

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8P2293

Federal ID #

Project Description

Replace Rte. 65 southbound bridge over I-44 in Springfield.



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (NHPP)	Federal	ENG	\$133,600	\$370,400	\$0	\$0	\$504,000
MoDOT	State	ENG	\$33,400	\$92,600	\$0	\$0	\$126,000
FHWA (HPP)	Federal	CON	\$0	\$166,134	\$0	\$0	\$166,134
FHWA (NHPP)	Federal	CON	\$0	\$2,756,800	\$0	\$0	\$2,756,800
MoDOT	State	CON	\$0	\$689,200	\$0	\$0	\$689,200
Totals			\$167,000	\$4,075,134	\$0	\$0	\$4,242,134

Notes

Non-Federal Funding Source: State Transportation Revenues

Federal Funding Source: Federal Earmark - Demo ID MO108

FYI: \$166,134.42 Earmark

Prior Cost	\$309,000
Future Cost	\$0
Total Cost	\$4,551,134

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2017																
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$1,679,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$419,982	\$0	\$0	\$0	\$0	\$2,099,909
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$400,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,900	\$0	\$0	\$0	\$38,100	\$0	\$0	\$381,000
GR1603	\$0	\$51,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700	\$0	\$0	\$57,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,000	\$0	\$0	\$95,000
GR1703	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1704	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505-17A4	\$0	\$0	\$766,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191,600	\$0	\$0	\$958,000
MO1608	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,800	\$0	\$0	\$0	\$365,200	\$0	\$0	\$1,826,000
MO1613	\$0	\$0	\$489,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$612,000
MO1614	\$0	\$0	\$896,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,000	\$0	\$0	\$1,120,000
MO1615	\$0	\$0	\$728,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$182,200	\$0	\$0	\$911,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,600	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
MO1617	\$0	\$3,082,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,500	\$0	\$0	\$3,425,000
MO1618	\$0	\$1,792,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,200	\$0	\$0	\$1,992,000
MO1619	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$797,600	\$0	\$0	\$0	\$199,400	\$0	\$0	\$997,000
MO1701	\$315,000	\$0	\$234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$0	\$58,600	\$0	\$0	\$686,750
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710-A2	\$0	\$0	\$208,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$0	\$260,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1715	\$0	\$1,822,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,300	\$0	\$0	\$2,025,000
MO1716	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,600	\$0	\$0	\$0	\$21,400	\$0	\$0	\$214,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
NX1702	\$0	\$0	\$1,277,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$319,400	\$0	\$0	\$1,597,000
NX1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1801-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$298,400	\$0	\$0	\$0	\$74,600	\$0	\$0	\$373,000
OK1401-17A2	\$280,000	\$0	\$149,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$37,412	\$0	\$0	\$537,060
OK1701	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
OK1702	\$0	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$450,000
OK1703	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
OK1801-17A2	\$0	\$0	\$663,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,870	\$0	\$0	\$829,350
OK1802-17A5	\$64,534	\$0	\$0	\$0	\$0	\$0	\$0	\$59,206	\$0	\$0	\$50,419	\$69,738	\$0	\$0	\$0	\$243,897
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-17A2	\$0	\$0	\$274,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,540	\$0	\$0	\$342,700
SP1106	\$706,330	\$0	\$1,073,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,670	\$0	\$268,400	\$0	\$0	\$2,621,000
SP1109	\$391,612	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$3,017,698	\$0	\$0	\$343,000	\$754,424	\$750,000	\$0	\$7,506,734
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$167,000
SP1122	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000
SP1209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,155	\$0	\$0	\$0	\$0	\$3,155
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,304,708	\$0	\$271,823	\$0	\$326,177	\$0	\$0	\$2,992,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,294,400	\$0	\$0	\$0	\$1,323,600	\$0	\$0	\$6,618,000
SP1604	\$0	\$57,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$64,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,001,069	\$0	\$0	\$0	\$250,267	\$0	\$0	\$0	\$0	\$1,251,336
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,800	\$0	\$0	\$0	\$102,200	\$0	\$0	\$511,000
SP1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,800	\$0	\$0	\$0	\$95,200	\$0	\$0	\$476,000

FY 2017 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2017 Continued																
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1706	\$0	\$0	\$0	\$3,585,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0	\$0	\$967,800	\$0	\$0	\$4,839,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423,200	\$0	\$0	\$0	\$105,800	\$0	\$0	\$529,000
SP1712	\$0	\$0	\$0	\$0	\$0	\$1,339,200	\$0	\$0	\$0	\$0	\$0	\$0	\$334,800	\$0	\$0	\$1,674,000
SP1713	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270,210	\$0	\$0	\$0	\$0	\$270,210
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
ST1801-17A2	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701-17AM1	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$0	\$95,000
SUBTOTAL	\$7,905,198	\$6,873,500	\$7,385,688	\$3,594,600	\$2,250,000	\$1,339,200	\$1,001,069	\$379,206	\$14,732,306	\$0	\$2,992,404	\$412,738	\$7,795,823	\$750,000	\$0	\$57,411,732
2018																
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$417,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,400	\$0	\$0	\$522,000
CC1702	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$825,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$0	\$51,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505-17A4	\$0	\$0	\$617,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,400	\$0	\$0	\$771,700
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,467,200	\$0	\$0	\$0	\$616,800	\$0	\$0	\$3,084,000
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710	\$0	\$0	\$4,305,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076,400	\$0	\$0	\$5,382,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$5,328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$592,000	\$0	\$0	\$5,920,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1716	\$331,000	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$0	\$58,800	\$0	\$0	\$707,750
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,000	\$0	\$0	\$1,780,000
NX1703	\$0	\$0	\$4,727,200	\$0	\$0	\$0	\$0	\$0	\$1,424,000	\$0	\$0	\$0	\$1,181,800	\$0	\$0	\$5,089,000
NX1705	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
NX1801-17A2	\$902,886	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$652,314	\$0	\$225,721	\$0	\$163,079	\$0	\$0	\$1,944,000
OK1401-17A2	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$138,000
OK1701	\$0	\$0	\$201,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
OK1702	\$0	\$0	\$4,983,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,245,800	\$0	\$0	\$6,229,000
OK1703	\$0	\$0	\$340,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,200	\$0	\$0	\$426,000
OK1801-17A2	\$1,716,720	\$0	\$1,055,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$0	\$263,840	\$0	\$0	\$3,465,100
OK1802-17A5	\$562,188	\$0	\$0	\$0	\$0	\$0	\$0	\$515,753	\$0	\$0	\$439,207	\$607,505	\$0	\$0	\$0	\$2,124,653
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-17A2	\$772,160	\$0	\$135,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$324,600	\$0	\$0	\$1,231,960
SP1112-17AM3	\$1,110,295	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,016,905	\$166,134	\$0	\$0	\$781,800	\$0	\$0	\$4,075,134
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0	\$0	\$186,400	\$0	\$0	\$932,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$394,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,944,800	\$0	\$0	\$0	\$736,200	\$0	\$0	\$3,681,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$5,800	\$0	\$0	\$29,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
ST1801-17A2	\$158,800	\$0	\$118,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,700	\$0	\$29,700	\$0	\$0	\$347,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701-17AM1	\$873,996	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0	\$0	\$0	\$1,201,250
SUBTOTAL</																

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal											Local	Other	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL	
2019																	
CC1601	\$0	\$58,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$66,000	
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
GR1701	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000	
GR1703	\$0	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,800	\$0	\$0	\$214,000	
GR1704	\$0	\$0	\$668,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$835,000	
GR1705	\$0	\$0	\$275,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$344,000	
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000	
MO1705	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1709	\$0	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$40,000	
MO1711	\$0	\$0	\$518,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,600	\$0	\$0	\$648,000	
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,200	\$0	\$0	\$0	\$14,800	\$0	\$0	\$74,000	
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
MO1717	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000	
MO1723	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,812,000	\$0	\$0	\$0	\$1,453,000	\$0	\$0	\$7,265,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,926,400	\$0	\$0	\$0	\$981,600	\$0	\$0	\$4,908,000	
OK1401-17A2	\$1,101,726	\$0	\$1,110,998	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,431	\$0	\$277,749	\$0	\$0	\$2,765,904	
OK1701	\$0	\$0	\$2,528,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632,200	\$0	\$0	\$3,161,000	
OK1703	\$0	\$0	\$6,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,526,200	\$0	\$0	\$7,631,000	
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$135,375	\$187,248	\$0	\$0	\$0	\$654,868	
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RP1702	\$0	\$0	\$162,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,600	\$0	\$0	\$203,000	
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RP1801-17A2	\$0	\$0	\$391,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,040	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000	
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,400	\$0	\$0	\$0	\$108,600	\$0	\$0	\$543,000	
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,271,200	\$0	\$0	\$0	\$2,067,800	\$0	\$0	\$10,339,000	
SP1707	\$0	\$0	\$247,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,800	\$0	\$0	\$309,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000	
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
SUBTOTAL	\$1,275,004	\$121,600	\$12,512,638	\$9,000	\$0	\$0	\$0	\$158,967	\$18,612,800	\$0	\$411,806	\$187,248	\$7,982,749	\$0	\$0	\$41,271,812	
2020																	
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$1,400,000	
GR1701	\$0	\$0	\$373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,400	\$0	\$0	\$467,000	
GR1706	\$0	\$0	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$20,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000	
MO1705	\$0	\$0	\$163,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,800	\$0	\$0	\$204,000	
MO1711	\$0	\$0	\$4,468,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117,200	\$0	\$0	\$5,586,000	
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,479,200	\$0	\$0	\$0	\$1,869,800	\$0	\$0	\$9,349,000	
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$8,400	\$0	\$0	\$42,000	
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000	
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	\$70,600	\$0	\$0	\$353,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$838,400	\$0	\$0	\$0	\$209,600	\$0	\$0	\$1,048,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$628,800	\$0	\$0	\$0	\$157,200	\$0	\$0	\$786,000	
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000	
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000	
SUBTOTAL	\$1,120,000	\$27,000	\$5,038,800	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$281,000	\$0	\$3,886,400	\$0	\$0	\$19,734,000	
GRAND TOTAL	\$16,728,147	\$12,414,900	\$43,123,186	\$3,621,600	\$2,250,000	\$1,339,200	\$1,001,069	\$1,053,926	\$53,578,925	\$166,134	\$5,280,122	\$1,207,491	\$28,379,391	\$750,000	\$0	\$170,894,091	

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	STP	I/M	130	NHS	BRM	BRO	NHPP	HPP	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2017 Funds Programmed	\$7,905,198	\$6,873,500	\$7,385,688	\$3,594,600	\$2,250,000	\$1,339,200	\$1,001,069	\$379,206	\$14,732,306	\$0	\$45,460,767	\$2,992,404	\$8,545,823	\$412,738	\$6,648,603	\$64,060,335
2018 Funds Programmed	\$6,427,945	\$5,392,800	\$18,186,060	\$9,000	\$0	\$0	\$0	\$515,753	\$10,862,019	\$166,134	\$41,559,711	\$1,594,912	\$8,714,419	\$607,505	\$6,715,089	\$59,191,636
2019 Funds Programmed	\$1,275,004	\$121,600	\$12,512,638	\$9,000	\$0	\$0	\$0	\$158,967	\$18,612,800	\$0	\$32,690,009	\$411,806	\$7,982,749	\$187,248	\$6,782,240	\$48,054,052
2020 Funds Programmed	\$1,120,000	\$27,000	\$5,038,800	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$15,566,600	\$281,000	\$3,886,400	\$0	\$6,850,063	\$26,584,063
Total	\$16,728,147	\$ 12,414,900	\$43,123,186	\$ 3,621,600	\$ 2,250,000	\$ 1,339,200	\$1,001,069	\$ 1,053,926	\$53,578,925	\$166,134	\$135,277,087	\$5,280,122	\$ 29,129,391	\$1,207,491	\$ 26,995,995	\$197,890,087

	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Available State and Federal Funding	\$0	\$38,898,000	\$38,872,220	\$37,063,664	\$37,075,338	\$151,909,222
Available Operations and Maintenance Funding	\$0	\$6,648,603	\$6,715,089	\$6,782,240	\$6,850,063	\$26,995,995
Funds from Other Sources	\$0	\$8,777,738	\$607,505	\$187,248	\$0	\$9,572,491
Available Suballocated Funding	\$17,300,705	\$5,192,459	\$5,806,798	\$5,922,934	\$6,041,392	\$40,264,288
TOTAL AVAILABLE FUNDING	\$17,300,705	\$59,516,800	\$52,001,612	\$49,956,086	\$49,966,793	\$228,741,996
Prior Year Funding	\$17,300,705	\$12,757,170	\$5,567,145	\$7,469,179		--
Programmed State and Federal Funding		(\$64,060,335)	(\$59,191,636)	(\$48,054,052)	(\$26,584,063)	(\$197,890,087)
TOTAL REMAINING	\$17,300,705	\$12,757,170	\$5,567,145	\$7,469,179	\$30,851,909	\$30,851,909

Funds from Other Sources for FY 2017 include one-time Federal and State Rail funding and Cost Share funding for the Chestnut Railroad Overpass as well as Cost Share Funding for Division and US 65.

Additional Funds from Other Sources for FY 2017 and Funds from Other Sources for FY 2018 and FY 2019 include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statewide Surface Transportation Block Grant Program

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

Highway Safety Improvement Program

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

Open Container Transfer Provision

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

FEDERAL– REGIONAL SUBALLOCATED

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated funding since 2003. The funds which have accumulated "except for Transit" since then are referred to as "Carryover Balance" below. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

Table G.2 STBG-Urban/Small Urban	
Carryover Balance through FY2016	\$15,739,262
Anticipated Allocation FY2017	\$5,692,939
Anticipated Allocation FY2018	\$5,806,798
Anticipated Allocation FY2019	\$5,922,934
Anticipated Allocation FY2020	\$6,041,392
Programmed through FY2020	(\$17,748,627)
Estimated Carryover Balance Through FY 2020	\$21,454,698

Balance Based on Current Obligations

Christian County

Name	Account	Amount	Balance
FY 2003/2004 Allocation	STP-Urban	348,765.16	348,765.16
FY 2005 Allocation	STP-Urban	210,184.62	558,949.78
FY 2006 Allocation	STP-Urban	186,862.21	745,811.99
FY 2007 Allocation	STP-Urban	205,358.35	951,170.34
FY 2008 Allocation	STP-Urban	219,817.75	1,170,988.09
5900837 NS Corridor Study	Springfield Area Small Urban	(10,182.16)	1,160,805.93
FY 2009 Allocation	STP-Urban	225,611.20	1,386,417.13
9900861 CC Study	STP-Urban	(320,000.00)	1,066,417.13
FY 2010 Allocation	STP-Urban	263,786.21	1,330,203.34
5900837 NS Corridor Study	Springfield Area Small Urban	0.81	1,330,204.15
FY 2011 Allocation	STP-Urban	255,649.77	1,585,853.92
FY 2012 Allocation	STP-Urban	239,722.79	1,825,576.71
FY 2013 Allocation	STP-Urban	284,571.43	2,110,148.14
FY 2013 Rideshare	City of Springfield	(523.37)	2,109,624.77
FY 2014 Allocation	STP-Urban	295,187.56	2,404,812.33
FY 2014 Rideshare	City of Springfield	(523.37)	2,404,288.96
0651056 65/CC/J	STP-Urban	(228,000.00)	2,176,288.96
FY 2015 Allocation	STP-Urban	287,071.50	2,463,360.46
0651056 65/CC/J	STP-Urban	(2,072,000.00)	391,360.46
9900861 CC Study	STP-Urban	114,293.30	505,653.76
FY 2016 Allocation	STBG-Urban	314,854.34	820,508.10
Transfer	City of Ozark	28,476.00	848,984.10
FY 2017 Allocation	STBG-Urban	306,264.22	1,155,248.32
FY 2017 Rideshare	City of Springfield	(523.37)	1,154,724.95
0442239 65 SB Bridge over I-44	STBG-Urban	(973,877.39)	180,847.56
<i>In lieu of 0651056 MHTC Payment</i>			
FY 2018 Allocation*		312,389.50	493,237.07
Transfer (OK1802)	City of Ozark	(400,000.00)	93,237.07
Transfer (OK1801)	City of Ozark	(150,000.00)	(56,762.93)
Transfer (NX1801)	City of Nixa	(451,443.00)	(508,205.93)
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	(606,762.93)
		(606,762.93)	(606,762.93)

Advance Agreement on File*

Maximum STBG-Urban Balance Allowed	\$ 918,792.66
Amount Subject to MoDOT Lapse Policy (Sept. 30, 2017)	\$ -

Programmed	Funding	Remaining Amount	Future Balance
N/A	STBG-Urban	0.00	(606,762.93)
Projected FY 2019-2020*		643,647.35	36,884.42

*Estimate

Note:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions
Rideshare - MPO area wide funds from all jurisdictions

Balance Based on Current Obligations

City of Springfield, continued

FY 2016 Allocation	STBG-Urban	3,100,681.46	8,293,985.91
7441012 Kearney/Packer	STBG-Urban	(681,341.00)	7,612,644.91
0652086 Battlefield/65	STBG-Urban	127,167.96	7,739,812.87
0652099 Chestnut RR Utilities	STBG-Urban	(659,663.24)	7,080,149.63
5938805 FY 2015 TMC Staff	STBG-Urban	88,217.90	7,168,367.53
5903802 Commercial St.scape Ph 5	STBG-Urban	(459,587.00)	6,708,780.53
3301486 160/Campbell/Plainview 1	STBG-Urban	(247,061.44)	6,461,719.09
0652087 Chestnut RR	STBG-Urban	(353,624.14)	6,108,094.95
0652099 Chestnut RR Utilities	STBG-Urban	(54,925.76)	6,053,169.19
3301486 160/Campbell/Plainview 1	STBG-Urban	48,701.44	6,101,870.63
5938806 FY 2016 TMC Staff	STBG-Urban	(240,000.00)	5,861,870.63
0652087 Chestnut RR	STBG-Urban	(478,187.86)	5,383,682.77
Transfer (Kansas Ext.)	Greene County	(350,985.78)	5,032,696.99
FY 2017 Allocation	STBG-Urban	3,016,086.11	8,048,783.10
FY 2017 Rideshare	Christian County	523.37	8,049,306.47
FY 2017 Rideshare	City of Battlefield	180.64	8,049,487.11
FY 2017 Rideshare	Greene County	2,227.58	8,051,714.69
FY 2017 Rideshare	City of Nixa	614.69	8,052,329.38
FY 2017 Rideshare	City of Ozark	575.85	8,052,905.22
FY 2017 Rideshare	City of Republic	476.67	8,053,381.90
FY 2017 Rideshare	City of Strafford	76.20	8,053,458.10
FY 2017 Rideshare	City of Willard	170.88	8,053,628.98
0652087 Chestnut RR	STBG-Urban	6,553.61	8,060,182.59
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,036,553.56
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,025,353.88
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,019,935.58
0442239 65 SB Bridge over I-44 <i>In lieu of 0132078 Overruns</i>	STBG-Urban	(136,418.00)	6,883,517.58
		6,883,517.58	6,883,517.58

MoDOT Cost Shares	Total	Obligated	Balance
0652087 Chestnut RR	2,458,612.00	(3,475,687.42)	0.00
0652099 Chestnut RR Utilities	714,589.00	(714,589.00)	0.00
1601054 160/Campbell/Plainview 3	595,344.00	(538,233.28)	57,110.72
Eastgate Relocation (8P0850B)	606,330.00	0.00	606,330.00
7441012 Kearney/Packer	728,721.00	(728,721.00)	0.00
0652088 Division/65	1,823,292.00	(734,148.00)	1,089,144.00
	6,926,888.00	(6,191,378.70)	1,752,584.72

Remaining Balance All Funds (After MoDOT Cost Shares) **\$ 5,130,932.86**

Maximum STBG-Urban Balance Allowed **\$ 9,048,258.33**

Amount Subject to MoDOT Lapse Policy (Sept. 30, 2017) **\$ -**

Continued on next page...

Balance Based on Current Obligations

City of Springfield, continued

Programmed	Funding	Remaining Amount	Future Balance
3301486 160/Campbell/Plainview 1	STBG-Urban	(75,870.02)	5,055,062.84
5938806 FY 2016 TMC Staff	STBG-Urban	(60,000.00)	4,995,062.84
MO1701 TMC Staff	STBG-Urban	(315,000.00)	4,680,062.84
MO1716 TMC Staff	STBG-Urban	(331,000.00)	4,349,062.84
Projected FY 2018-2020*		9,415,038.53	13,764,101.36

*Estimate

Notes:

5900837 NS Corridor Study - MPO area wide funds from all jurisdictions

Rideshare - MPO area wide funds from all jurisdictions

Further adjustments to 5907801 Campbell/Weaver may affect overall balance for Greene County/Springfield

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 7/19/2017; ITEM II.B.

Draft FY 2018-2021 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The FY 2018-2021 Transportation Improvement Program will be sent out under separate cover.

OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP. This is included in the Roadway and Bicycle and Pedestrian parts of the draft document.

Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The document will be available for review online at www.GiveUsYourInput.org

The draft TIP will be made available for public comment beginning on July 16, 2017. Any comments will be provided to the Board of Directors for consideration.

Minor changes are expected to be made following the formal review by the USDOT and MoDOT before the Board of Directors meeting in August.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make one of the following motions:

"Move to recommend the FY 2018-2021 Transportation Improvement Program, with changes as recommended by USDOT, to the OTO Board of Directors."

OR

"Move to ask staff to revisit the document to make these changes..."

This would require a special Technical Committee meeting prior to the August Board of Directors meeting.

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 7/19/2017; ITEM II.C.

Performance Measures Report

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

AGENDA DESCRIPTION:

The prior surface transportation authorization bill, MAP-21 (Moving Ahead for Progress in the 21st Century), introduced performance measures into the planning process requirements. The current transportation bill, Fixing America's Surface Transportation (FAST) Act, continued the emphasis on performance measures. Ahead of passage by MAP-21, OTO included performance measures in the Long Range Transportation Plan, *Journey 2035*. These were carried forward into *Transportation 2040*. This is OTO's fourth annual Performance Measures Report, providing an assessment of the OTO area and the efficacy of the performance measures themselves.

MAP-21 and the FAST Act include a required set of performance measures and include a target setting process that requires coordination between OTO and MoDOT. Guidance is still forthcoming on some of these measures. As these additional measures are implemented, OTO will incorporate them into this report.

The Report provides a quick reference for how the region is performing along with a more detailed description of each measure and its results, as well as a brief discussion of notable factors which may have impacted each measure's current trend.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.






