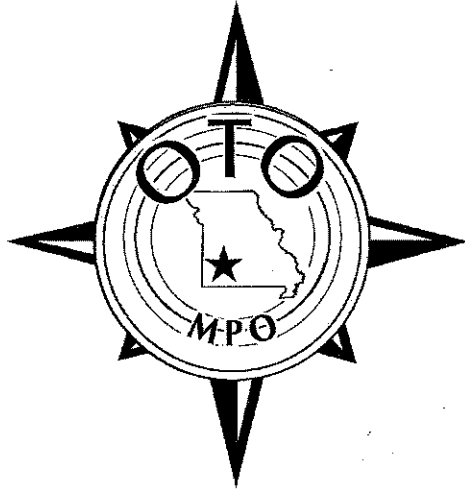

Ozarks Transportation Organization



November 18, 2009

Technical Planning Committee Meeting

Plaster Student Union, Room 315

Missouri State University

1:30-3:30 PM

Technical Committee Meeting Agenda, November 18, 2009
Missouri State University Plaster Student Union Room 315 (Third Floor)

Call to Order.....1:30 PM

I. Administration

A. Introductions

B. Approval of Technical Committee Meeting Agenda
(2 minutes/Price)

TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the September 16, 2009 Meeting & October 7, 2009 E-meeting
Minutes Tab 1
(2 minutes/Price)

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE
MEETING MINUTES**

D. Public Comment Period

(3 minutes/Price)

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

E. Executive Director's Report

(3 minutes/Conklin)

Tim Conklin will provide a review of the Ozarks Transportation Organization (OTO) staff activities since the September 16, 2009 Technical Committee meeting.

F. Bicycle and Pedestrian Advisory Committee Report

(1 minute/Longpine)

Staff will provide a review of BPAC's current activities.

II. New Business

A. ARRA Project Update and Use of Remaining Unobligated ARRA Funds Tab 2
(5 minutes/Conklin)

Staff is requesting the Technical Planning Committee make a recommendation on the reallocation of unobligated ARRA funds due to the construction costs of several projects being lower than estimated.

**TECHNICAL COMMITTEE ACTION REQUESTED TO AWARD THE
REMAINING UNOBLIGATED ARRA FUNDS TO A SPECIFIC PROJECT.**

- B. Amendment Number Two (2) to the FY 2010-2013 Transportation Improvement Program. Tab 3**
(5 minutes/Edwards)

Two amendments are being requested to the FY 2010-2013 TIP.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF TIP AMENDMENT NUMBER TWO TO THE FY 2010 TO 2013 TIP
TO THE BOARD OF DIRECTORS.**

- C. Annual Listing of Obligated Projects (ALOP) Tab 4**
(5 minutes/Edwards)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.332.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF THE ANNUAL LISTING OF OBLIGATED PROJECTS TO THE
BOARD OF DIRECTORS.**

- D. OTO Public Participation Plan (PPP) Update Tab 5**
(5 Minutes/Longpine)

OTO has conducted public outreach and has prepared an updated draft OTO Public Participation Plan in accordance with CFR §450.316. The 45 day notice for public comment was published on November 1, 2009. Public comment will be taken at both the Technical Planning Committee and Board of Directors meeting.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF THE OTO PUBLIC PARTICIPATION PLAN TO THE BOARD OF
DIRECTORS.**

- E. SAFETEA-LU Rescission Tab 6**
(5 Minutes/Conklin)

Staff will update the member jurisdictions regarding the reauthorization of the Surface Transportation Bill.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF THE AMOUNTS TO BE RESCINDED OF STP-URBAN
UNOBLIGATED FUNDS TO THE BOARD OF DIRECTORS.**

- F. STP-Urban Balance Annual Report Tab 7**
(5 minutes/Edwards)

Staff will present the STP-Urban Balance Annual Report and OTO's current obligation of STP-Urban Funds.

INFORMATIONAL ONLY – NO ACTION REQUIRED

G. Limited English Proficiency Plan (LEPP) Tab 8
(5 Minutes/Longpine)

OTO staff has prepared a draft Limited English Proficiency Plan (LEPP) for OTO. OTO is subject to Presidential Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEPP) since OTO is a federally assisted organization.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF THE OTO LIMITED ENGLISH PROFICIENCY PLAN (LEPP) TO
THE BOARD OF DIRECTORS.**

H. OTO Technical Committee Chair Rotation Schedule Tab 9
(2 minutes/Conklin)

**TECHNICAL COMMITTEE ACTION REQUESTED TO ELECT THE CHAIRMAN
AND CHAIRMAN ELECT POSITIONS OF THE 2010 TECHNICAL PLANNING
COMMITTEE.**

III. Other Business

A. Technical Committee Member Announcements

(5 minutes/Technical Committee Members)

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

B. Transportation Issues For Technical Committee Member Review

(5 minutes/Technical Committee Members)

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

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Committee meeting is scheduled for Wednesday, January 20, 2010 at 1:30 PM at the Missouri State University Plaster Student Union.