OZARKS TRANSPORTATION ORGANIZATION






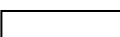


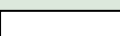
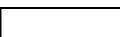

ANNUAL REPORT ON

PERFORMANCE MEASURES

2016

Ozarks Transportation Organization
2208 W. CHESTERFIELD BOULEVARD, SUITE 101 | SPRINGFIELD, MO 65807 | 417.865.3042
www.OzarksTransportation.org

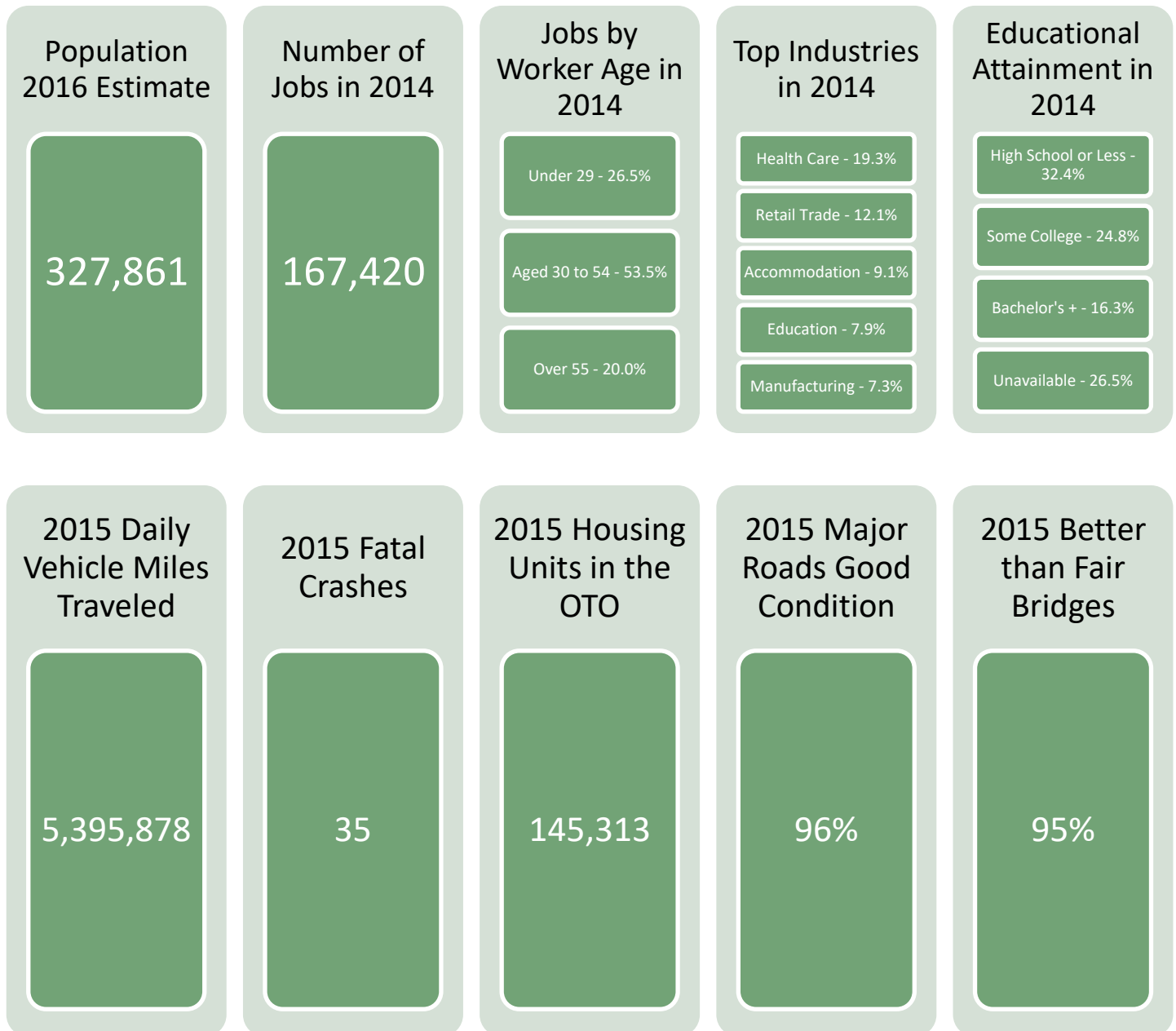
At a Glance:  Improving  Declining  No Change

Performance Measure	Target	2016 Status
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes.	
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend	
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good Condition	
Bridge Condition	That the percent of bridges in Fair or Better Condition will stay above 90 percent	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	

Introduction

The Ozarks Transportation Organization long range transportation plan, *Journey 2035*, set forth performance measures as a way for OTO to monitor the success of the Plan and the continued transportation-related activities of the OTO and its jurisdictions. *Transportation Plan 2040 continued these measures*. Eleven performance measures were identified with targets for 2035. This report highlights current progress on each measure.

OTO Region Fast Facts



1. Vehicle Miles Traveled per Capita

A lower value is better.

Description

Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. By comparing VMT to the number of persons in the region, OTO can gauge just how much VMT is changing in relation to the potential number of people driving. VMT is influenced both by the number of vehicles using the roadway system and the trip length of those vehicles, which increases with the geographic area that is urbanized.

Target

That VMT per Capita will grow no more than 5 percent, to a value of 19 from its peak in 2004, by 2035. Travel growth should be captured in other modes.

Current Value/Trends

Year	Daily VMT	Population	VMT per Capita
2016	5,395,878	*327,861	16.46
2015	5,229,938	*326,323	16.03
2014	5,061,794	*323,031	15.67
2013	4,933,188	*320,259	15.40
2012	4,954,024	*316,298	15.66
2011	4,931,037	*312,126	15.80
2010	5,010,884	310,283	16.15
2009	4,969,336	*303,720	16.36
2008	5,063,022	*298,910	16.94
2007	5,185,837	*293,385	17.68
2006	5,115,547	*287,216	17.81
2005	4,904,027	*280,622	17.48
2004	4,946,098	*275,796	17.93
2003	4,630,231	*271,251	17.07
2002	4,540,996	*266,874	17.02
*Census Estimate			



Result

The VMT per capita for 2014, 2015, and 2016 have both raised slightly, which is reverse of the trend from 2012-2013. The value of 16.46 VMT/capita, however, remains well below the target maximum of 19.

Notable Factors

The trend reversal, which started in 2014, could be due to the improving economy and continued low fuel prices. VMT has been rising during this time. Since 2013, Daily VMT has risen by over 9 percent, while the population has grown by 2 percent. These local statistics are representative of national trends, where driving has been reaching all-time highs.

2. Modal Balance

A lower value is better for “Drive Alone,” while a higher value is better other modes.

Description

Modal balance describes the varying proportions of mode choice at a given time. Modes can include walking, cycling, public transport, carpooling, and private motor vehicle, as well as taxicab, motorcycle, and no travel mode – as in working from home. As an indicator, modal balance provides information on how many types of users there are within the system. As a performance measure, modal balance shows the success of alternative forms of transportation. OTO has decided to focus on a subset of modes –

- Car, Truck, or Van – Drove Alone
- Car, Truck, or Van – Carpooled
- Public Transportation – All
- Bicycle
- Walked
- Worked at Home

This data is derived from the American Community Survey, which asks, “How did this person usually get to work last week?” Respondents are asked to mark the method they used most often if they used more than one mode of transportation during the trip. The American Community Survey collects data on a yearly basis, but on a smaller scale. To maintain reliability in the data in areas with smaller populations, yearly samples are aggregated over multiple years. This also limits the geography for which American Community Survey Data is available. For the OTO region, this data is offered at the County and Place level. In this analysis, the data for all of Christian and Greene Counties have been used, as the information was not available at just an MPO level.

Target

Decrease “Drove Alone” to 75 percent for the region by 2035.

Current Value/Trends

Christian and Greene Counties	
2000	82%
2005-2009	82%
2006-2010	82%
2007-2011	83%
2008-2012	83%
2009-2013	83%
2010-2014	83%
2011-2015	83%

Result

The percentage of those who “Drove Alone” stayed steady between evaluation years, though the desired result is for the percentage to decrease. While this is the case, transit and carpooling did increase during 2011-2015.

Notable Factors

This data is available from the American Community Survey (ACS) which is delayed in its provision of data compared to the timeframe OTO is analyzing. Also, this ACS data spans a 5-year collection timeframe and includes data from recovery of the Great Recession, which impacted driving behaviors.

3. Bicycle/Pedestrian Network Completion

A higher value is better.

Description

Using aerial photography and data from individual jurisdictions, OTO tracks where sidewalks exist within the OTO study area. This plan recommends sidewalks be located in residential, as well as commercial areas. This performance measure will compare the miles of roadway with sidewalk to the miles of roadway without and will not include roadways with a classification of Expressway or higher. The measure will not distinguish between those roads with sidewalks on one side of the street versus both sides of the street. Sidewalks are usually added to existing roadways at a rate of just a few miles per year. Sidewalks should be included with construction of new roadways.

OTO has also identified the future trail network for the region. This performance measure will be assessed by the miles of completed trails. Only those trails used for transportation will be counted. The Frisco Highline Trail will only be counted to the Greene County northern boundary. Currently, 225 miles of trail are planned for the region.

Target

If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways. By 2035, the total percent of roadways with sidewalks would be 33.5.

- 1) That 35 percent of roadways have sidewalks, excluding those with Expressway classification or above.
- 2) That 80 miles of the trail network be completed by 2035.

Current Value/Trends

**excluding Freeways, Freeway Ramps, and Expressways (per the OTO Major Thoroughfare Plan)*

	2012	2013	2014	2015	2016
Percent Roadway with Sidewalks	29.62	30.50	30.77	30.98	31.1
Miles of Existing Greenway Network	53.84	56.04	60.22	62.54	62.60



Result

Bicycle and pedestrian accommodations continued to increase in the OTO region.

Notable Factors

Improvements include new sidewalk in almost every OTO community. Sidewalk improvements were made in new and old developments, near schools, and in the downtown area. MoDOT and City Utilities have also partnered to construct sidewalks to improve access to transit stops.

For the Greenway Network, as more connections are created, previously considered loop trails are becoming part of the larger system. Connections to the street network have expanded the extent of the trail network.

4. Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled

A lower value is better.

Description

Crash rates are defined by crashes per Million Vehicle Miles Traveled (MVMT). This can be an effective way to gauge roadway safety trends. This does not account for how many disabling injuries or fatalities occurred with a single crash, rather, it considers if any disabling injury or fatality was associated with a crash, and then compares that to the vehicle miles traveled. By indexing the number of crashes to vehicle miles traveled, one can take into account the risk involved given the number of miles driven. The more miles one travels, the higher their risk for a crash. This exposure factor is more accurate in determining roadway safety.

Target

That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the graphic below.

Year	Annual VMT	Disabling Injury Crashes and Fatal Crashes	Disabling Injury Crashes and Fatal Crashes/ 100MVMT
2016	1,974,891,348	222	11.24
2015	1,908,927,370	205	10.74
2014	1,847,554,810	202	10.93
2013	1,800,613,620	192	10.66
2012	1,813,172,784	190	10.48
2011	1,799,828,505	198	11.00
2010	1,828,972,660	237	12.96
2009	1,813,807,640	254	14.00
2008	1,853,066,052	220	11.87
2007	1,892,830,505	226	11.94
2006	1,867,174,655	266	14.25
2005	1,789,969,855	244	13.63
2004	1,810,271,868	249	13.75
2003	1,690,034,315	233	13.79
2002	1,657,463,540	233	14.06



Result

The crash rate in the OTO region has decreased from 2015 to 2016. Disabling injury and fatal crashes did increase faster than Annual VMT and this is reflected in the crash rate.

Notable Factors

The Blueprint for Safety and its Southwest District Committee has focused on reducing fatalities on the MoDOT network. Statewide, fatalities are also increasing. This will need to be considered as the region sets National Performance Targets for Safety.

5. On-Time Performance of Transit System

A higher value is better.

Description

The timeliness of each bus route is determined through spot checks by a supervisor. Such checks are performed randomly. Timeliness can help determine if a route needs adjusting, if there are issues at stops along a route, or if there is a broader roadway efficiency issue. Timeliness also demonstrates the reliability of the system. System reliability can be more important to a user than frequency of service.

Target

The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level.

Current Trends/Values

Source: City Utilities Transit

Year	Percent on Time
2007	89
2008	91
2009	91
2010	94
2011	96
2012	91
2013	93
2014	96
2015	88
2016	81



Result

Transit On-Time performance is down since 2015 and 2014. On-time performance is reported quarterly, so for 2016, this is the result of averaging the four quarters.

Notable Factors

The methodology for on-time performance contributes to the annual variances in the percent buses are on-time. Through 2014, the method was to perform spot-checks at the transfer station by supervisors with a low sample rate. City Utilities has since purchased automated vehicle location devices for each of their buses. This provides a holistic view of timeliness for the transit system. This allows for buses to be tracked at their timed stops along routes, as well. This will be the new method of checking on-time performance, so after several years, it would be appropriate to reconsider the target for this measure. In 2016, new bus routes were also introduced and the routes have been tweaked over the course of the year due to timing.

6. Percent of Housing Units within ¼-mile of a Bus Route

A higher value is better.

Description

The percent of housing units within a ¼-mile of a bus route is an indicator of how many potential people are available to use the transit system. This measure examines the City Utilities Transit service area at the proximity of housing units to CU bus service.

Target

That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035.

Current Trends/Values

Year	OTO Area Housing Units		CU Service Area Housing Units		1/4-mile Relevant Bus Route		% Households w/in 1/4-mile CU Bus Route	
	Number	% Change	Number	% Change	Number	% Change	OTO Area	CU Service Area
2010*	138,623	--	77,620	--	64,871	--	47	84
2012**	140,911	1.65	78,305	0.88	65,329	0.71	46	83
2013**	141,832	0.65	78,547	0.31	65,480	0.23	46	83
2014**	142,882	0.75	78,879	0.42	65,679	0.30	46	83
2015**	144,509	1.14	79,771	1.13	66,304	0.95	46	83
2016**	145,313	0.56	79,905	0.17	66,329	0.04	46	83

Result

Based on this analysis, access to transit has not improved since 2011. The target is for an upward trend. For 2016, the City of Springfield actually had a negative growth rate in residential housing units. With this in mind, it is positive to still see growth in the number of units near bus routes.

Notable Factors

The number of housing units for the OTO region, as a whole, is static as the data source is the 2010 Census. The OTO is able to use this as a base number, however, and add information from building permit data collected with the Growth Trends document.

*Based on 2010 U.S. Census Bureau Housing Units

** Based on OTO Growth Trends Building Permit Data plus 2010 U.S. Census Bureau Housing Units

7. Average Commute Time

A lower value is better.

Description

Average commute time is the amount of time taken to travel to work as reported by workers over the age of 16 on the American Community Survey and the decennial Census. This data is not available at the OTO level, so it will include all of Christian and Greene Counties. This measure is an indicator of both the distance commuters are traveling and the potential congestion drivers face during their commute.

Target

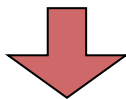
Keep the average commute time less than 25 minutes by 2035.

	Blue cells show improvement
	Red cells show decline
	White cells show no change

Current Value/Trends

Source: US Census Bureau – American Community Survey, Table S0801

	1990	2000	2005-2009	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	Difference in Minutes 2009-2013 to 2010-2014
Christian	27.4	25.1	24.1	24.5	24.9	25.6	25.5	26.3	0.8
Greene	17.6	19.2	19.5	19.2	18.8	19.0	19.0	19.0	
Battlefield	22.6	23.1	22.7	23.1	22.1	22.7	22.2	23.0	0.8
Fremont Hills	17.0	19.8	19.7	23.6	23.2	23.8	24.4	25.7	1.3
Nixa	19.1	23.8	21.9	22.4	23.4	24.9	24.4	24.7	0.3
Ozark	19.2	21.6	22.0	23.1	23.3	23.3	23.8	25.6	1.8
Republic	21.6	25.1	23.4	22.2	22.3	21.5	21.9	22.0	0.1
Springfield	15.7	17.0	17.6	17.3	16.9	17.3	17.3	17.2	-0.1
Strafford	20.4	22.4	23.0	23.7	20.8	22.1	22.0	21.0	-1.0
Willard	23.2	23.0	23.8	23.1	24.8	26.1	23.6	23.3	-0.3
Average of Greene/Christian	22.5	22.2	21.8	21.9	21.9	22.3	22.3	22.7	0.4
Average of OTO Cities	19.9	22.0	21.8	22.3	22.1	22.7	22.5	22.8	0.4



Result

Overall, commuting times have declined since the prior analysis, with only commuters in Springfield, Strafford, and Willard seeing an decreases in commute times and Greene County with no change. The average commute does remain under the target of 25 minutes for the region.

Notable Factors

As stated earlier, the American Community Survey data spans multiple years, though this latest round is starting to show the recovery from the Great Recession. The increase in VMT seen in other measures is also likely a contributing factor to the increased commute times.

8. Peak Travel Time

A lower value is better.


Description

For 2005, 2008, and 2012, travel time along the roadway system was determined through travel time runs using Global Positioning System (GPS) units. These units collected data to determine the average time it takes to travel a corridor. When the speed of travel drops more than 20 mph below the posted speed limit, a roadway is determined to have significant delay. For the 2016 data, newly installed wi-fi sensing travel time units and cell-phone probe data was used to calculate delay. This also meant more roads were included in the analysis.


Target

That less than 20 percent of the OTO area roadways will be significantly delayed.

Current Value/Trends



AM Peak Total				
	2005	2008	2012	2016
Miles 20+ mph below speed limit	12.85	33.63	25.26	13.71
Total Travel Time Mileage	265.04	343.23	342.57	765.54
Percent Significantly Delayed	5%	10%	7%	2%



PM Peak Total				
	2005	2008	2012	2016
Miles 20+ mph below speed limit	18.37	46.23	48.93	128.09
Total Travel Time Mileage	264.27	354.8	339.48	765.54
Percent Significantly Delayed	7%	13%	14%	17%



Result

AM Peak travel time is improving, but PM Peak travel time is not. This measure has not been updated for 2017.

Notable Factors

The 2005-2012 data is not directly comparable to the 2016 data as they were collected using different methods and the 2016 data covered many more miles of roadway. The prior method of using GPS units allowed for speed to be collected at many more points along a route while the newer sensing units are only placed at more significant intersections, lengthening the segments measured for speed. While this is the case, the current trends of improving AM Peak and worsening PM Peak have continued.

9. Percent of Roadways in Good Condition

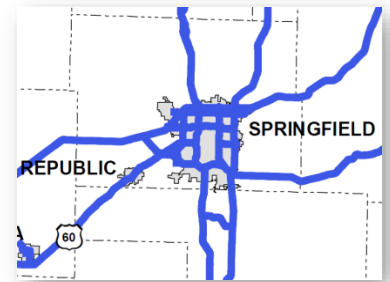
A higher value is better.

Description

The Missouri definition of good condition uses factors such as smoothness and physical distress to determine quality. The goal for the Missouri Department of Transportation is to have 85 percent of all Major Roads in Good Condition. The current OTO values for 2010 are higher than for the entire State of Missouri. Overall, in Missouri, the Major Roads were more than 85 percent good, while in the OTO, 93 percent are considered good. Major Roads are principal arterials, including interstates, freeways and expressways. This map highlights the major roads in the OTO region.

Major Roads in the OTO Region

Source: Missouri Department of Transportation



Target

That 85 percent or more of the Major Roads in the OTO region are in Good Condition.

Year	Major % Good
2002	65
2003	61
2004	59
2005	61
2006	78
2007	87
2008	89
2009	91
2010	93
2011	94
2012	94
2013	94
2014	96
2015	96
2016	96
For MoDOT owned roads only. Based on MoDOT Tracker Data.	

Result

The percentage of Major Roads in Good Condition was constant 2011 through 2013 and then increased in 2014, and stayed the same in 2015, continuing to remain above 85 percent.

Notable Factors

The Southwest District Asset Management Plan aims to keep Major Roads in the OTO region at 96 percent or better. This commitment has continued to show in the quality of the roadways.

10. Bridge Condition

A higher value is better.

Description

Bridge condition ratings are calculated by taking the lowest sub-rating of the super-structure, sub-structure, and deck. Ratings range from 3 to 9. At a bridge rating of 3, bridges are closed to the public. A bridge rating of 5 is considered Fair, with all primary structural elements as sound, though they may have minor section loss, cracking, spalling, or scour. A bridge rating of 9 is Excellent. The Missouri Department of Transportation does not have a set goal for this measure. This measure shows those bridges which are rated 5 or higher, in Fair or better condition.

Target

That the percent of bridges in fair or better condition will stay above 90 percent.

	Total Bridges	Total Fair+	Percent Fair+
2001	251	242	96.41
2002	252	242	96.03
2003	253	244	96.44
2004	259	250	96.53
2005	265	256	96.60
2006	270	257	95.19
2007	273	260	95.24
2008	277	262	94.58
2009	287	269	93.73
2010	290	268	92.41
2011	317	298	94.01
2012	328	311	94.82
2013	333	318	95.50
2014	331	316	95.47
2015	331	316	95.47
2016	333	317	95.20

Includes state and non-state bridges

Result

The percentage of bridges with Fair or better condition ratings remains above the target of 90 percent. The 2016 results are the practically the same as for 2013-2015.

Notable Factors

The continued focus on taking care of the system promotes the region's continued ability to keep the area's bridges in fair or better condition.

11. Ozone Levels

A lower value is better.

Description

Ozone is a regulated pollutant under the Clean Air Act and the allowable amount is set by the National Ambient Air Quality Standards. Ozone is measured on a three-year design value. This is based on the 4th highest ozone value during each of those three years. Though the standard in place was set at 75 ppb when this measure was adopted, it is now 70 ppb. The standard is reviewed at least once every five years and either stays in place or is adjusted downward. As a metropolitan transportation organization, the OTO is responsible for ensuring that the region complies with transportation conformity requirements. This essentially states that the transportation projects within the non-attainment area are consistent with air quality goals.

Target

That the region will be able to demonstrate transportation conformity for its plans, programs, and projects.

Years	Value
2002-2004	70
2003-2005	71
2004-2006	71
2005-2007	77
2006-2008	73
2007-2009	69
2008-2010	68
2009-2011	69
2010-2012	74
2011-2013	72
2012-2014	68
2013-2015	61
2014-2016	60



Result

As the region has yet to go non-attainment, conformity is not an issue for OTO at this time. The most recent Ozone Design Value is now well within the limits set by EPA through the National Ambient Air Quality Standards. The Design Value has improved since the previous report and voluntary efforts are underway to keep the area in attainment.

Notable Factors

Weather is a major factor in the area's ozone values and 2012 was a very hot year, with cooler years since. The Ozarks Clean Air Alliance is participating in EPA's Ozone Advance Program to mitigate the impacts of ozone in southwest Missouri. City Utilities has ceased using coal at the James River Power Plant and will soon discontinue using the power plant completely.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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 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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TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 07/19/2017; ITEM II.D.

Title VI/ADA Program Update

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

Several new elements were added during this update. New to this update are a formal non-discrimination policy, standard DOT Title VI assurances, and program area descriptions. The Title VI complaint form has been updated to capture additional information about the complainant. Compliance with provisions of the ADA were more thoroughly addressed in the updated, as well. The accessibility of OTO's electronic presence and OTO's physical spaces were assessed. Some issues were immediately addressed, while others are identified for future efforts.

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

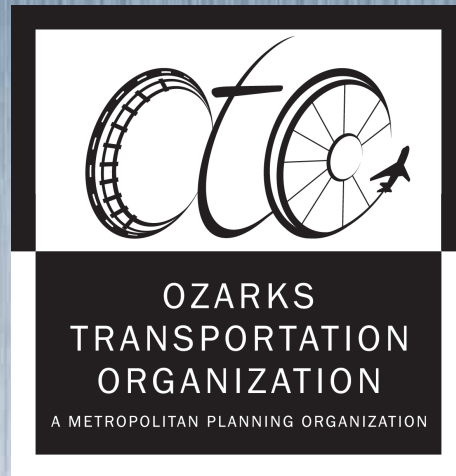
TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

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

Or

"Move to recommend that the Title VI/ADA Program have the following revisions..."



TITLE VI/ADA PROGRAM

2017

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

OZARKSTRANSPORTATION.ORG



Resolution # _____

A RESOLUTION ADOPTING THE TITLE VI/ADA PROGRAM

A resolution of the Ozarks Transportation Organization that authorizes the following: (1) the approval and adoption of the Title VI/ADA Program, (2) the execution of the Standard DOT Assurances and Policy of Nondiscrimination, and (3) the incorporation of certain minor changes to the Title VI/ADA Program

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; and

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; and

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

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

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

1. The 2017 Title VI/ADA Program is approved and adopted.
2. The Executive Director or his designee is authorized to execute the Standard DOT Assurances and Policy of Nondiscrimination.
3. 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,

3. 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 2017 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 17th day of August 2017

Mr. Ray Weter
Chair, Board of Directors

Attest:

Mr. Ken McClure
Vice-Chair, Board of Directors

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Appendix A: Standard DOT Assurances

Appendix B: Applicable-Nondiscrimination Authorities

Appendix C- Title VI/ADA Complaint Procedures and Form

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Appendix E- Limited English Proficiency Plan

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

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Appendix H: Title VI/ADA/LEP Implementation Guide

Appendix I: OTO Title VI/ADA/LEPP Resources

Introduction

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

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

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

Environmental Justice

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

Limited English Proficiency (LEP)

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

Persons with a Disability

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

The Ozarks Transportation Organization

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

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

Title VI Coordinator

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

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

The Coordinators Responsibilities include:

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

The OTO responsibilities

- 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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Ozarks Transportation Organization Metropolitan Planning Area

Approved by the
Governor of Missouri
2/8/2002

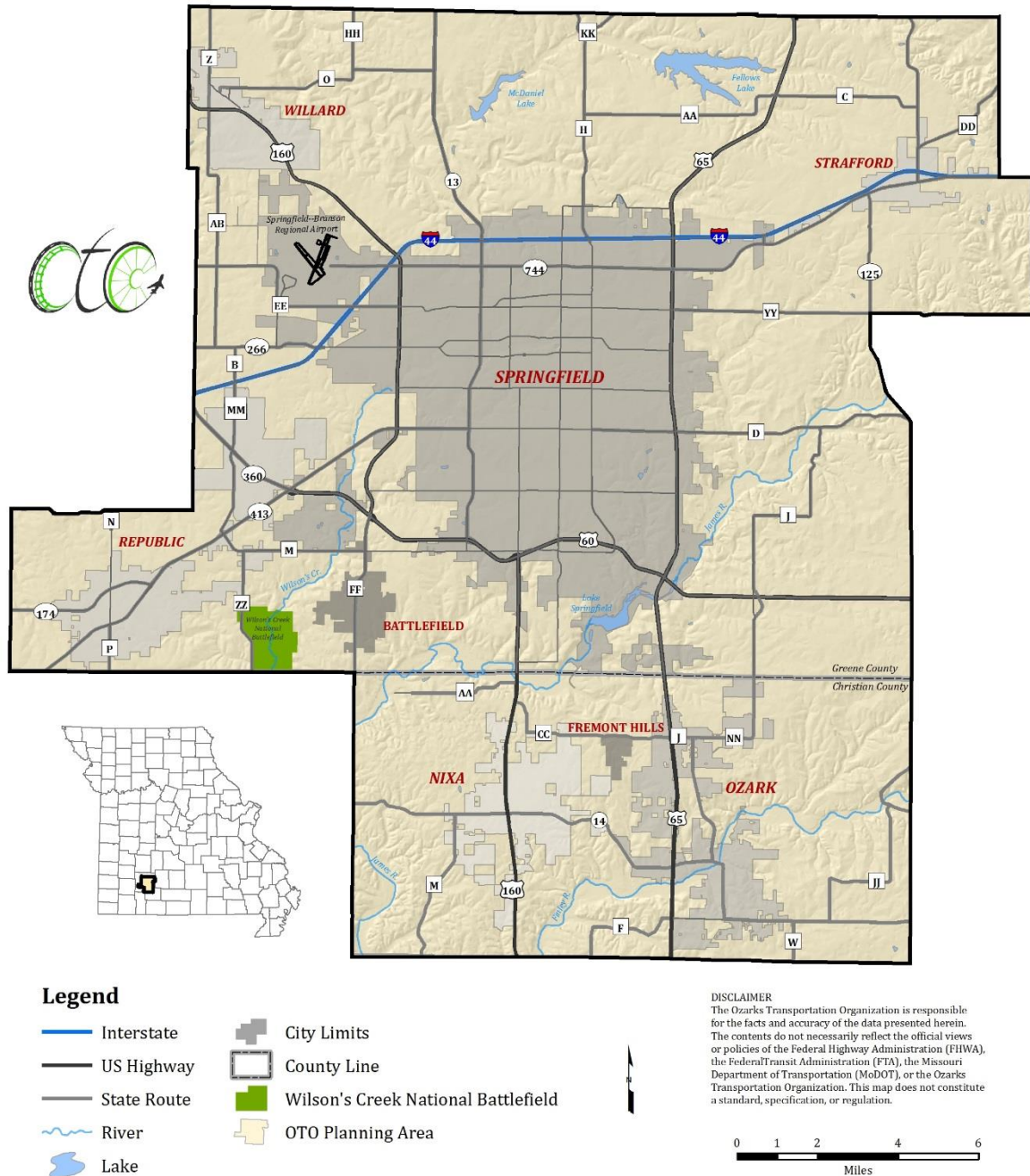


Figure 1 MPO Study Area

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

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

Policy of Nondiscrimination

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

OTO Director

Date

Primary Program Area Descriptions

The OTO's program area is transportation planning. In conducting its transportation planning activities, the OTO seeks input from local governments and members of the general public, analyzes data to 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 LEPP individuals. Policies include adding underserved populations to interested parties mailing lists, locating meetings at transit accessible locations, and ensuring ADA compliant meeting facilities are used. Additional ADA discussion can be found in the ADA Program Access Section. An EJ based scoring criteria is included in the prioritization scoring criteria. Finally, key draft documents, including the long range transportation plan and the transportation improvement program, are made available for public comment at key locations in minority communities.

Standard DOT Assurances

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

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

General Requirements (Chapter III) All recipients must submit:

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

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

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

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

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

Title VI Complaint Procedures

General steps of the OTO's complaint process:

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

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

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

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

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

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

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

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

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

The complainant may be 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: Title VI Program Coordinator East Building, 5th Floor - TCR 1200 New Jersey Ave., SE Washington, DC 20590	Federal Highway Administration Office of Civil Rights 1200 New Jersey Avenue, SE 8 th Floor E81-105 Washington, DC 20590

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

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

Steps to collaborate with above agencies

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

Title VI Complaint Form and Policy

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

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

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

Table 1: Complaints Received Log

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

Public Participation Plan

Objective 6 of the OTO's Public Participation Plan looks at the OTO's outreach efforts for engaging minorities and LEP persons. The complete Public Participation Plan can be found in Appendix D.

Objective 6: Diversity and Equity

The OTO shall follow a public policy goal 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.

Policy 6.1: The OTO shall post signs that language assistance is available in public areas such as the OTO reception area or public notice bulletin board.

Policy 6.2: 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 and insert "Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3047 ext. 107, cuando menos 48 horas antes de la junta."

Policy 6.3: Public meetings should be held in locations that are accessible by public transit. If topics of public meetings affect any of the populations listed above, the meeting location should be in that area for their convenience.

Policy 6.4: Meeting facilities shall be compliant with the Americans with Disabilities Act.

Policy 6.5: Community leaders and organizations representing traditionally underserved populations shall be added to the interested parties' database when recognized to facilitate involvement of these groups.

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.

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 have on hand the “I speak” cards printed from the following website <http://www.lep.gov/ISpeakCards2004.pdf>
- OTO staff may also visit the California Department of Social Services website for more “I speak” cards <http://www.cdss.ca.gov/inforesources/Forms-Brochures/Translated-Forms-and-Publications/I-Speak-Cards>
- Examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings
- When OTO sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee’s ability to speak and understand English, staff will ask a question that requires a full sentence reply
- Though language needs may not be met at the current meeting, an inventory of those needs will help staff plan for language needs at a future meeting
- Post a notice of available language assistance in the OTO reception area.

Language Assistance Measures

When an interpreter is needed, in person or on the telephone, first it should be determined what language is required. OTO staff can offer informal verbal interpretation in Spanish. If staff is not available, then there are several resources for interpreters in the region. OTO received confirmation from Group Latinoamericano that they can provide a Spanish interpreter. OTO contacted a local translation services that can provide an on-demand translation services as needed for a fee. City Utilities, the Transit Operator has a Spanish interpreter available during normal business hours.

Relay Missouri offers Spanish Relay service. Relay users can type in Spanish and the conversations will be relayed in Spanish. Voice users can speak Spanish to the relay user. Spanish to English Translation is offered. Users must dial 1-800-548-8317 (TTY/ASCII/Voice). The Missouri Court Interpreter Service has a sizable list of language interpreters that can be found at <http://www.courts.mo.gov/page.jsp?id=180>. Interpretation services are also available through local professional groups that for a fee can be accessed.

Missouri’s Office of Administration has a list of contractors that supply LEP services including language interpreters, verbal interpreters, phone interpreters and sign language interpreters.

These services are available through the certain cooperative agreements OTO has with the State of Missouri.

There are several Universities and Colleges in Springfield, Missouri that have foreign language departments. These could also be used as a resource if need be. Currently, no OTO documents are available in a language other than English. The OTO website may be translated into many different languages using Google Translate.

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

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;
- Documentation of language assistance requests;
- How to handle a complaint;
- The importance of educating subrecipients on the OTO's LEP program responsibilities and their obligation to provide language assistance.

Providing Notice of Available Language Service to LEP Persons

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

Outreach Techniques

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

Monitoring and Updating the LEP Plan

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

Each update should examine all plan components such as:

- How many LEP persons were encountered?
- Were their needs met?

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

Dissemination of the OTO Limited English Proficiency Plan

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

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

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

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

Boards and Committees

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

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

Board of Directors

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

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

Technical Planning Committee

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

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

Membership: Appointed staff by the municipal agency.

Local Coordinating Board for Transit

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

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

Bicycle and Pedestrian Advisory Committee

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

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

Ethnic breakdown of the boards and committees for the OTO

Table 2: Board and Committee Members

Board or Committee	Caucasian	African American	Latin American	Asian American	Native American
Board of Directors	20	0	0	1	0
Local Coordinating Board for Transit	16	0	0	0	0
Technical Planning Committee	28	0	0	1	0
Bicycle and Pedestrian Committee	17	0	0	0	0

Sub-Recipient Monitoring

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

Title VI Equity Facility Analysis

The OTO has not constructed any facilities.

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

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

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

Demographic profile of the metropolitan area

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

The OTO areas estimated population, from the 2011-2015 ACS 5-year Estimates, is about 91.2% White, 3% African American, 0.5% Native American, and 1.7% Asian. Regardless of race, 10,979 people, or 3.4% of the population were estimated to be of Hispanic or Latino origin. Table 3, on page 16, contains this information.

Map of Minority Population

Figure 2, on page 17, shows the minority population by census tracts in the OTO service area. Most of the minority populations in the OTO service area are within the city of Springfield. Based on the estimates in Table 3, 8.6% of the population in the OTO region is comprised of racial minorities.

Map of Hispanic or Latino Population

Figure 3, on page 18, shows the Hispanic population by census tracts in the OTO service area. Most of the Hispanic populations in the OTO service area are within the city of Springfield. It is estimated that 3.4% of the population in the OTO service area is comprised of those that are of Hispanic or Latino Origin.

Map of Low Income Population

Figure 4, on page 19 shows the low-income populations by census tracts in the OTO service areas. This map identifies the Census Tracts in the middle of Springfield as having the highest percentage of individuals that are living in poverty. According to the estimates, 18.4% of those who live in the OTO's service area are living in poverty.

Map of Disabled Population

Figure 5, on page 20, identifies the population of those that are disabled by census tracts in the OTO service area. Currently, an estimated 13.1% of the population within the OTO service area are classified as having a disability. The Northwest section of Springfield shows the highest proportions of disabled individuals in the OTO service area.

Table 3: OTO Race and Ethnicity by Jurisdiction

One Race Alone							Hispanic or Latino
Jurisdiction	Estimated Population	White	African American	Native American	Asian	Hawaiian and Other Pacific Islander	Hispanic or Latino Origin Regardless of Race
Christian County	14,021	13,635	94	96	56	0	86
Greene County	74,328	68,442	1,772	229	1,692	79	1,254
Battlefield	5,844	4,992	140	0	42	0	344
Fremont Hills	894	885	0	0	9	0	0
Nixa	20,177	18,691	20	206	295	36	1,040
Ozark	18,608	17,886	223	74	52	0	643
Republic	15,594	15,209	8	108	29	0	346
Springfield	163,763	145,937	7,043	901	3,416	308	6,835
Strafford	2,137	2,062	28	18	3	0	5
Willard	5,429	4,988	144	11	0	0	426
OTO Region	320,795	292,727	9,472	1,643	5,594	423	10,979
Source: ACS 2011-2015 5 Year Estimates							

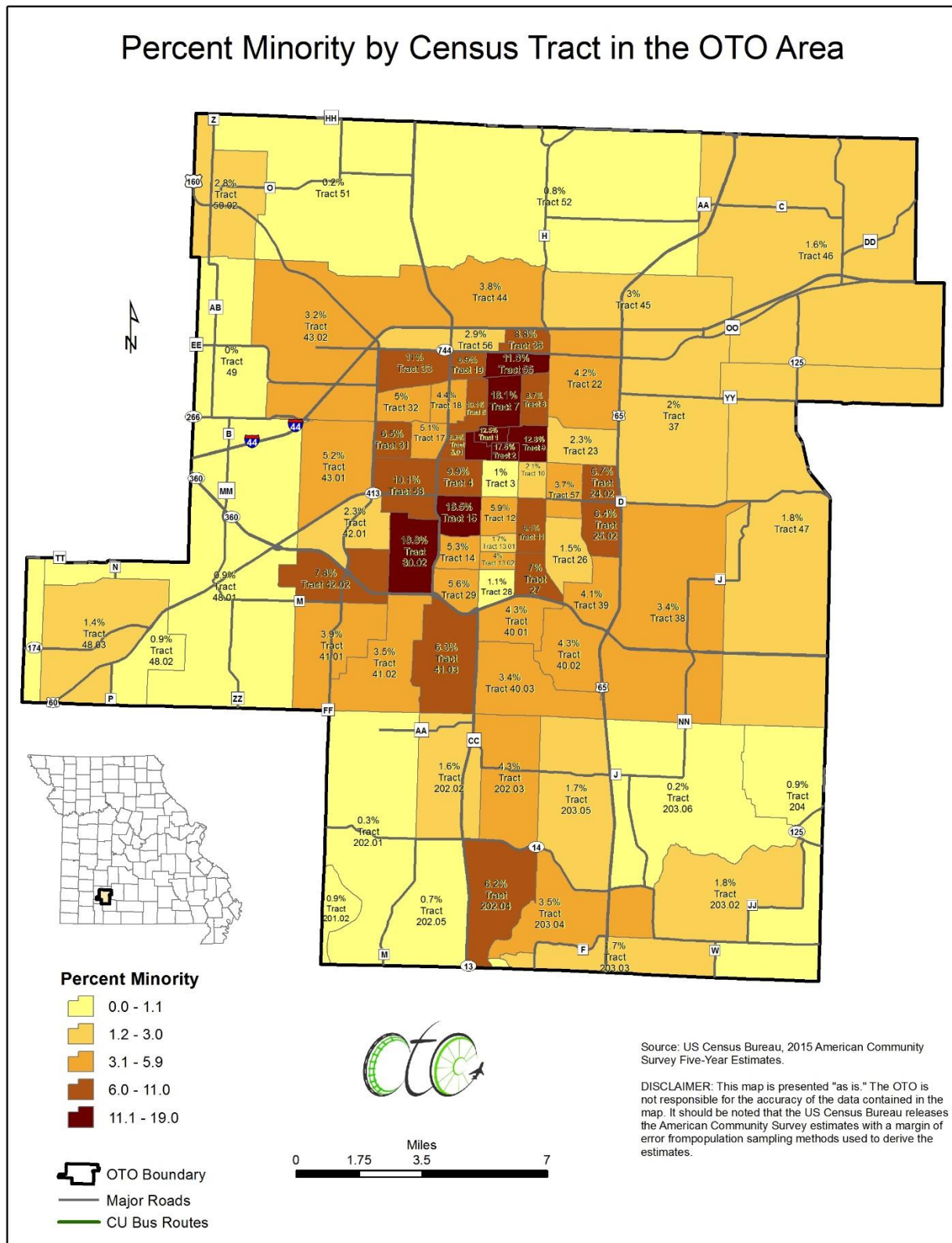


Figure 2 Percent Minority

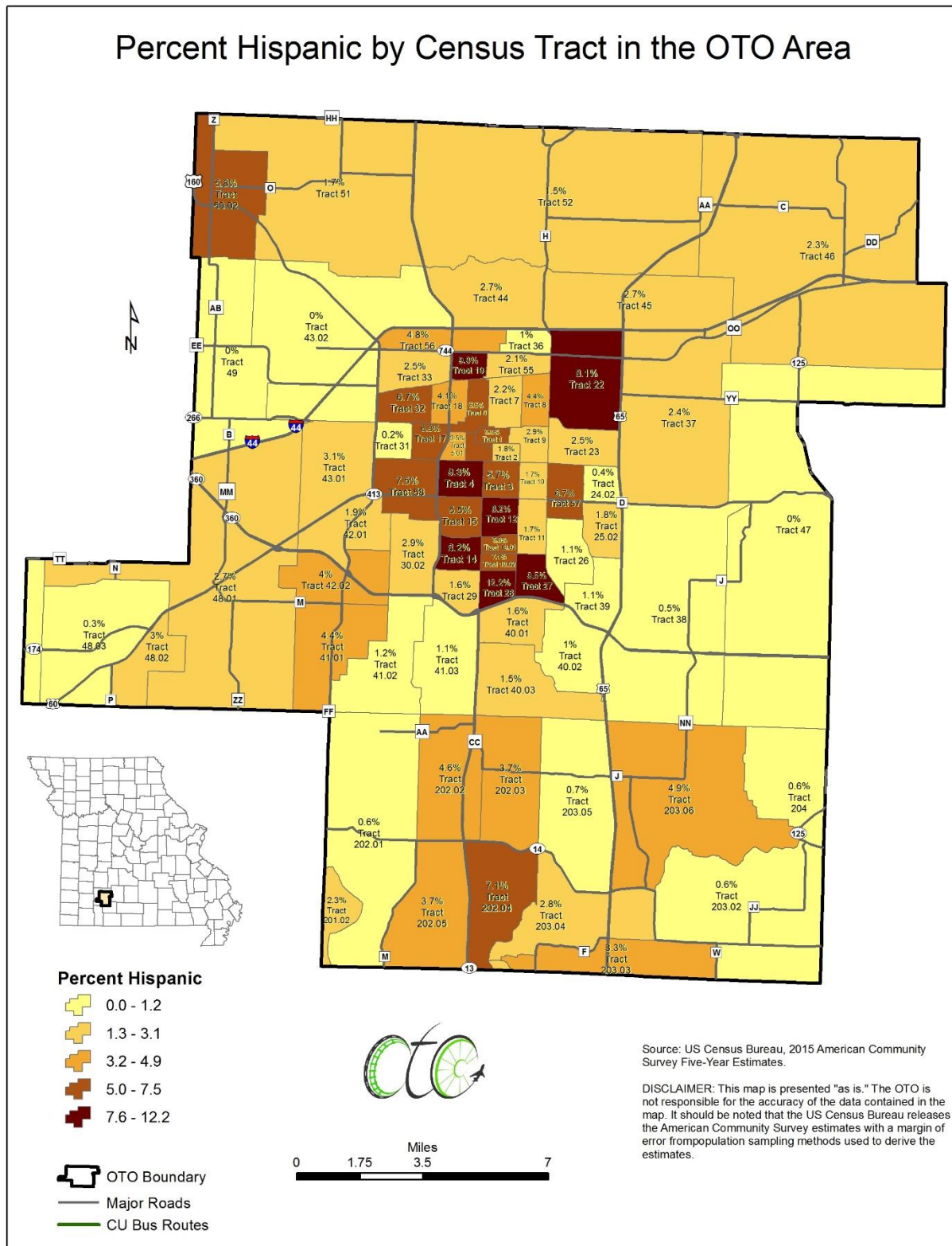


Figure 3 Percent Hispanic

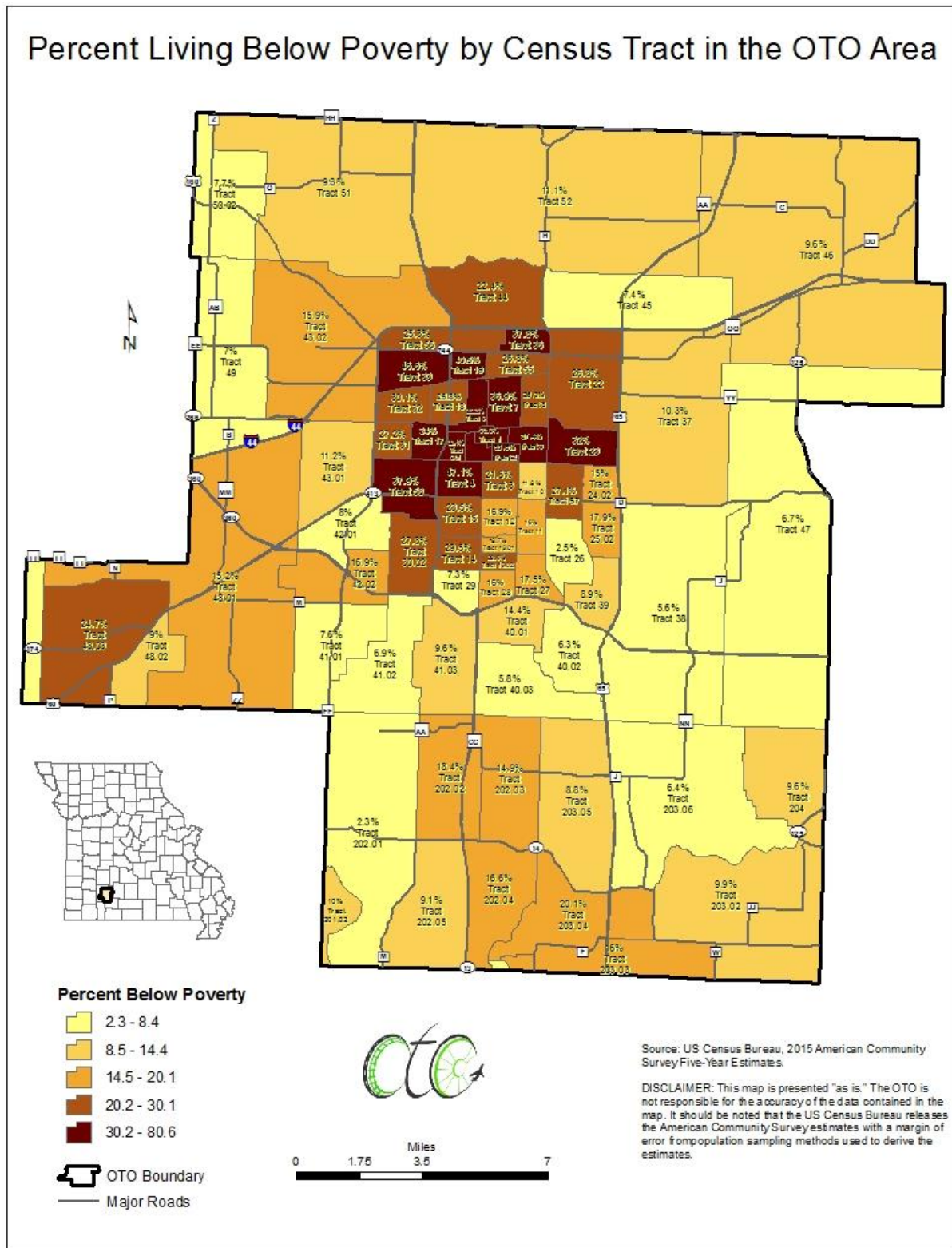


Figure 4 Percent Living Below Poverty

Percentage of Disabled People by Census Tract in the OTO Area

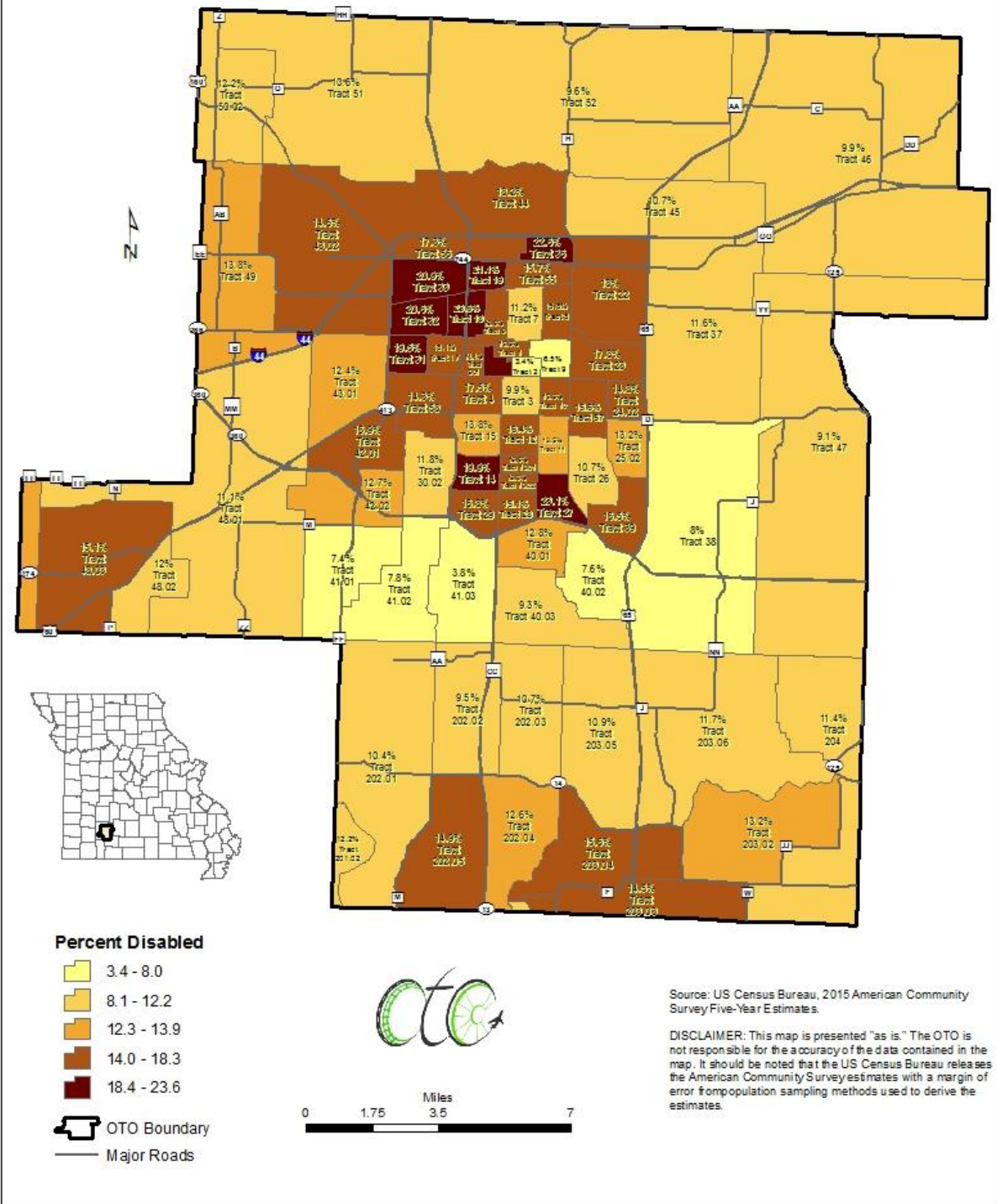


Figure 5 Percent Disabled

Fixed Route Transit Requirements

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

Mobility Needs of Minority Populations

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

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

The engagement and data analysis techniques impact the OTO's key planning products, include the Long Range Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, and Transit Coordination Plan. The planning products include detail analyses, public input, and broad, inclusive goals. Based upon the goals of these key document, 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 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 10.2 percent of the population within the OTO boundaries are minorities.

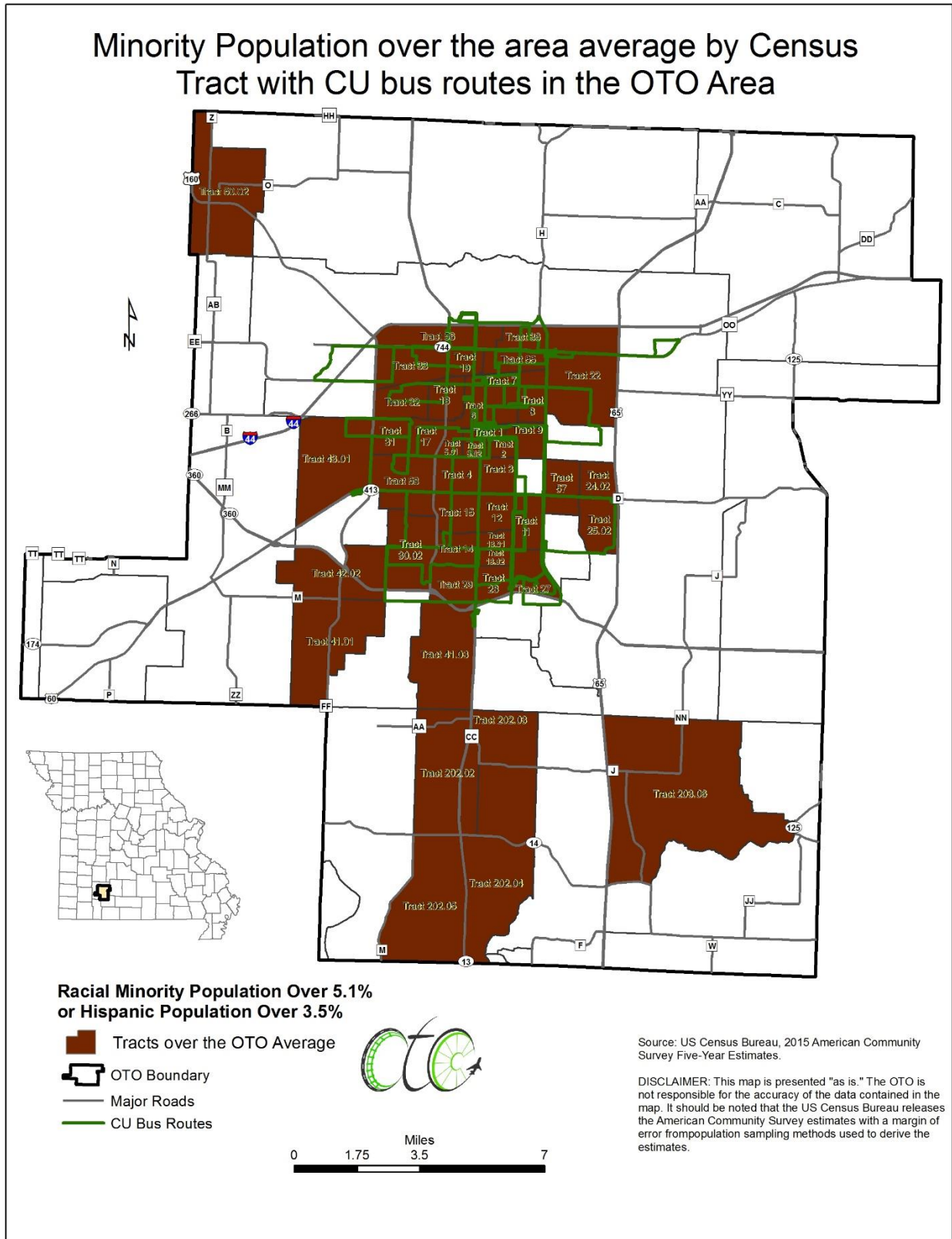


Figure 6 Minority Population with CU Bus Routes

Analysis of Disparate Impacts

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

The OTO administers a grant selection process for MAP-21 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. The OTO's Local Coordinating Board for Transit (LCBT) is the body that scores and ranks each application received during an open application process. The application process has a standardized score sheet for each program that is used during the selection process. The selection criteria can be found in the OTO TIP. The LCBT then awards the grant to highest scored application and continues making awards in descending order until all funds are expended. The Designated Recipients will administer the funds depending on the program. Table 3 shows the aggregate funding breakdown for transit grants for the FY 2017-2020 TIP, with amendments.

Table 3: Yearly Summary of funding for Transit Projects

Yearly Summary of Funding for Transit Projects				
	Federal Funds	Local Funds	State Funds	Total
FTA (5307)	\$2,588,722	\$1,973,256	\$50,000	\$4,611,978
FTA (5310)	\$1,064,800	\$246,455	\$0	\$1,311,255
FTA (5339)	\$4,286,960	\$1,071,740	\$0	\$5,358,700
Total	\$7,940,482	\$3,291,451	\$50,000	\$11,281,933
Source: FY 2017-2020 TIP, might change based on amendments				

Fixed route public transportation investments are focused in areas with above average concentrations of minority populations. No disparate impacts have been created.

Nondiscriminatory Passthrough of FTA financial assistance (if requested)

Currently, the OTO has no passthrough of FTA funds.

Nondiscrimination in subrecipient assistance (if requested)

See the above section.

ADA-Program Access

The OTO has consistently worked to make its public meeting accessible to those with disabilities. Meetings are held at accessible locations and interpreters are always available with adequate notice. Moving forward, the OTO will work to improve the accessibility of our electronic documents and website. Simple changes to document types and structure will achieve many

accessibility improvements. Some issues related to the OTO website or complicated tables in documents may exceed the technical capabilities of OTO staff and require outside assistance.

Public Meetings

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

On-Site

A building assessment was completed on 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. Accessible seating has been identified in the conference room. Seating for a companion has also been designated. 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 ____.

Off-Site

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

Electronic Documents

The OTO produces many electronic documents, such as PDFs. Historically, little effort was made to ensure these documents were accessible. It will be the policy of the OTO to ensure the following document properties are added to ensure accessibility. The OTO will fully implement the policy regarding electronic documents within 12 months of this program's adoption. Appendix G contains a guide for creating accessible documents in MS Word.

Document Formats

The OTO will make key documents available in both tagged-PDF and HTML formats. It is difficult to fully address accessibility in PDF documents. By providing documents in HTML, users of assistive technology will be better able to review our complex documents. It will be the policy of the OTO to ensure the following document properties are added to key documents (LRTP, Title VI/ADA, CMP). Currently, it is not possible for the OTO's Interactive TIP Tool to generate HTML or Tagged PDFs.

Headings

The OTO's electronic documents will be organized with appropriate headings and sub-headings. These headings will be created using MS Word's Style tool to ensure proper tagging occurs.

Figures

Any images, maps, or other graphics included in OTO's electronic documents will have alternative text assigned. The alternative text will include a descriptive title and a summary of the figure's content. The summary should be no longer than 100 words. Figures should all be placed in-line to maintain accessibility.

Tables

Any tables included in OTO's electronic documents will have alternative text assigned. The alternative text will include a descriptive title and a summary of the figure's content. Tables should also be placed in-line to maintain accessibility. Additionally, Adobe Acrobat Pro shall be used to tag each complex table so individual cells have column and row tag.

Website

It will be the policy of the OTO to ensure its website is accessible, where technologically possible. The OTO website has not been thoroughly analyzed for accessibility in recent history. A cursory review in May 2017 revealed several accessibility issues. These issues include color contrast, empty headings, missing alternative text, over-reliance on PDFs, and non-descriptive hyperlinks. The OTO will fully implement the policy regarding its website within 12 months of this program's adoption.

Analysis Tool

The WAVE Web Accessibility Evaluation Tool (www.wave.webaim.org) was used for the cursory analysis of the OTO's website. This tool will continue to be used by OTO staff to evaluate progress made on improving the website. If outside contractors are employed to address accessibility concerns, other tools or standards can be employed to evaluate the website.

Accessibility Summary

The OTO is committed to accessibility. Public meetings will continue to be accessible to individuals with disabilities. New efforts will be made to ensure the many documents produced by the OTO are also accessible. These new efforts should be widely implemented within 12 months of this programs adoption or with as plans are required to be updated.

Implementation

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

Appendix A: Standard DOT Assurances

Appendix B: Applicable-Nondiscrimination Authorities

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

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

Appendix C- Title VI/ADA Complaint Procedures and Form



TITLE VI/ADA POLICY AND COMPLAINT PROCEDURE

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

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

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

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

OTO RESPONSIBILITIES FOR TITLE VI/ADA

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

- Analyze regional data to identify minority and low-income population concentrations as well with individuals with limited English proficiency within the region. Commitment of staff and financial resources for this technical work can be demonstrated in the Work Program. The MPO staff can explain how the technical resources (models, Geographic Information Systems (GIS), data bases and analysis, etc.) are used for Title VI-related planning and analysis. The MPO might be asked to discuss this and how the technical information generated is used in planning.
- Where necessary, provide member agencies with regional data that assists them to identify minority and low-income populations in their subregion or service area. The team might discuss the extent to which this information is useful and used by participating agencies.

- Establish appropriate standards, measures, and benchmarks, and analyze the transportation process, TIP, and other MPO actions, plans, and investments to ensure they are consistent with, and do not violate, Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Effort in these areas might be demonstrated in the UPWP, as well as within the TIP, and in discussions of how this analysis is used in the planning process.
- Ensure that members of low income and minority communities, including Indian tribal governments, are provided with full opportunities to engage in the regional transportation planning process. This includes acting to eliminate language, mobility, temporal, and other obstacles to allow them to fully participate in the process. The MPO is concerned with providing equal access to services and benefits for individuals with limited English proficiency. The MPO should be able to provide documentation such as public meeting agendas and minutes, and a discussion of how successfully related staff uses information with the described groups.
- Where appropriate, monitor the activities of member agencies and other transportation agencies in the region regarding compliance with Title VI, Limited English Proficiency, Americans with Disability Act and Environmental Justice requirements. This can be done through on-going reviews as part of oversight of documents, including agendas, minutes, technical memoranda, federal attendance at meetings, in desk reviews, and in discussions with local participants in the site visit.
- Evaluate the regional transportation system to ensure that services are accessible to person with disabilities.

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

Addressing requirements successfully requires several categories of actions:

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

TITLE VI/ADA COMPLAINT PROCEDURE

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

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

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

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

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

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

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

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

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

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

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

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

COLLABORATION WITH OTHER AGENCIES

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

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

Steps to collaborate with above agencies:

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



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

TITLE VI/ADA COMPLAINT FORM

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

- * 1. State your name and address.

Name: _____

Address: _____

City/State: _____ Zip _____

Telephone No: _____

Home: (____) _____ Work: (____) _____

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

Name: _____

Address: _____

City/State: _____ Zip _____

Telephone No: _____

Home: (____) _____ Work: (____) _____

Please explain your relationship to this person(s).

3. Agency, department of program that discriminated

Name: _____

Address: _____

City/State: _____ Zip _____

Telephone No: (____) _____

- 4a. Non-Employment: Does your complaint concern discrimination involving disproportionately high and adverse impacts on low income, minority, or limited

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

___ Race/Color: _____
___ National Origin: _____
___ English Proficiency: _____
___ Sex: _____
___ Religion: _____
___ Age: _____
___ Disability: _____
___ ADA: _____

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

___ Race/Color: _____
___ National Origin: _____

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

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

Name: _____

Telephone No: (____) _____

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

Name: _____

Address: _____

City/State: _____ Zip _____

Telephone No:

Home: (____) _____ Work: (____) _____

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

Earliest date of discrimination: _____

Most recent date of discrimination: _____

- * 9. Please explain the situation by clearly stating what happened, why you believe it happened, and how the situation has created an adverse or negative impacts for the person(s) filing this complaint. Indicate who was involved. Be sure to include how other persons or groups were treated differently from you or your group. (Please

use additional sheets if necessary and attach a copy of written materials pertaining to your case.)

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

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

Name Address Area Code/Telephone Numbers

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

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

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

Yes ___ No ___

If so, do you remember the Complaint Number?

Against what agency and department or program was it filed?

Agency: _____

Address: _____

City/State: _____ Zip _____

Telephone No: (____) _____

Date of Filing: _____

Briefly, what was the complaint about?

What was the result?

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

___ U.S. Equal Employment Opportunity Commission

___ Federal or State Court

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

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

Agency: _____

Date filed: _____

Case or Docket Number: _____

Date of Trial/Hearing: _____

Location of Agency/Court: _____

Name of Investigator: _____

Status of Case: _____

Comments:

17. How did you learn that you could file this complaint?

- * 18. We cannot accept a complaint if it has not been signed. Please sign and date this complaint form below.

(Signature)

(Date)

Please feel free to add additional sheets to explain the present situation to us.

Please mail the completed, signed Discrimination Complaint Form (please make one copy for your records) to:

Ozarks Transportation Organization
Title VI/ADA Coordinator
2208 West Chesterfield Blvd., Suite 101
Springfield, MO 65807
417-865-3042 (phone)
417-862-6013 (fax)

Appendix D- Public Participation Plan

Appendix E- Limited English Proficiency Plan

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

June 27, 2017

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

Re: ADA Compliance at Chesterfield Lofts

Mr. Frees,

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

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

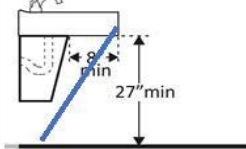
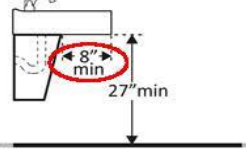
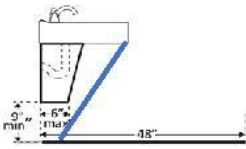
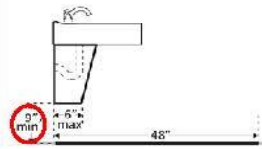


It should be noted the OTO's analysis is not an all-inclusive analysis of the Chesterfield Lofts building, nor is it intended to be authoritative. You are encouraged to evaluate these issues yourself to confirm our measurements and to identify appropriate fixes.

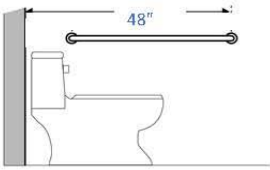
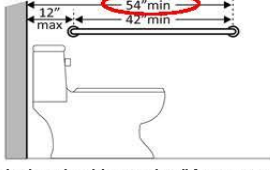
Please let me know if you have any questions regarding our analysis. I can be reached at athomason@ozarkstransportation.org or 865-3047 x107.

Thanks,


Andy Thomason
ADA Coordinator

Enclosure

Accessibility Issues at Chesterfield Lofts Building 1		
Description of Issue	Existing Condition	Requirement
The parking lot behind the Chesterfield Lofts building does not have enough accessible parking spaces	90 Parking Spaces/ 2 Accessible	76-100 Spaces= 4 accessible Spaces
The threshold is too high on front exterior door	11/16" high	1/2" high
The doors on the front exterior entrance, the rear exterior entrance, and the entrance between the lobby and rear vestibule close too quickly	Rear Exterior = 2.7 sec. to close completely Rear Vestibule= 3.2 sec. to close completely Front Exterior= 3.2 sec. to close completely	5 seconds to close within 12 degrees of the latch.
The exterior door to the OTQ 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

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	 <p>The diagram shows a side view of a toilet with a grab bar mounted on the side wall. A dimension line indicates the bar extends 48 inches from the rear wall.</p>	 <p>The diagram shows a side view of a toilet with a grab bar mounted on the side wall. Dimension lines indicate the bar should extend 54 inches minimum from the rear wall, with a 12-inch maximum clearance from the wall. The 54" min dimension is circled in red.</p>
	The bar extends 48" from the rear wall	The bar should extend 54" from rear wall

Appendix G- Accessible Formatting for Word

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ACCESSIBLE FORMATTING FOR MS WORD

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Headings

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

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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 begin typing, or highlight existing text and select a style for that text. Use the *Normal* style for body text. *Heading 1* should be used for the first level heading. Subsequent headings (i.e. *Heading 2*, *Heading 3*) should be used as subheadings. Three levels should be appropriate for most documents.

Modify Headers

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



FIGURE 1 LOCATION OF MS WORD'S HEADING STYLES

Modify Individual Heading Styles

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

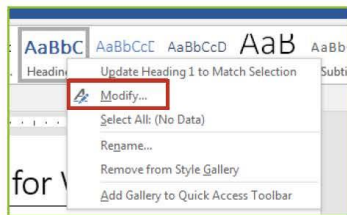


FIGURE 2 MODIFYING INDIVIDUAL HEADINGS

Modify Heading Structure Characteristics

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



FIGURE 3 PREDESIGNED HEADING STRUCTURES

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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.

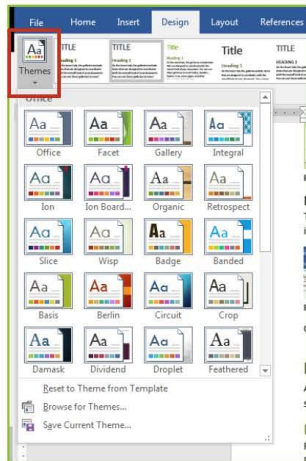


FIGURE 4 HEADING THEMES

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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

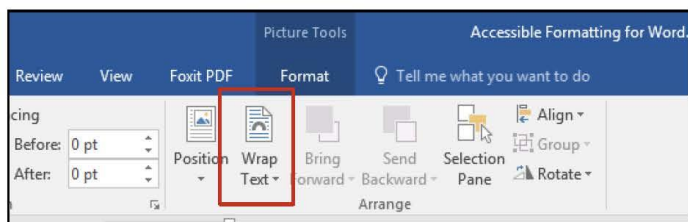


FIGURE 5 LAYOUT OPTIONS ON LAYOUT RIBBON

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

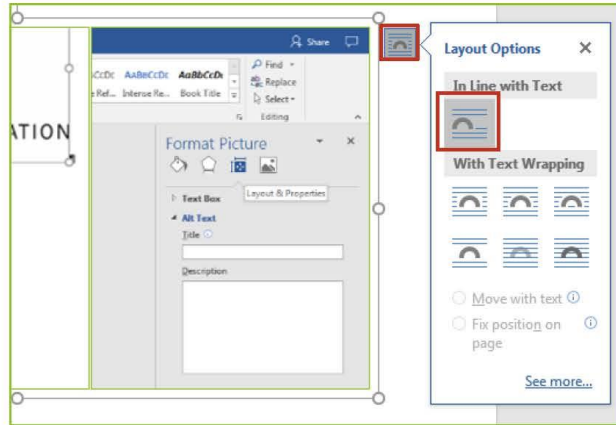


FIGURE 6 LAYOUT OPTIONS FOR IMAGES

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.

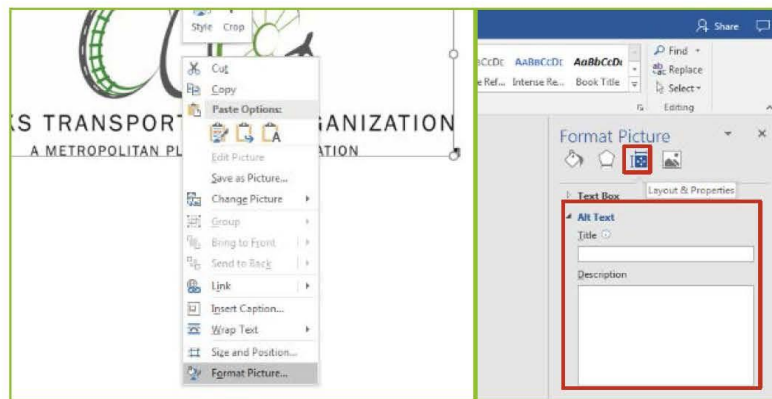


FIGURE 7 HOW TO ADD ALTERNATIVE TEXT

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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.

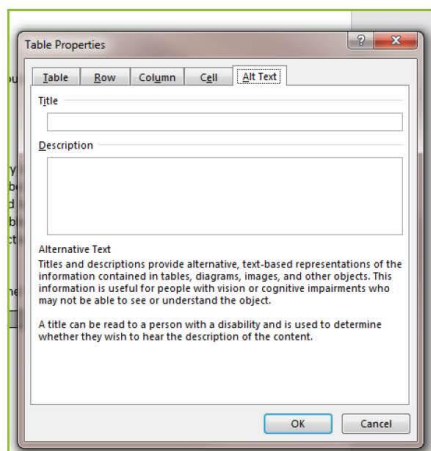


FIGURE 8 ALTERNATIVE TEXT FOR TABLES

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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.'

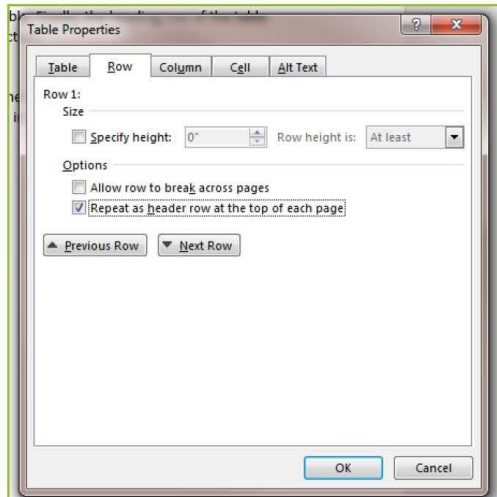


FIGURE 9 HEADER ROW FOR TABLES

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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.

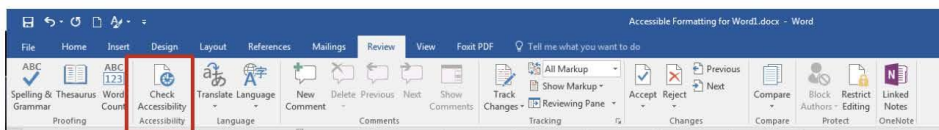


FIGURE 10 ACCESSIBILITY CHECKER

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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.

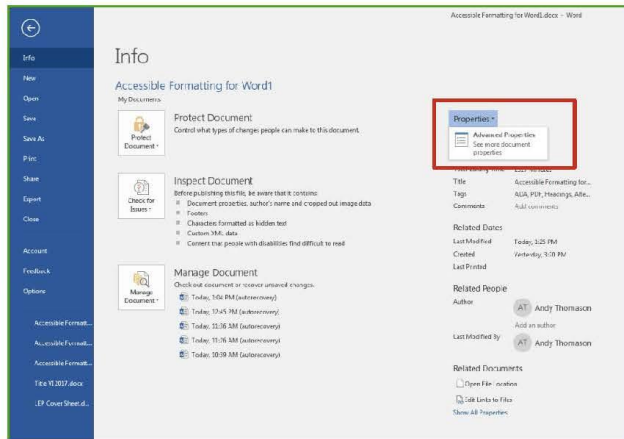


FIGURE 11 ACCESSING DOCUMENT PROPERTIES

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

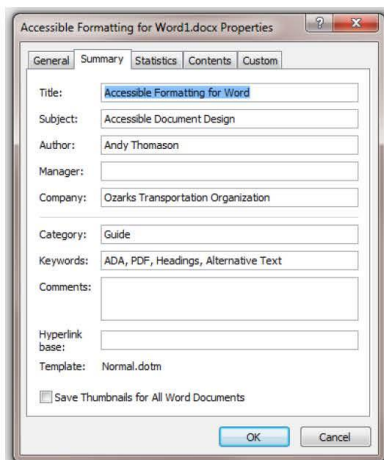


FIGURE 12 DOCUMENT PROPERTIES

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.

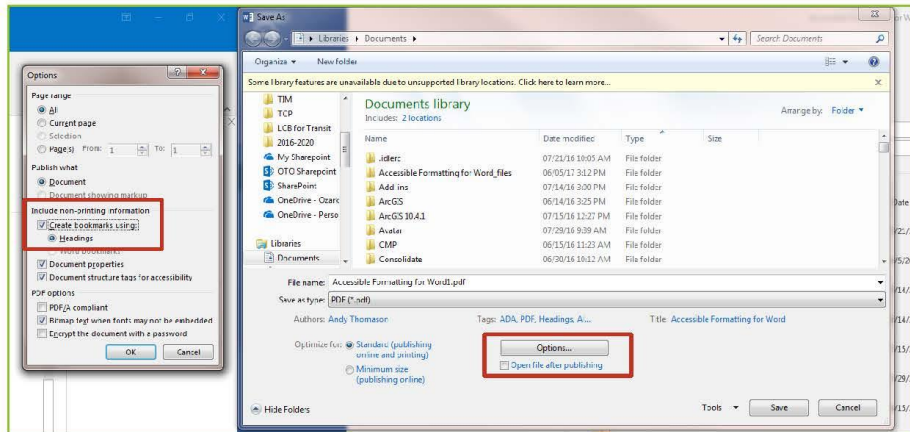


FIGURE 13 PUBLISHING BOOKMARKS

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.

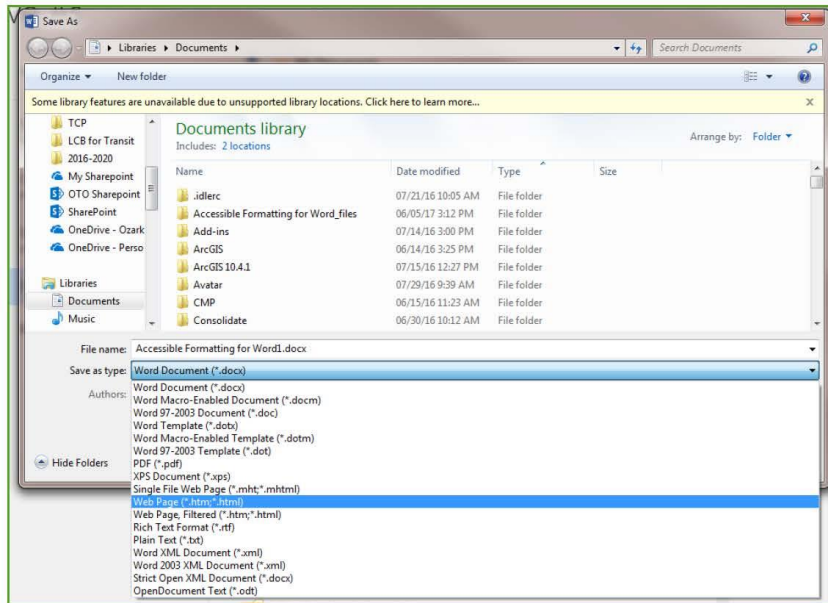


FIGURE 14 SAVING AS HTML

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Appendix H: Title VI/ADA/LEP Implementation Guide

Title VI/ADA/LEP Implementation Guide

General Public Notices

Action	Documentation
Title VI/ADA Notice on Public Notices: The standard Title VI notice in English and Spanish shall be included on all press releases, agendas, and other forms of public notice.	<ul style="list-style-type: none">• Press Release Folder,• Individual Committee Folders
Display of Notice of Title VI Policy: The OTO will have the Notice of Title VI Policy on Display on the community bulletin board at all times. The notice shall also be display at off-site meeting locations during OTO public meetings/workshops.	<ul style="list-style-type: none">• Notice on Community Board,• Photo of notice at off-site events

Conducting Public Meetings

Action	Documentation
Initial Verbal Contact: At public meetings, OTO staff will engage each participant in a short conversation. The staff member will be on the lookout for individuals demonstrating limited English proficiency.	<ul style="list-style-type: none">• New Hire Training Sheet• Annual Training Sheet
Public Transit Access: Offsite meeting locations should be accessible by transit. If multiple meetings are being held to discuss the same topics, at least one location should be accessible by transit.	<ul style="list-style-type: none">• Annual Offsite Meeting Map
Accessible Meeting Locations: Offsite meeting locations should be ADA accessible. If meetings need to be held in a community with no accessible meeting rooms, meeting packets should be assembled so they can be taken out to citizens unable to access meeting room.	<ul style="list-style-type: none">• Annual Offsite Meeting Map

Internal Title VI Training

Action	Documentation
New Hire Training: Each new hire will be given a copy of the Title VI/ADA/LEP Resources reference sheet by the Title VI/ADA Coordinator.	<ul style="list-style-type: none">• New Hire Training Completion Sheet (Signed by New Hire)

Action	Documentation
Annual Training: Each staff member shall complete one hour of Title VI training each year. The Title VI Coordinator shall identify two to three webinars for staff to choose from. The Title VI Coordinator will also distribute updated copies of the Title VI/ADA/LEP Resources reference sheet annually.	<ul style="list-style-type: none"> Annual Training Sheet (Training Topic/Date/Signature)
Title VI Coordinator Training: The Title VI Coordinator will attend the annual Civil Rights Virtual Symposium hosted by USDOT.	<ul style="list-style-type: none"> Registration documentation

Appendix I: OTO Title VI/ADA/LEPP Resources

OTO Title VI/ADA/LEPP Resources

Title VI

Title VI/A ADA Program- [weblink](#)

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- [weblink](#)

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- [weblink](#)

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- [weblink](#)

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

I Speak Cards- https://www.census.gov/2010census/partners/pdf/langfiles/LAG_flashcard.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- [server link](#)

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

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- [server link](#)

Description: This document can be used by OTO staff to help format accessible documents in MSWord.

Wave Web Accessibility Evaluation Tool- <http://wave.webaim.org/>

Description: This website identifies accessibility issues in any website. The OTO will use this site to internally monitor and improve its websites.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 07/19/2017; ITEM II.E.

Limited English Proficiency Plan

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO is subject to Presidential Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP) since the OTO is a federally-assisted organization. This Executive Order requires the staff to identify groups in the OTO planning area that have limited English Proficiency and identify ways to help these groups access the OTO's reports and public meetings.

The Limited English Proficiency Plan uses a four-factor analysis to determine how OTO should approach public engagement for the most significant limited English proficiency populations in the OTO area, including Spanish, French Patios, Chinese, Vietnamese, and Russian, as well as others who are LEP, regardless of the language they speak. This analysis reviewed:

- the number of LEP individuals who might be impacted by OTO's services,
- the frequency with which OTO might work with said individuals,
- the services OTO provides to LEP individuals, and
- the resources OTO has available to provide LEP assistance.

This analysis was supplemented with information from a survey of community organizations who work with LEP individuals.

The LEPP then identifies how OTO can identify LEP individuals, the assistance measures that are available, and how staff will be trained in the use of the Plan. Also described is how notice of language services will be provided to LEP persons, how the plan will be monitored and updated, and how the plan itself will be disseminated. The Public Participation Plan incorporates the LEPP for a complete approach to public engagement.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

"Move to recommend that the Board of Directors approve the Limited English Proficiency Plan."

Or

"Move to recommend that the Limited English Proficiency Plan have the following revisions..."

OZARKS TRANSPORTATION ORGANIZATION

LIMITED ENGLISH PROFICIENCY PLAN



DRAFT

SUMMER 2017

LIMITED ENGLISH PROFICIENCY PLAN

Ozarks Transportation Organization

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Introduction

Excerpted from “Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers” as prepared by The Federal Transit Administration Office of Civil Rights, dated April 13, 2007.

“Individuals who have a limited ability to read, write, speak, or understand English are limited English proficient, or “LEP.” According to the 2000 U.S. Census, more than 10 million people reported that they do not speak English at all, or do not speak English well. The number of persons reporting that they do not speak English at all or do not speak English well grew by 65 percent from 1990 to 2000. Among limited English speakers, Spanish is the language most frequently spoken, followed by Chinese (Cantonese or Mandarin), Vietnamese, and Korean (page 4).

“Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. The Supreme Court, in *Lau v. Nichols*, 414 U.S. 563 (1974), interpreted Title VI regulations prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination (page 5).

“Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” reprinted at 65 FR 50121 (August 16, 2000), directs each Federal agency to examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services. Federal agencies were instructed to publish guidance for their respective recipients in order to assist them with their obligations to LEP persons under Title VI. The Executive Order states that recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons (Pages 5-6).

“The U.S. DOT published revised guidance for its recipients on April 13, 2007. This document states that Title VI and its implementing regulations require that DOT recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP) and that recipients should use DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP (page 6).

“The FTA references the DOT LEP guidance in its Circular 4702.1B, “Title VI, DOT’s implementing regulations for FTA Recipients, “which was published on October 1, 2012. Chapter III, Section 9 of this Circular references the LEP requirement and responsible steps ensuring meaningful access to benefits, services, and information for LEP persons and suggests that FTA recipients and subrecipients develop a language implementation plan consistent with the provisions of Section 9 of the DOT LEP guidance.

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

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

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

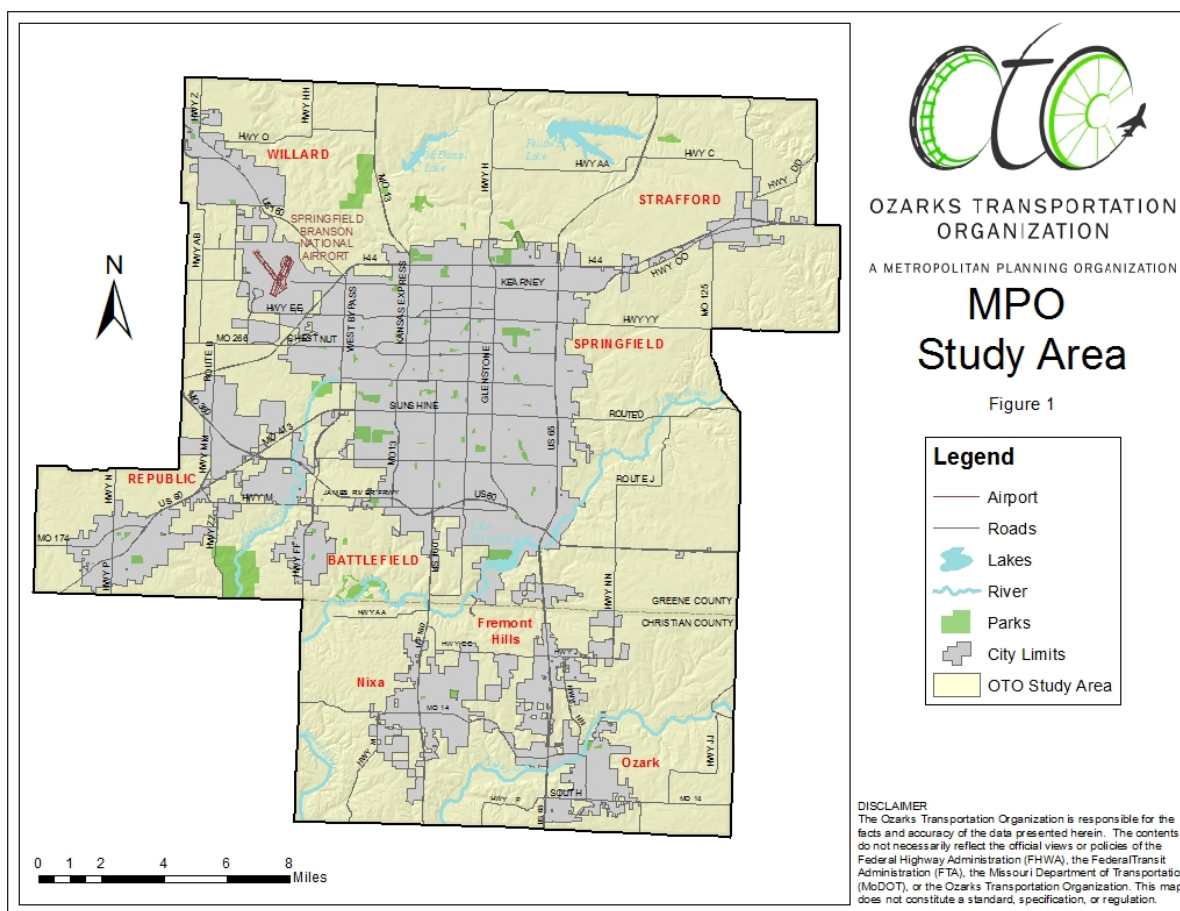


FIGURE 1 MPO STUDY AREA

FOUR FACTOR ANALYSIS

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

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

To do this, the OTO evaluated the level of English literacy and to what degree individuals in our planning area speak a language other than English and what those languages are. We did this by using U.S. Census data reflected in American Community Survey (ACS) data tables DP02 and B16001 for 2011 to 2015, as shown in Table 1.

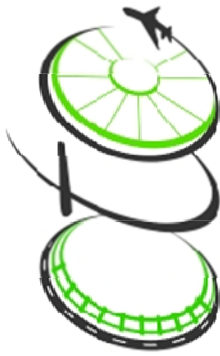
TABLE 1 ANALYSIS OF LEP PERSONS

	Greene County within OTO Study Area	Christian County within OTO Study Area	Total OTO Study Area
Number of Persons 5+ Years of Age	265,833	72,340	338,173
Number of Non-English Indo-European 5+ Years Who Speak English Less Than "Very Well"	875	172	1,047
Percentage of Non-English Indo-European 5+ Years Who Speak English Less Than "Very Well"	0.33%	0.24%	0.31%
Number of Spanish Speaking Persons 5+ Years Who Speak English Less Than "Very Well"	1,685	302	1,987
Percentage of Spanish Speaking Persons 5+ Years Who Speak English Less Than "Very Well"	0.63%	0.42%	0.59%
Number of All Persons 5+ Years Who Speak English Less Than "Very Well"	5,037	609	5,646
Percentage of All Persons 5+ Years Who Speak English Less Than "Very Well"	1.89%	0.84%	1.67%
Number of Persons 5+ Years of Age that Speak a Language Other Than English at Home	13,914	2,481	16,395
Percentage of Persons 5+ Years of Age that Speak a Language Other Than English at Home	5.23%	3.43%	4.85%
Source: 2011-2015 ACS Table, DP02, B16001			

The OTO also mapped specific Census Tracts where the proportion of LEP persons exceeds the proportion of LEP persons in the service area as a whole. This can be seen in Figure 2 and Figure 3. These maps highlight those Census Tracts which have a LEP population higher than the MPO average proportion of LEP individuals and Spanish speaking LEP individuals, respectively. Many LEP individuals are in the City of Springfield, with some along the eastern and southern portions of the region.

Additional languages for OTO to be aware of, as certain populations grow, include German, French (including Patois and Cajun), Chinese, Russian, and Vietnamese. After English and Spanish, these are among the top languages that are spoken at home for the population 5 years and over, regardless of the ability to speak English (*See Appendix-A*).

Ozarks Transportation Organization Study Area



**OZARKS TRANSPORTATION
ORGANIZATION**

A METROPOLITAN PLANNING ORGANIZATION

**All Persons 5+ Years of Age
Who Speak a Language
Other Than English at Home**

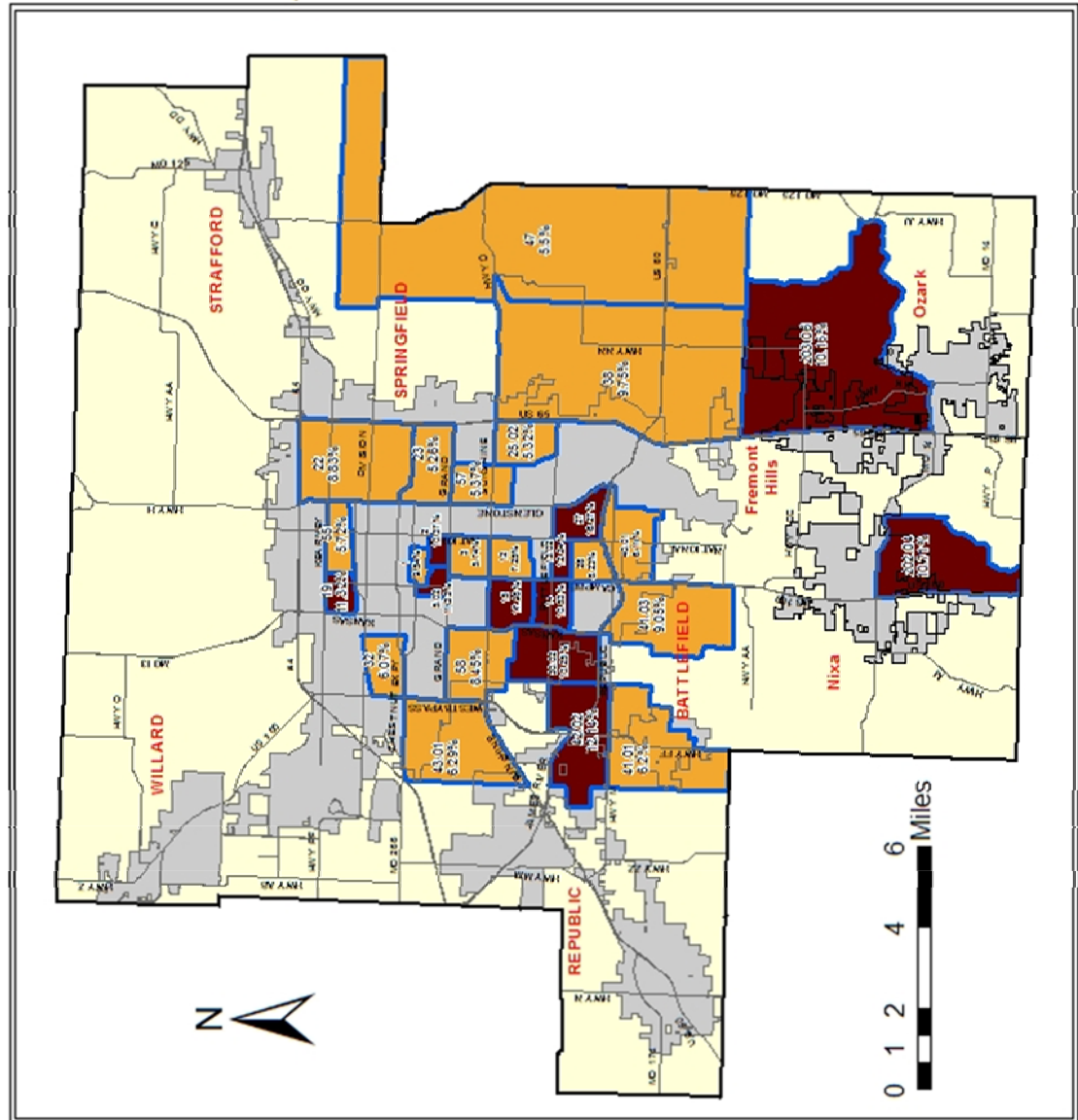
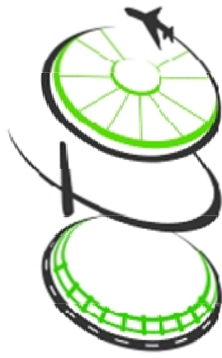


Figure 2

DISCLAIMER

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

Ozarks Transportation Organization Study Area

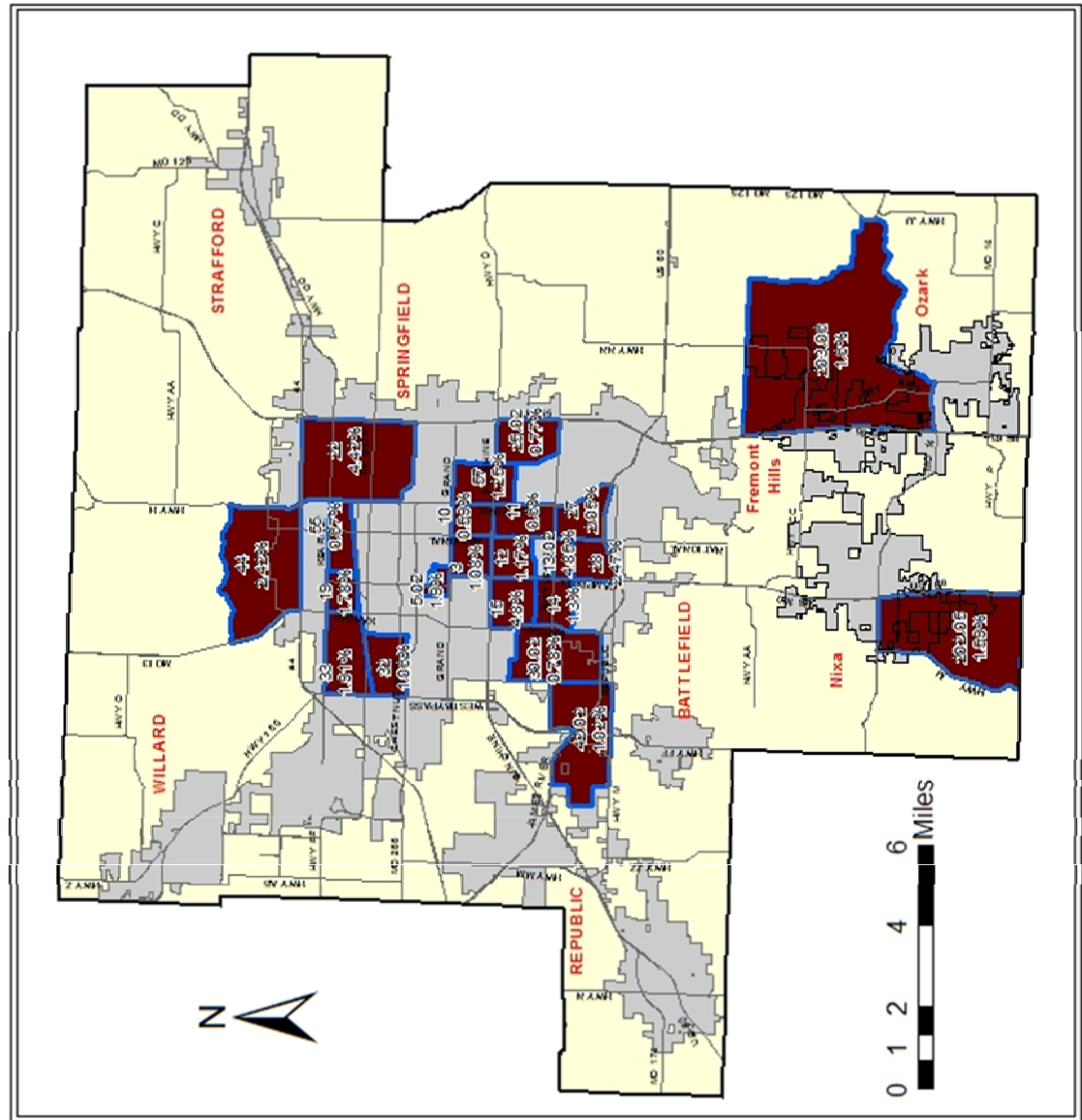


**OZARKS TRANSPORTATION
ORGANIZATION**

A METROPOLITAN PLANNING ORGANIZATION

**All Spanish Speaking
Persons 5+ Years of Age
Who Speak English
Less Than "Very Well"**

Figure 3



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

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

OTO does not have any knowledge, documented or otherwise, of LEP persons coming into contact with an OTO program, activity, or service outside of the 60 bilingual Spanish speaking persons who completed the City Utilities On-Board Survey in 2011. In recent history, there has been no contact at meetings, through Board or Committee members, through phone contact, or by personal visit. Website access by LEP persons is unknown.

The OTO did conduct an on-board passenger survey of the City Utilities Transit System in 2011. The survey was one page with a total of sixteen questions that was printed with one side in English and another translated in Spanish. It was distributed to transit customers boarding all day time routes (*See Appendices-D*). As indicated in Table 2, a total of 1,844 surveys were returned. Of the 1,844 returned, one survey was completed on both sides without assistance from survey staff. A total of 60 survey respondents indicated they were Hispanic, 30 female, 25 male, and 5 did not indicate gender.

TABLE 2 CITY UTILITIES TRANSIT ON-BOARD SURVEY

	Female	Male	No Gender Answer	Total	Percentage
Asian	15	10	0	25	1.4%
Black	84	114	7	205	11.1%
Hispanic	30	25	5	60	3.3%
Native American	23	44	10	77	4.2%
White	639	684	18	1341	72.7%
White/Hispanic	1	0	0	1	0.1%
White/Black	1	0	0	1	0.1%
Other	26	31	4	61	3.3%
No answer	14	20	39	73	4.0%
Total	833	928	83	1844	100%

Source: 2011 City Utilities Transit On-Board Survey

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

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

The OTO developed a survey that was available to regional organizations serving LEP populations. The intention of this survey was to identify agencies that provided services to local LEP persons and to determine what services are most critical to the local LEP population.

The OTO mailed 44 invitation letters to local educational organization, public agencies, and churches asking for each group to participate in the 16 question LEP survey. Surveys were collected from March 20th thru March 31th of 2017 (*See Appendix-B for the mailing list, also see Appendix-C for the LEP survey*). This survey was completed by four different organization, three churches, and one school district.

Survey respondents stated that they work with LEP persons that speak languages that include Chinese, Korean, Romanian, Russian, Spanish, Tagalog, Ukrainian, Vietnamese, French, and Swahili. These individuals range in their ability to speak English, from Beginner to Proficient/Fluent. The 2015 census data for the OTO area indicates an increased population growth in most groups. Table 1 shows the LEP persons population has increased to an estimated 13,914. Chinese, Russian, Korean, Vietnamese, and Arabic population have seen the largest increase in the OTO region.

Three of the four survey respondents have stated that they have seen an increase in the LEP population that they serve. Being able to reach LEP population is important for the OTO. When asked, “Who would the LEP population trust most in delivering language appropriate messages?” Survey respondents indicated the best way to reach these individuals is through a pastor, priest, or an individual that can speak their language fluently.

The survey identified that the LEP population have expressed interest in transportation related issues, but most do not know who or where they can ask their questions. Also, the respondents stated that some of the LEP population that they serve have difficulties reading the transit maps, since they are all posted in only English.

The full survey along with the responses are in Appendix C. OTO staff will consider this information when looking at who and how to reach out for public participation activities.

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

OTO has assessed its available resources that could be used for providing LEP assistance. 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.

After analyzing the four factors, OTO developed the plan outlined in the following section for assisting persons of limited English proficiency.

Language Assistance Plan

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 have on hand the “I speak” cards printed from the following website <http://www.lep.gov/ISpeakCards2004.pdf> (See Appendix E);
- OTO staff may also visit the California Department of Social Services website for more “I speak” cards <http://www.cdss.ca.gov/civilrights/PG584.htm>
- Examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- When OTO sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee’s ability to speak and understand English, staff will ask a question that requires a full sentence reply;
- Though language needs may not be met at the current meeting, an inventory of those needs will help staff plan for language needs at a future meeting;
- **Post a notice of available language assistance in the OTO reception area.**

Language Assistance Measures

When an interpreter is needed, in person or on the telephone, first it should be determined what language is required. OTO staff can offer informal verbal interpretation in Spanish. If staff is not available, then there are several resources for interpreters in the region. OTO received confirmation from Group Latinoamericano that they can provide a Spanish interpreter. OTO contacted a local translation services that can provide an on demand translation services as needed for a fee. City Utilities, the Transit Operator has a Spanish interpreter available during normal business hours.

Relay Missouri offers Spanish Relay service. Relay users can type in Spanish and the conversations will be relayed in Spanish. Voice users can speak Spanish to the relay user. Spanish to English Translation is offered. Users must dial 1-800-548-8317 (TTY/ASCII/Voice). The Missouri Court Interpreter Service has a sizable list of language interpreters that can be found at <http://www.courts.mo.gov/>. Interpretation services are also available through local professional groups that for a fee can be accessed.

Missouri’s Office of Administration has a list of contractors that supply LEP services including language interpreters, verbal interpreters, phone interpreters and sign language interpreters. These services are available through the certain cooperative agreements OTO has with the State of Missouri.

There are a number of Universities and Colleges in Springfield, Missouri that have foreign language departments. These could also be used as a resource if need be. Currently, no OTO documents are available in a language other than English. 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 have the opportunity to participate.

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;
- Documentation of language assistance requests;
- How to handle a complaint;
- The importance of educating subrecipients on the OTO's LEP program responsibilities and their obligation to provide language assistance.

Providing Notice of Available Language Service to LEP Persons

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

Outreach Techniques

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

Monitoring and Updating the LEP Plan

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

Each update should examine all plan components such as:

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

- Has the OTO fulfilled the goals of the LEP plan?
- Were there any complaints received?

Dissemination of the OTO Limited English Proficiency Plan

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

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

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

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

Appendix-A: Language Spoken at Home by the Population Age 5 Years and Over

Languages Spoken at Home	Greene County Within OTO Study Area	Christian County Within OTO Study Area	Total # of Speakers
Total Population Over Age 5	265833	72340	338173
Speak only English	251919	69859	321778
Spanish or Spanish Creole:	5403	1515	6918
French (incl. Patois, Cajun):	740	115	855
French Creole:	48	3	51
Italian:	82	18	100
Portuguese or Portuguese Creole:	187	9	196
German:	743	86	829
Yiddish:	0	0	0
Other West Germanic languages:	73	24	97
Scandinavian languages:	27	20	47
Greek:	25	8	33
Russian:	708	347	1055
Polish:	64	0	64
Serbo-Croatian:	8	0	8
Other Slavic languages:	91	34	125
Armenian:	0	0	0
Persian:	88	0	88
Gujarati:	42	0	42
Hindi:	74	0	74
Urdu:	16	15	31
Other Indic languages:	112	0	112
Other Indo-European languages:	472	7	479
Chinese:	1537	16	1553
Japanese:	157	0	157
Korean:	480	19	499
Mon-Khmer, Cambodian:	76	0	76
Hmong:	43	0	43
Thai:	4	37	41
Laotian:	0	0	0
Vietnamese:	988	146	1134
Other Asian languages:	65	21	86
Tagalog:	256	37	293
Other Pacific Island languages:	230	0	230
Navajo:	0	0	0
Other Native North American languages:	37	4	41
Hungarian:	83	0	83
Arabic:	434	0	434
Hebrew:	52	0	52
African languages:	407	0	407
Other and unspecified languages:	62	0	62

Source: 2011-2015 ACS Table, B16001

Appendix-B: Community Groups Serving LEP Populations

Asian World Market 2904 S Campbell Ave Springfield, MO 65807	Assembly of God - Chinese Church 1909 W. Chestnut Expressway Springfield, MO 65802	Assemblies of God Southern MO District Headquarters 528 W. Battlefield Springfield, MO 6580
Assembly of God Immanuel Korean Church 554 W. Walnut Lawn Springfield, MO 65807	Baptist Bible College 628 E. Kearney St. Springfield, MO 65803	Binh Tay Oriental Food 1418 W Sunshine St Springfield, MO 65807
Dol Sem Korean Church 4547 S. Freemont Ave Springfield, MO 65804	International Support Services Findlay Student Center, Room 113 Drury University, 900 N. Benton Ave. Springfield, MO 65802	Ebenezer Romanian Assembly 2233 N. East Ave. Springfield, Mo 65803
El Faro Assembly of God P.O. Box 8466 Springfield, MO 65809	Mitchell Easter International Admissions Evangel University 1111 N. Glenstone Springfield, MO 65802	First Korean Presbyterian Church 205 E. South St Nixa, MO 65714
Greene County Baptist Association 834 W. Battlefield Springfield, MO 65807	Grace Romanian Pentecostal Church 2015 W. State Highway WW Springfield, MO 65803	Grupo Latinoamericano 918 E. Calhoun Springfield, MO 65802
Hand in Hand Ministries P.O. Box 1577 Springfield, MO 65801	Hazael Rodriguez Iglesia Cristiana Casa De Oracion 3935 W. Sunshine Springfield, MO 65807	Pablo Moreno Jr Iglesia Rio de Vida 2247 E. Lombard Ct. Springfield Mo 65802
Islamic Center of Springfield 2151 E. Division Street Springfield, MO 65803	Korean Presbyterian Church 1559 S. Grant Ave. Springfield, MO 65807	Latin America Library Services 3728 W. Chestnut Expressway Springfield, MO 65802
Latino Market 1661 E St Louis St Springfield, MO 65802	Life 360 Intercultural Church 1349 W. Meadowmere St. Springfield, MO 65807	International Student Services Missouri State University 901 S. National Springfield, MO 65897

Nadia's European Market 3023 E. Sunshine St Springfield, MO 65804	New Life Hmong Alliance Church PO Box 474 Brookline, MO 65619	Dr. Stephen Kleinsmith Nixa Public Schools 301 S Main St. Nixa, MO 65714
Old Town European Market 1257 E Republic Rd Springfield, MO 65804	Ozark Mountain Deaf Church 776 W. Farm Road 186 Springfield, MO 65810	Dr. Kevin Patterson Ozark R-VI School District 302 North 4th Avenue Ozark, MO 65721
Ozarks Technical College International Programs and Services 933 E. Central Springfield, MO 65801	Pathways United Methodist Church 1232 E. Dale Street. Springfield, MO 65803	Mr. Chance Wistrom Republic R-III School District 518 N. Hampton Republic, MO 65738
Sacred Heart Church 1609 N. Summit Ave. Springfield, MO 65803	Second Baptist Church 3111 E. Battlefield Road Springfield, Missouri 65804	Seoul Oriental Market 3165 S Campbell Ave Springfield, MO 65807
Sister Cities P.O. Box 8368 Springfield, MO 65801	Slavical Evangelical Church 1005 E. Dale St Springfield, MO 65803	Dr. John Jungmann Springfield Public Schools 1359 E. St. Louis Street Springfield, MO 65802
St. Agnes Catholic Church 533 S. Jefferson Ave. Springfield, MO 65806	Mr. John Collins Strafford R-VI School District 201 W. McCabe Strafford, MO 65757	Temple Israel P.O. Box 4284 Springfield, MO 65808
United Methodist Hispanic Ministry 1232 E. Dale St. Springfield, MO 65803	Dr. Kent Medlin Willard R-II School District 500 E. Kime Street Willard, MO 65781	

Appendix-C: Limited English Proficiency (LEP) Survey 2017

VIEWED	STARTED	COMPLETED	COMPLETION RATE	DROP OUT	TIME TO COMPLETE
58	11	4	36.36%	7	4 mins

030Response Distribution+-Zambia: 0 (0%)

World | US | Canada | Europe

Countries	Responses
US	100.00%
Total	100.00%

Question 1, Contact Information







03/30/2017	22206844	Bob Roberts Second Baptist Church 3111 East Battlefield Road Springfield , Missouri, 65804 417-887-3111, bob@secondbaptist.org
03/27/2017	22127746	Sister Elizabeth A Weiler St Agnes Cathedral 533 S Jefferson Springfield, Missouri, 65806 417-831-3565, eaweilera@saintagnescathedral.org
03/23/2017	22056675	Damon Duran Life360 Intercultural Church 1349 w. Meadowmere st. Springfield , Missouri, 65802 417-861-3972, Damon@life360.org
03/21/2017	22005413	Karen McKnight Nixa Public Schools 301 S. Main St. Nixa, Missouri, 65714 14174493270, karenmcknight@nixaschools.net

Question 2, What geographical area does your agency serve?

03/30/2017	22206844	Throughout the Ozarks as well as Missouri, USA and the World through our missionaries
03/27/2017	22127746	Center City
03/23/2017	22056675	Southwest Missouri
03/21/2017	22005413	Nixa school district

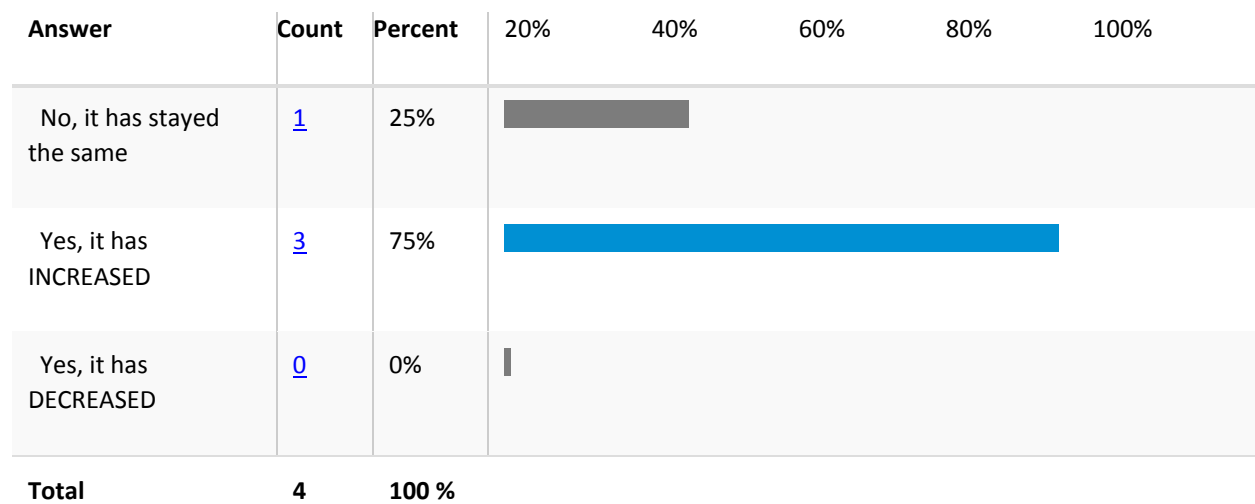
Question 3, To how many LEP persons does your agency provide services on a monthly basis?

0-25 : 25.00%26-50 : 25.00%76-100 : 25.00%100-150 : 25.00%

Answer	Count	Percent	20%	40%	60%	80%	100%
0-25	1	25%					
26-50	1	25%					
51-75	0	0%					
76-100	1	25%					
100-150	1	25%					
150+	0	0%					
Total	4	100 %					

Question 4, Has the size of the LEP population you serve changed over the last five (5) years?

No, it has stayed the same : 25.00% Yes, it has INCREASED : 75.00%



Question 5, From what countries has population of LEP persons you serve immigrated?

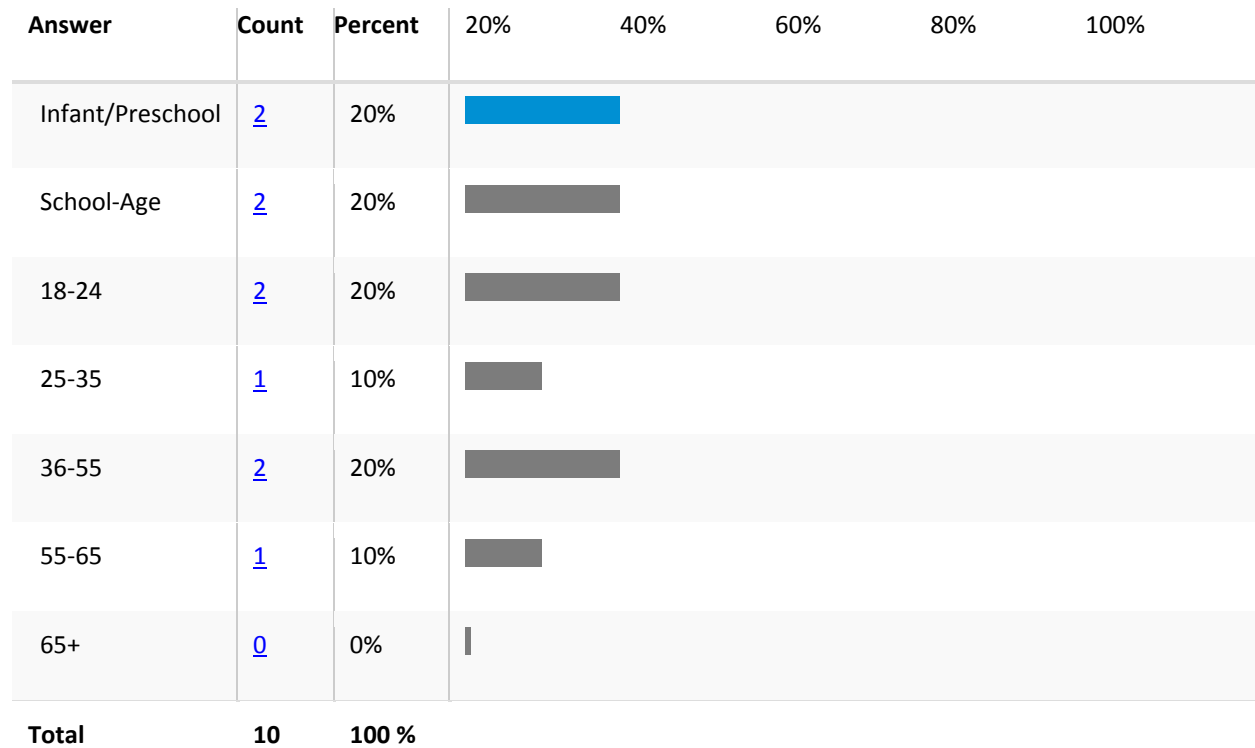
03/30/2017	22206844	Congolese - Pakistan - Myanmar - China - Taiwan - Bolivia - Mongolia - Czech Republic - Bulgaria - Indonesia -
03/27/2017	22127746	Vietnam
03/23/2017	22056675	Congo, Tanzania, Kenya, Mexico, china, Korea, Columbia, Guatemala
03/21/2017	22005413	China, Korea, Romania, Russia, Mexico, Ukraine, Vietnam

Question 6, What are the languages spoken by the LEP population you serve?

03/30/2017	22206844	All of the above in their individual languages. We translate the languages to English for commonality.
03/27/2017	22127746	Vietnamese
03/23/2017	22056675	Spanish, French, Swahili, Chinese, Korean
03/21/2017	22005413	Chinese, Korean, Romanian, Russian, Spanish, Tagalog, Ukrainian, Vietnamese

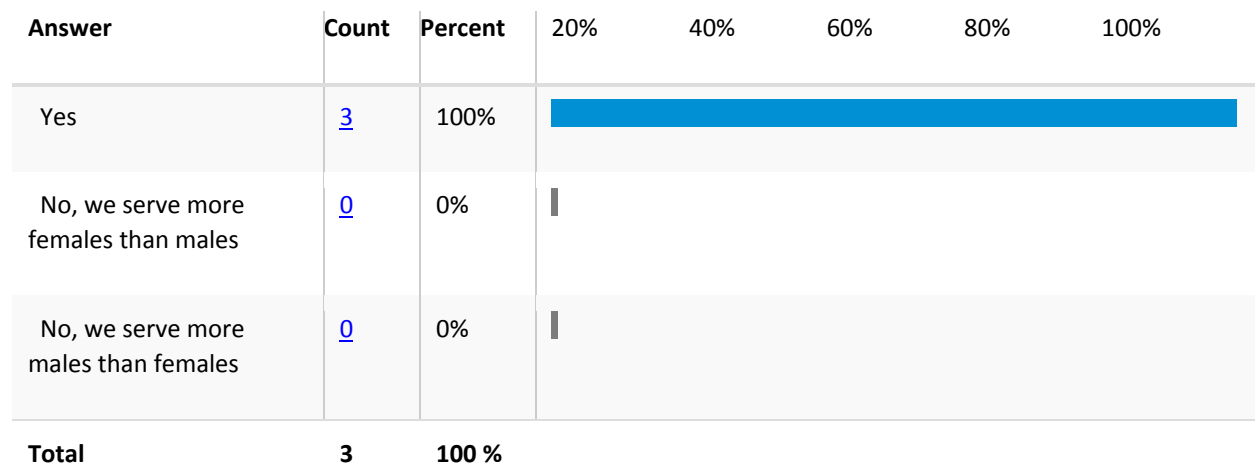
Question 7, What age groups of LEP persons do you serve? (Select all that apply)?

Infant/Preschool : 20.00% School-Age : 20.00% 18-24 : 20.00% 25-35 : 10.00% 36-55 : 20.00% 55-65 : 10.00%



Question 8, Do you serve a roughly equal proportion of males and females?

Yes : 100.00%



Question 9, What is the education and literacy level of the LEP persons you serve?

03/30/2017	22206844	Most of them have some college, except for the Congolese.
03/27/2017	22127746	
03/23/2017	22056675	Low
03/21/2017	22005413	PreK-12

Question 10, What needs or expectations for public serves has this population expressed?

03/30/2017	22206844	Additional Education at Ozark Technical Community College. Also Transportation.
03/27/2017	22127746	
03/23/2017	22056675	Need to learn how to ride the bus, learn English, get jobs
03/21/2017	22005413	

Question 11, Has the LEP population you serve inquired about how to have input regarding transportation in the area, including planning or construction of roadways, bicycle trails, or pedestrian projects, or public transit projects?

03/30/2017	22206844	Yes, very much so. They desperately need to be educated and coordinated on this process.
03/27/2017	22127746	
03/23/2017	22056675	They would not even know to ask such questions. However, they find it frustrating that the buses do not come as often as they would like and as late and early as they need. It would also be helpful to have a map in their language
03/21/2017	22005413	not to my knowledge

Question 12, To what locations in the region does the LEP population you serve travel most frequently?

03/30/2017	22206844	Monett - Branson - Locally
------------	--------------------------	----------------------------

03/27/2017	22127746	
03/23/2017	22056675	Walmart, and their jobs. Basically all of Springfield
03/21/2017	22005413	Nixa to Springfield

Question 13, Are there locations that the LEP population you serve has expressed difficulty accessing via the public transportation system? Accessing via other modes of transportation?

03/30/2017	22206844	All of the above including local.
03/27/2017	22127746	
03/23/2017	22056675	It is more about the difficulty of understanding the map in English and the time schedule. Many African countries do not value time as we do in America.
03/21/2017	22005413	Limited/no public transit in Nixa

Question 14, Do the transportation needs and travel patterns of the population vary depending on the age or gender of the population?

03/30/2017	22206844	Yes, most of them have to work late at night and do not have bus transportation. They need something like the OATS bus system to truly help some of the LEP's.
03/27/2017	22127746	The Vietnamese who come to our church seems to have cars and jobs. They take care of themselves and each other. They do not request help from the Church.
03/23/2017	22056675	Not necessarily however it seems more men will work then women but the women will go shopping so they both have need for transportation.
03/21/2017	22005413	not to my knowledge

Question 15, What is the best way to obtain input from the LEP population you serve?

03/30/2017	22206844	One on one with a translator.
03/27/2017	22127746	
03/30/2017	22056675	By coming to one of our gatherings and asking them directly
03/21/2017	22005413	survey via email

Question 16, Who would the LEP population you serve trust most in delivering language appropriate messages?

03/30/2017	22206844	A Pastor, Priest, or someone who they trust that can speak their language fluently.
03/27/2017	22127746	
03/23/2017	22056675	Many of the ethnic community leaders attend my church.
03/21/2017	22005413	We utilize LAMP interpretation services for translation of messages. Our ELL teachers or building principals are the ones they trust most to deliver important messages.

Appendix-D: City Utilities (CU) Transit On-Board Survey

CITY UTILITIES (CU) TRANSIT ON-BOARD SURVEY

Please tell us about your trip today. Thank you for helping CU Transit improve services for you. Your participation in this survey is voluntary and confidential. Please return the completed survey to the survey distributor. If you have any additional questions or comments, please call 836-5442.

- Which route are you on? _____
- Where are you going to or coming from on this trip (other than home)?
☐ Work ☐ School (K-12) ☐ Visiting/Recreation ☐ Government Agency ☐ Other (specify) _____
☐ Medical ☐ College/Technical School ☐ Shopping/Errands ☐ Social Service Agency _____
- Did you transfer from another route or will you transfer to another route to complete your journey? ☐ Yes If yes, which route: _____ ☐ No
- For this trip, did you pay using: ☐ Cash ☐ Pass ☐ Transfer
- What is the main reason you took the bus today? (Please check only one)
☐ Don't drive/don't have valid license ☐ Bus is more economical ☐ CU Transit is more convenient
☐ Car is not available ☐ Parking is too difficult/ expensive ☐ Other (Specify) _____
- How often do you use CU Transit? ☐ Everyday ☐ Couple times per week ☐ Occasionally
- How long have you been a transit user? ☐ Less than 1 year ☐ 1 to 5 years ☐ Over 5 years
- In general, how would you rate each of the following aspects of current CU Transit services? **Please circle the response that best reflects your opinion.**

a.	Your overall satisfaction with CU Transit	Very Good	Good	Fair	Poor	Very Poor
b.	Ability to get where you want to go	Very Good	Good	Fair	Poor	Very Poor
c.	Dependability of CU Transit buses (on-time)	Very Good	Good	Fair	Poor	Very Poor
d.	Availability of bus route information/maps	Very Good	Good	Fair	Poor	Very Poor
e.	Availability of seats on the bus	Very Good	Good	Fair	Poor	Very Poor
f.	Safety on the bus	Very Good	Good	Fair	Poor	Very Poor
g.	Safety at the CU Transit bus stops	Very Good	Good	Fair	Poor	Very Poor
h.	Courtesy of bus drivers	Very Good	Good	Fair	Poor	Very Poor
i.	Frequency of current CU Transit service (how often buses run)	Very Good	Good	Fair	Poor	Very Poor
j.	How early/late the current buses run on Monday-Friday	Very Good	Good	Fair	Poor	Very Poor
k.	How early/late current buses run on Saturdays	Very Good	Good	Fair	Poor	Very Poor

- On a scale from 0 percent to 100 percent, what percentage of your transportation needs is served by the bus? _____ %
 - At what point would you begin riding transit less if fares increased? (Check one only)
☐ Fares increased by \$0.25 per ride ☐ Fares increased by \$0.50 per ride ☐ Any amount
 - How often would you use a regional service to: **Please circle the response that best reflects your opinion.**
- | | | | | | |
|----|--------------|-------|-----------------------|--------------|-------|
| a. | Battlefield | Daily | Couple times per week | Occasionally | Never |
| b. | Republic | Daily | Couple times per week | Occasionally | Never |
| c. | Willard | Daily | Couple times per week | Occasionally | Never |
| d. | Strafford | Daily | Couple times per week | Occasionally | Never |
| e. | Nixa | Daily | Couple times per week | Occasionally | Never |
| f. | Ozark | Daily | Couple times per week | Occasionally | Never |
| g. | Rogersville | Daily | Couple times per week | Occasionally | Never |
| h. | Fair Grove | Daily | Couple times per week | Occasionally | Never |
| i. | Walnut Grove | Daily | Couple times per week | Occasionally | Never |
| j. | Ash Grove | Daily | Couple times per week | Occasionally | Never |
| k. | Branson | Daily | Couple times per week | Occasionally | Never |
- In your opinion, how can CU Transit service be improved? Are there places in Springfield that you'd like to get to that aren't currently served by transit? _____

Please tell us about yourself:

- Your age is:
☐ 18 years or under ☐ 25 to 34 ☐ 45 to 54 ☐ 65 or over
☐ 19 to 24 ☐ 35 to 44 ☐ 55 to 64
- What is your race?
☐ White Non-Hispanic ☐ Hispanic ☐ Native American
☐ Black Non-Hispanic ☐ Asian ☐ Other
- What is your gender? ☐ Male ☐ Female
- What is your total household income range for 2010?
☐ Less than \$15,000 ☐ \$25,000 to \$49,999
☐ \$15,000 to \$24,999 ☐ More than \$50,000

Thank you for your time to participate in the survey. Your answers will help improve CU transit service in the future.

CIUDAD DE UTILIDADES (CU) TRÁNSITO EN Junta de Fiscalización de

Por favor, cuéntenos acerca de su viaje de hoy. Gracias por ayudar a mejorar los servicios de CU de tránsito para usted. Su participación en esta encuesta es voluntaria y confidencial. Por favor devuelva la encuesta completada a la distribución de la encuesta. Si usted tiene alguna pregunta o comentario, por favor llame al 836-5442.

- ¿Qué ruta está usted? _____
- ¿A dónde va o viene de este viaje (que no sea su casa)?
☐ Trabajo ☐ La escuela (K-12) ☐ Visitas/Recreación ☐ Agencias del Gobierno ☐ Otros (especificar)
☐ Médico ☐ Universidad/Escuela Técnica ☐ Compras/Diligencias ☐ Agencia de Servicio Social _____
- ¿Realizó la transferencia de otra ruta o va a transferir a otra ruta para completar su viaje? ☐ Sí En caso afirmativo, cuál es la ruta: _____ ☐ No
- Para este viaje, lo que usted paga con: ☐ Efectivo ☐ Pasar ☐ Transferencia
- ¿Cuál es la razón principal por la que tomó el autobús hoy en día? (Por favor, marque sólo una)
☐ No conduzca/no tener una licencia válida ☐ Autobús es más económico ☐ CU de tránsito es más conveniente
☐ Coche no está disponible ☐ El estacionamiento es muy difícil/caro ☐ Otro (Especificar) _____
- ¿Con qué frecuencia el uso del transporte CU? ☐ Diario ☐ Par de veces por semana ☐ de vez en cuando
- ¿Cuánto tiempo ha sido un usuario de transporte público? ☐ Menos de 1 año ☐ 1 a 5 años ☐ Más de 5 años
- En general, ¿cómo calificaría a cada uno de los siguientes aspectos de los actuales servicios de tránsito CU? Marque con un círculo la respuesta que mejor refleje su opinión.

a.	Su satisfacción general con CU de Tránsito	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
b.	La capacidad para llegar a donde quieres ir	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
c.	La fiabilidad de CU autobuses de tránsito (a tiempo)	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
d.	Disponibilidad de la información autobús de la ruta / mapas	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
e.	Disponibilidad de asientos en el autobús	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
f.	Seguridad en el autobús	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
g.	Seguridad en el autobús del tránsito de CU se detiene	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
h.	Cortesía de los conductores de autobuses	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
i.	Frecuencia de la corriente de servicios de CU de tránsito (con qué frecuencia los autobuses salen)	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
j.	¿Qué tan temprano / tarde los autobuses actuales funcionan de lunes a viernes	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre
k.	¿Cómo los autobuses actuales temprano / tardío ejecutar los sábados	Muy Bueno	Bueno	Feria	Pobre	Muy Pobre

- En una escala del 0 al 100 por ciento, ¿qué porcentaje de sus necesidades de transporte se sirve en el autobús? _____ %
- ¿En qué momento de empezar a montar el tránsito menos si aumento de las tarifas? (Marque uno solamente)
☐ Aumento de las tarifas de \$ 0.25 por viaje ☐ Aumento de las tarifas de \$ 0.50 por viaje ☐ Cualquier cantidad
- ¿Con qué frecuencia se utiliza un servicio regional a: Por favor marque la respuesta que mejor refleje su opinión.

a.	Battlefield	Diario	Par de veces por semana	De vez en cuando	Nunca
b.	Republic	Diario	Par de veces por semana	De vez en cuando	Nunca
c.	Willard	Diario	Par de veces por semana	De vez en cuando	Nunca
d.	Trafford	Diario	Par de veces por semana	De vez en cuando	Nunca
e.	Nixa	Diario	Par de veces por semana	De vez en cuando	Nunca
f.	Ozark	Diario	Par de veces por semana	De vez en cuando	Nunca
g.	Rogersville	Diario	Par de veces por semana	De vez en cuando	Nunca
h.	Fair Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
i.	Walnut Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
j.	Ash Grove	Diario	Par de veces por semana	De vez en cuando	Nunca
k.	Branson	Diario	Par de veces por semana	De vez en cuando	Nunca

- En su opinión, ¿cómo puede CU servicio de transporte se puede mejorar? ¿Hay lugares en Springfield que le gustaría llegar a que actualmente no están servidas por transporte público? _____

Por favor, cuéntenos acerca de usted:

- Su edad es:
☐ 18 años o en ☐ 25 a 34 ☐ 45 a 54 ☐ 65 años
☐ 19 a 24 ☐ 35 a 44 ☐ 55 a 64
- ¿Cuál es su raza?
☐ Blancos no Hispanos ☐ Hispano ☐ Nativos Americanos
☐ Negro no Hispanos ☐ Asiático ☐ Otro
- ¿Cuál es su género? ☐ Masculino ☐ Femenino
- ¿Cuál es su rango total de ingresos de los hogares para el 2010?
☐ Menos de \$15,000 ☐ \$15,000 a \$24,999 ☐ \$25,000 a \$49,999 ☐ Más que \$50,000

Gracias por su tiempo para participar en la encuesta. Sus respuestas ayudarán a mejorar el servicio CU de tránsito en el futuro.

Appendix-E: “I Speak Cards”

2004 Census Test		United States Census 2010
LANGUAGE IDENTIFICATION FLASHCARD		
<input type="checkbox"/>	ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية.	1. Arabic
<input type="checkbox"/>	Խոսողո՞ւմ ե՞սք նշում՝ կատարե՞ք այս քանակությունը, եթե խոսում՝ կամ կարդում ե՞ք հայերեն:	2. Armenian
<input type="checkbox"/>	যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্সে দাগ দিন।	3. Bengali
<input type="checkbox"/>	ឈ្មួញក្នុងប្រអប់នេះ ប្រើអ្នកអាន ឬនិយាយភាសា ខ្មែរ ។	4. Cambodian
<input type="checkbox"/>	Motka i kahhon ya yangin ûntûngnu' manaitai pat ûntûngnu' kumentos Chamorro.	5. Chamorro
<input type="checkbox"/>	如果你能读中文或讲中文，请选择此框。	6. Simplified Chinese
<input type="checkbox"/>	如果你能讀中文或講中文，請選擇此框。	7. Traditional Chinese
<input type="checkbox"/>	Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik.	8. Croatian
<input type="checkbox"/>	Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky.	9. Czech
<input type="checkbox"/>	Kruis dit vakje aan als u Nederlands kunt lezen of spreken.	10. Dutch
<input type="checkbox"/>	Mark this box if you read or speak English.	11. English
<input type="checkbox"/>	اگر خواندن و نوشتن فارسی بلد هستید، این مربع را علامت بزنید.	12. Farsi

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<input type="checkbox"/> Cocher ici si vous lisez ou parlez le français.	13. French
<input type="checkbox"/> Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	14. German
<input type="checkbox"/> Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά.	15. Greek
<input type="checkbox"/> Make kazyé sa a si ou li oswa ou pale kreyòl ayisyen.	16. Haitian Creole
<input type="checkbox"/> अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ।	17. Hindi
<input type="checkbox"/> Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	18. Hmong
<input type="checkbox"/> Jelölje meg ezt a kockát, ha megérti vagy beszéli a magyar nyelvet.	19. Hungarian
<input type="checkbox"/> Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	20. Ilocano
<input type="checkbox"/> Marchi questa casella se legge o parla italiano.	21. Italian
<input type="checkbox"/> 日本語を読んだり、話せる場合はここに印を付けてください。	22. Japanese
<input type="checkbox"/> 한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오.	23. Korean
<input type="checkbox"/> ໃຫ້ໝາຍໃສ່ຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກົດພາສາລາວ.	24. Laotian
<input type="checkbox"/> Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim.	25. Polish

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<input type="checkbox"/>	Assinale este quadrado se você lê ou fala português.	26. Portuguese
<input type="checkbox"/>	Însemnați această căsuță dacă citiți sau vorbiți românește.	27. Romanian
<input type="checkbox"/>	Пометьте этот квадратик, если вы читаете или говорите по-русски.	28. Russian
<input type="checkbox"/>	Обележите овај квадратик уколико читате или говорите српски језик.	29. Serbian
<input type="checkbox"/>	Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky.	30. Slovak
<input type="checkbox"/>	Marque esta casilla si lee o habla español.	31. Spanish
<input type="checkbox"/>	Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog.	32. Tagalog
<input type="checkbox"/>	ให้กาเครื่องหมายลงในช่องสี่เหลี่ยมหรือพูดภาษาไทย.	33. Thai
<input type="checkbox"/>	Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga.	34. Tongan
<input type="checkbox"/>	Відмітьте цю клітинку, якщо ви читаете або говорите українською мовою.	35. Ukranian
<input type="checkbox"/>	اگر آپ اردو پڑھتے یا بولتے ہیں تو اس خانے میں نشان لگائیں۔	36. Urdu
<input type="checkbox"/>	Xin đánh dấu vào ô này nếu quý vị biết đọc và nói được Việt Ngữ.	37. Vietnamese
<input type="checkbox"/>	באצייכנט דעם קעסטל אויב איר לייענט אדער רעדט אידיש.	38. Yiddish

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TAB 8

Transportation projects

Posted: Thursday, July 6, 2017 9:37 am

The Statewide Transportation Improvement Program, or “STIP,” approved today by the Missouri Highways and Transportation Commission, will enable the Missouri Department of Transportation to protect the current condition of state highways and bridges – a \$54 billion asset that carries a \$125 billion replacement cost.

Among the local projects worthy of note, the plan calls for the replacement of the 169 Highway bridge over Castile Creek south of Gower sometime during or after the summer of 2018, and pavement and shoulder improvements on 116 Highway from Lathrop westward to 169 Highway sometime in or after 2020.

The 2018-2022 STIP is MoDOT’s list of projects that are planned by state and regional agencies. The draft STIP was released in May for public review and comment. “It’s our commitment to our customers for the next five years,” said MoDOT Director Patrick McKenna.

Transportation Planning Director Machel Watkins told commissioners the STIP includes 605 new projects that invest in 2,247 lane-miles of interstate pavements, 3,302 miles of major route pavements, 7,462 miles of minor route pavements and 499 bridges.

Missouri has the nation’s seventh largest state highway system with 33,873 miles of roadways and 10,394 bridges.

Fulfilling MoDOT’s commitment to transparency and accountability, this STIP includes more detailed project information for non-highway modes of transportation compared to prior STIPs, and also includes a new section detailing the planned operations and maintenance activities for the upcoming year, alongside expenditures for those same activities in the prior year. This additional information is provided to allow Missourians to more easily see how their transportation funding is invested.

“Our legislature and the citizens of Missouri have told us loud and clear to take care of this system. This plan does just that,” McKenna said. “We focus limited resources on maintaining current conditions through every region of the state. However, limited funding enables us to only tread water. We improve roads and bridges at the same rate that others fall into disrepair.”

The 2018-2022 STIP lists transportation projects for fiscal years 2018 through 2022 (July 1, 2017 through June 30, 2022). It may be found on the MoDOT website.

HERALD-WHIG

Missouri transportation panel backs campaign for higher fuel tax

By **Doug Wilson** Herald-Whig

Posted: Jun. 29, 2017 9:05 pm

BOWLING GREEN, Mo. -- Several members of Missouri's top transportation authority agreed Thursday that the federal fuel tax is not providing adequate funding for roads and bridges.

The Tri-State Development Summit has started a campaign to urge President Donald Trump and members of Congress to increase the 18.4-cent federal gas tax that was set in 1993. A position paper on that fuel tax was presented to the Missouri Highways and Transportation Commission.

"Simply put, the purchasing power of the gas tax today is approximately 7 cents, compared to 1993," said Thomas A. Oakley, a member of the Tri-State Summit's steering committee.

Statistics from the Federal Highway Commission indicate the U.S. has an \$836 billion backlog of needed repairs and improvements to roads and bridges and an additional \$90 billion backlog for public transit systems.

Trump has proposed investing \$1 trillion in infrastructure, with a mix of funding sources.

"We believe the best and easiest way to pay for highways is to increase the current federal user fee -- fuel tax -- and tie it to an inflation index," a letter from the Summit said.

Commissioner John Briscoe of New London agreed that the fuel tax needs to be raised. He said additional funding could help Northeast Missouri upgrade U.S. 54 from two lanes and allow for construction of the Hannibal Expressway.

Missouri Department of Transportation Director Patrick McKenna said the Summit's proposal is well done and needs to be circulated. McKenna said transportation funding is "a hard problem with an easy solution."

Commissioners also approved the five-year transportation plan. During fiscal 2018, which begins July 1, the state plans to spend \$850 million for highways and bridges, \$558 million for operations and maintenance and \$115 million for multimodal transportation.

"Our legislature and the citizens of Missouri have told us loud and clear to take care of this system. This plan does just that," McKenna said. "We focus limited resources on maintaining current conditions through every region of the state. However, limited funding enables us to only tread water. We improve roads and bridges at the same rate that others fall into disrepair."

Larry Craig, executive director of the U.S. 36-Interstate 72 Corridor Transportation Development District, told the commission that the final two payments to MoDOT should occur by the end of this year.

"We had a timeline to get paid off by the end of 2019. We're planning to do that this year," Craig said.

The TDD was formed after the residents of four counties voted to help share the cost with MoDOT of upgrading a 52-mile segment of U.S. 36 to four lanes. A half-cent sales tax was approved to generate \$34.3 million toward the project.

"We'll pay the final \$6.5 million this year" and then seek voter permission to dissolve the district, Craig said.

Thursday's meeting was held in the Bowling Green High School auditorium. The Highways and Transportation Commission meets in Jefferson City when the legislature is in session. It meets in different areas of the state during the rest of the year.



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By KRIS VAN CLEAVE / CBS NEWS / June 28, 2017, 7:15 PM

Families of 3 killed in crashes involving controversial guardrail file lawsuits

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WASHINGTON -- The families of three people killed in crashes last year involving a controversial type of guardrail filed lawsuits Wednesday in Tennessee.

In one case, dashcam footage shows a red SUV that Wilbert Byrd was riding in slamming into an X-Lite guardrail in Tennessee. Instead of collapsing backward, the guardrail splinters and sends metal ripping through the vehicle, killing the 69-year-old driver.

Byrd's death is one of at least seven in three states linked to X-Lite guardrails.



Ladeana Gambill and daughter Lauren. / CBS NEWS

Ladeana Gambill's daughter Lauren and her friend, Jacob Davison, died one year ago this week after their vehicle hit an X-Lite guardrail that pierced the car.

"Losing a child is just the most horrific thing that anyone can imagine," Gambill told CBS News.

"To think that she died senselessly -- that's why we want to bring awareness to this issue," Gambill said, "So that other folks don't lose their children in this manner."

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Video from Lindsay Transportation Systems, which makes the **X-Lite guardrail**, shows how it's supposed to work, telescoping backward to help absorb an impact.

Instead, the **Tennessee Department of Transportation** found in some high-speed crashes that the first section of rail can separate, allowing the next section to potentially spear a vehicle.

The state sent a letter to federal regulators expressing concerns about the device, and is spending millions to remove all 1,800 of them from Tennessee roads.

Most are in these seven states: West Virginia, Massachusetts, Tennessee, Maryland, Texas, North Carolina and Virginia.



A look at X-Lite guardrail deaths across three states. / CBS NEWS

"Unfortunately because of the design defects that's in this system, it is causing just horrendous damage and deaths," Gambill's attorney, Ted Leopold, said.

Federal regulators say nine states have stopped buying or started replacing the devices.

Lindsay Transportation Solutions, which manufactures the X-Lite guardrail, released a statement to CBS News saying the claims are "without merit" and that "X-Lite has successfully passed crash and safety tests in accordance with federal standards." The statement says:

"For Lindsay Transportation Solutions, providing products that save lives is our top priority. Any allegations questioning the safety of X-Lite are without merit. X-Lite has successfully passed crash and safety tests in accordance with federal standards and criteria, and remains qualified for use on America's roadways. Just last month, the Federal Highway Administration examined available end terminal performance data and found no reason to conclude that the devices reviewed, including the X-Lite, are unsafe. The equipment's inability to singly prevent every tragedy does not indicate a flaw or defect. There are a variety of factors that contribute to the severity of impact in any instance, such as excessive speed, the angle at which a vehicle makes impact, and whether the equipment was installed and maintained properly."

The Federal Highway Administration (FHWA) also issued a statement saying safety is the top priority:

"Safety is the top priority of the U.S. Department of Transportation and the Federal Highway Administration, and we remain committed to working toward zero deaths on our nation's roads ... Within days of learning about the actions/concerns from Tennessee DOT and to



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ensure that all states were aware of the issue, FHWA contacted all 50 states (as well as D.C. and Puerto Rico) and related associations to gather information on the use and performance of X-Lite guardrails. These efforts are in addition to FHWA's ongoing work to collect more data on guardrail safety and to track the status of their in-service performance evaluations. To support these efforts, we dedicated a website to provide states the opportunity to share information with each other about the performances of all types of roadside hardware across many manufacturers. The site also provides states and the public with the latest training and tools to monitor performance, including installation and maintenance training for guardrails. We continue to collect information and monitor X-Lite performance in coordination with state DOTs. It is important to note that the FHWA does not certify products; it only lists them as eligible to be acquired with federal funds. States make their own determination about roadside hardware."

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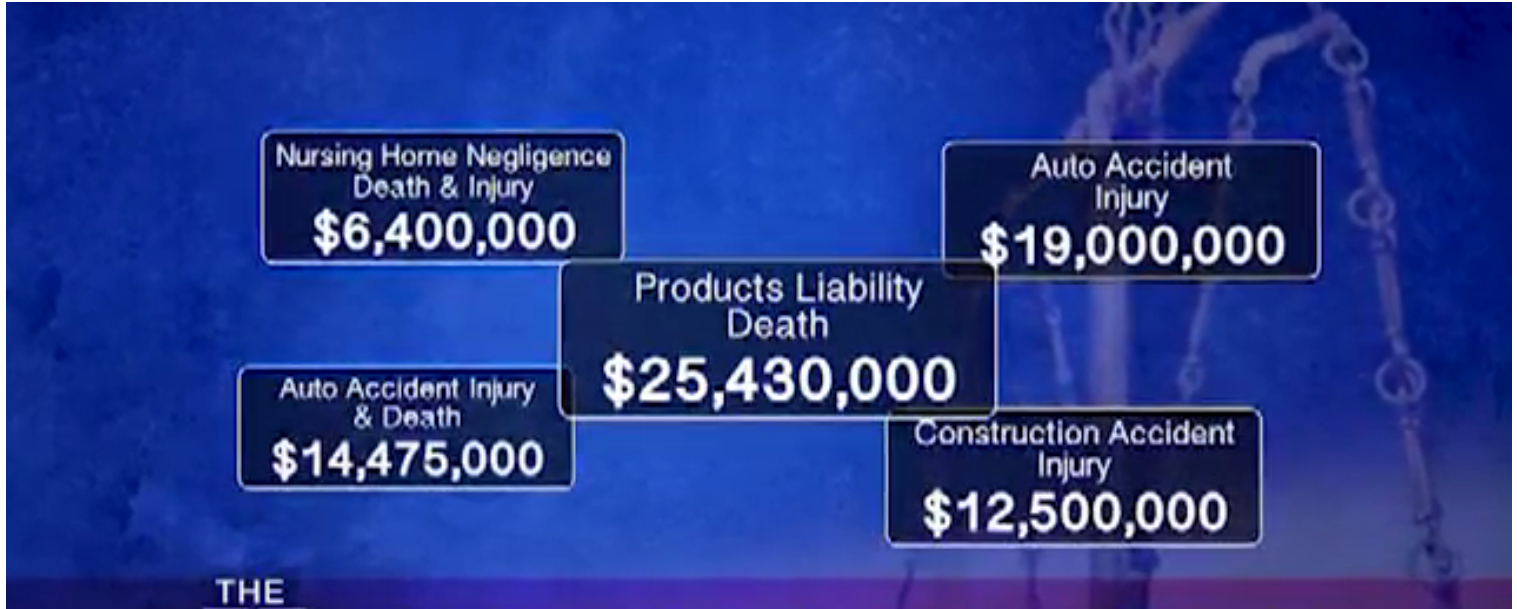
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Highway Safety: MoDOT Assistance Operator

By: Katie Owen ✉ (mailto:kowen@ksn16.tv)

Posted: Jun 29, 2017 10:43 PM CDT

Updated: Jun 29, 2017 10:43 PM CDT



JOPLIN, Mo. - People put their life on the line everyday to keep you safe, but there's a job in Missouri that you're probably unfamiliar with--The MoDOT Assistance Operator. It's still a fairly new position, and has only been around in the Joplin area for a few years.

If you've ever been to an area where traffic is backed up from a crash, that's where you can find the the MoDOT assistance operator. His job consists of clearing high volume traffic and keeping the roads safe and clear for motorists.

MoDOT's Incident Management Coordinator, says that his employees are extremely dedicated to their job.

"We get frequent calls after hours in the middle of the night, after hours, weekends, holidays, and we do respond without delay," explained Incident Management Coordinator Bruce Pettus.

His employee Roy Cota is from San Diego, but has been helping disabled motorists in Missouri for two years now.

Whether it's an accident, guiding traffic with construction cones, or changing a motorists tire.

Cota finds a need and serves it.

"We drive about 200 to 250 miles a day," said Cota. "Just going back and forth on the interstate looking for problems looking to assist, plus all the calls we get."

And not a lot of people know the program exists.

"I don't think the general public realizes the safety factors that are in place," Pettus continued. "The reduction in secondary crashes that we have an impact on and really just in general having a good quality transpiration system for Missouri."

But, it's not easy. In fact, it's a very dangerous job.

"I've had one of my direct employees that was doing this exact job and was struck and killed at an incident on scene, two motorist assist operators in Kansas City that were both struck and killed," said Pettus.

And Cota agrees on how scary it can be.

"Everybody's still going 70 miles an hour two feet away from you, and you do get used to it, but it's always in the back of your mind how dangerous it is," said Cota.

How to Define the “Casual Fast Food” Land Use Category



By Bryant Ficek, PE, PTOE

*“The phrase **‘I know it when I see it’** is a colloquial expression by which a speaker attempts to categorize an observable fact or event, although the category is subjective or lacks clearly defined parameters.” – Wikipedia*

The current version of the Institute of Transportation’s (ITE) *Trip Generation Manual*, 9th Edition, provides the following land uses and descriptions for restaurants:

Quality Restaurant: high quality, full-service eating establishments with typical duration of stay of at least one hour; generally, do not serve breakfast and some do not serve lunch; often requests and sometimes requires reservations and is generally not part of a chain; patrons commonly wait to be seated, are served by a wait staff, order from menus, and pay for meals after they eat.

High-Turnover (Sit-Down) Restaurant: sit-down, full-service eating establishments with typical duration of stay of approximately one hour; moderately priced and frequently belongs to a restaurant chain; generally, serve lunch and dinner, but may also be open for breakfast and sometimes open 24 hours per day; typically do not take reservations; patrons commonly wait to be seated, are served by a wait staff, order from menus, and pay for meals after they eat.

Fast Food Restaurant: characterized by a large carry-out clientele, long hours of service (some are open for breakfast, are open for lunch and dinner, some are open late at night or 24 hours per

day) and high turnover rates for eat-in customers; limited-service eating establishments do not provide table service; patrons generally order at a cash register and pay before they eat.

Get Trip Generation Data

https://ez173.infusionsoft.com/app/page/tripgen-download-landing-page?_ga=2.251046662.1268142884.1498142193-340786613.1495727015

In recent years, we've seen a blurring of the lines between these Sit-Down and Fast Food categories with the development of a 'fast casual' land use. Originally started as a new restaurant's way to stand-out from the fast food description (which is often regarded as not as healthy), the terminology has made its way into traffic engineer's vocabulary. This naturally leads to two questions in regards to traffic – how do you define the fast casual land use? And is the traffic significantly different enough to have its own land use category?

Starting with the definition, it is somewhat subjective as the intro to this post alludes. A discussion in our office lead to multiple different opinions on which restaurants would be considered fast casual and which characteristics of those restaurants qualify it for the category.

Based on research from various sources, including restaurant trade groups, here's the details we have settled on in determining whether a restaurant is "fast casual":

No wait staff or table service. Orders are made and paid for first before food is prepared. Some may use food runners to bring your order to your table once complete.

Freshly made food as opposed to pre-assembled, usually with higher-quality ingredients and more unique/made-to-order menu items.

Priced around \$10 per typical meal as compared to around \$5 for a fast food meal.

Upscale ambiance for a more inviting sit-down experience.

Generally wage workers, although some customers will tip.

Admittedly, the lines between fast food and fast casual as well as fast casual and sit-down are not exact and in the eye of the beholder. As an example from the research, one customer may view Red Lobster as a fine dining experience while another would say it's a casual sit-down restaurant. But based on the above bullets, here's a list of some local restaurants and where we see them in the land use categories:

Restaurant	Category	Reason
McDonald's / Burger King / Arby's Subway	Fast Food	Low price, speedy food Low price, generic environment
Culver's/ D'Amico & Sons Panera Bread / Chipotle / Five Guys	Fast Casual	Med price, food runners Med price, better ingredients
Applebee's / Denny's / Perkins	High-Turnover (Sit-Down)	Med price, Table service

So what does it mean in terms of traffic generation – our second question. We gathered traffic data at multiple restaurants to see whether this blurry distinction really makes a difference in terms of traffic. Here's our results:

Category	Weekday Rate per 1,000 Square Feet				
	Daily	AM Peak Hour		PM Peak Hour	
		Generator	Adjacent St	Generator	Adjacent St
High-Turnover Restaurant	145.36	13.21	2.80	20.34	13.71
Fast Casual Restaurant	308.28	47.24	1.72	41.38	37.24
Fast Food Restaurant	540.64	67.62	23.22	72.28	34.44

As shown, the daily traffic was significantly different between the three categories. The peak hour information was equally different except for the p.m. peak hour of adjacent street traffic. Based on this Minnesota exclusive data, we think the 'fast casual' is a valid distinction for traffic engineers to note and we have begun trying to use our characteristics to better determine which category a new development will fit into.

Want to see our data? Download the latest [trip generation spreadsheet](https://ez173.infusionsoft.com/app/form/mike-on-traffic-movement-spreadsheetdownload) (<https://ez173.infusionsoft.com/app/form/mike-on-traffic-movement-spreadsheetdownload>) and compare the raw data for restaurants and many other land uses yourself.

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Have you collected traffic data for fast food or quality restaurants? Or have you collected trip generation data for other land uses? We would like to hear from you!

We are looking to expand our research for fast food and quality restaurants as well as other land use categories and are looking for others interested in collecting data from their region.

[Email us \(mailto: sales@countingcars.com\)](mailto:sales@countingcars.com) if you are interested in working with us to collect data. We will provide the data collection equipment!



Bryant Ficek, PE, PTOE

Bryant is Vice President of Spack Consulting, an engineering services company, which is part of the Spack Enterprise family of companies.

He is widely known in the transportation industry, and is an expert in Synchro, SimTraffic, Vistro and Vissim traffic modeling software. He is a regular contributor to MikeOn Traffic, a presenter for Traffic Corner Tuesday webinars, and published author of industry guides.

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AND BEYOND...**NEWS >>****System uses streetlights to provide accurate, low-cost traffic counts**

Internet of Things (IoT) pioneer Echelon Corporation has completed initial field tests of a new application for its InSight Cognitive Vision System, which can provide accurate and low-cost traffic counts.

A pilot deployment in Spokane, Washington State, validated the ability of the intelligent camera to accurately and inexpensively count traffic on city streets. Echelon's new application captured data that matched or exceeded the accuracy of conventional and manual counters, day or night. The new streetlight-based system is less expensive and easier to deploy than conventional roadway surface-based counters, and because the system communicates over the existing lighting network, it can be deployed on any streetlight, not just those at intersections adjacent to traffic control boxes. Spokane's InSight system also included an adaptive learning capability to accommodate differences in each camera's deployment for light levels, shadows and reflections.

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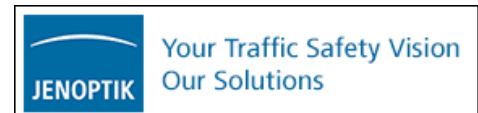
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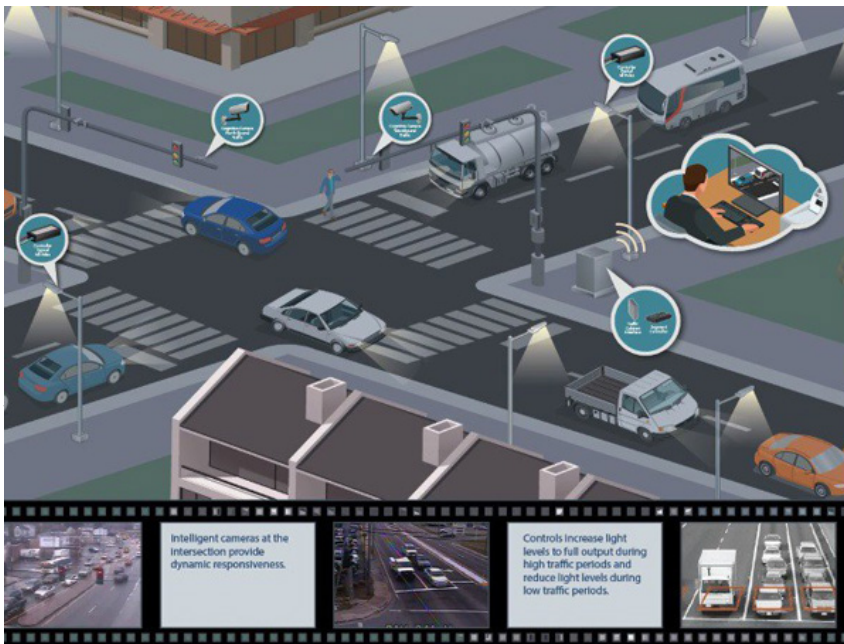
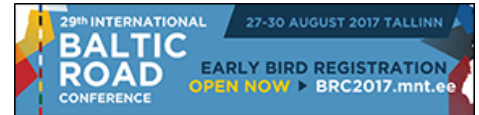
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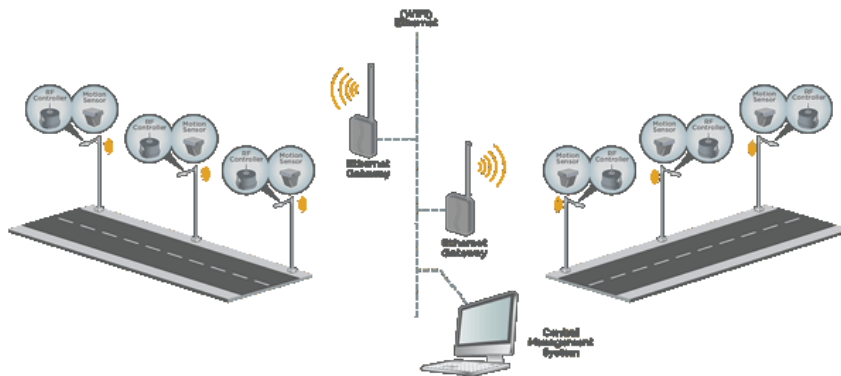
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instead.

Moving the traffic counter from the roadway surface to a streetlight simplifies deployment, and moves the sensor into a more versatile location. By using a city's existing connected lighting platform, the traffic counting application based on the InSight technology offers smart cities a lower cost alternative in managing energy use, as well as a platform to broadly collect traffic data.



"While there are many open-source computer vision algorithms available today, most address one particular problem under a narrow set of conditions and are not effective for reliably addressing multiple real-world issues," said Sohrab Modi, CTO and SVP of engineering at Echelon. "We developed this cognitive AI vision technology to enable a municipal streetlight system to host an increasingly broad array of smart city solutions."

Adam Miles, Spokane's associate traffic engineer, commented, "We are encouraged by these field test results that demonstrate that InSight provides reliable traffic flow information directly into the street lighting process. Over time, we believe the aggregated traffic data we collect will enable us to address resident and commuter needs in new ways we are just beginning to consider."

Echelon's CEO, Ron Sege, added, "With this new application, cities can see how InSight will provide the foundation for a family of AI-based tools leveraging the omnipresence of street lights."

June 27, 2017

Written by Adam Frost