Attachments and Enclosure

Pc: Jim O'Neal, OTO Chair, City of Springfield Mayor
Marc Thornsberry, City of Springfield Mayor's Designee
Stacy Burks, Senator Bond's Office
David Rauch, Senator McCaskill's Office
Steve McIntosh, Congressmen Blunt's Office
Area News Media

TAB 1

MEETING MINUTES

Attached for Technical Committee member review are the minutes from the September 16, 2009 Technical Committee Meeting as well as the minutes from the October 7, 2009 electronic meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED: To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES

September 16, 2009

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30-2:30 p.m., at the Missouri State University Plaster Student Union (3rd Floor, Room 315).

The following members were present:

Mr. Harry Price, City of Springfield (chair)	Mr. David Bishop, R-12 Schools
Mr. Randall Brown, City of Willard (a)	Ms. Carol Cruise, City Utilities
Mr. Bill Robinett, MoDOT	Mr. King Coltrin, City of Strafford
Mr. Ryan Mooney, Chamber of Commerce	Mr. David Hutchison, City of Springfield (a)
Mr. Frank Miller, MoDOT	Mr. Gary Snavely, MSU
Mr. Roger Howard, BNSF	Mr. Terry Whaley, Ozark Greenways
Mr. David Brock, City of Republic	Mr. Joel Keller, Greene Co. Planning Dept. (a)
Ms. Dawne Gardner, MoDOT	Ms. Ann Razer, City of Springfield (a)
Mr. Kevin Lambeth, City of Battlefield	Mr. Duffy Mooney, Greene Co. Highway Dept.
Mr. Eric Bernskoetter, MoDOT	

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

The following members were not present:

Mr. Jim Dow, Springfield R-12 Schools (a)	Mr. Andy Mueller, MoDOT
Mr. Mark Schenkelberg, FAA	Mr. Bradley McMahon, FHWA
Mr. Earl Newman, City of Springfield	Mr. Mike Giles, City of Springfield (a)
Mr. Daniel Nguyen, FTA (a)	Mr. Shawn Schroeder, Airport
Mr. Kent Morris, Greene Co. Planning Dept	Mr. Rick Hess, City of Battlefield (a)
Ms. Diane May, SMCOG	Mr. Paul Hood, City of Willard
Mr. Mokhtee Ahmad, FTA	Mr. Mike Tettamble, Jr., O & S Trucking.
Mr. Dan Watts, SMCOG	Mr. Ron Effland, MoDOT (a)
Mr. Mark Roy, Airport (a)	Ms. Diane Gallion, City Utilities (a)
Mr. Dan Smith, Greene Co. Highway Dept.	Mr. Rick Artman, Greene Co. Highway Dept.
Mr. Bob Atchley, Christian Co. Planning	Mr. Ralph Rognstad, City of Springfield
Mr. Brian Bingle, City of Nixa	

Others present were: Mr. Tim Conklin, Ms. Sara Edwards, Ms. Natasha Longpine, Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Steve McIntosh, Congressman Roy Blunt's Office; Mr. Carl Carlson, Scott Consulting Engineers; Mr. David Rauch, Senator McCaskill's Office.

Mr. Newman called the meeting of the Technical Planning Committee to order at 1:35 p.m.

I. Administration

A. Introductions

B. Approval of Technical Committee Meeting Agenda

Ms. Cruise motioned to approve the Technical Planning Committee Meeting Agenda. Mr. Miller seconded and the motion carried unanimously.

C. Approval of the July 27, 2009 Meeting & August 5, 2009 E-meeting Minutes

Mr. Ryan Mooney made the motion to approve the July 27 and August 5, 2009 Minutes. Mr. Whaley seconded and the minutes were approved unanimously.

D. Public Comment Period

None

E. Executive Director's Report

Mr. Conklin stated that the \$8.7 billion rescission was on the agenda for discussion. OTO was notified on August 27 about the rescission. Staff has been contacting both Missouri Senators and Congressman Blunt about the rescission. Letters have been sent to the Senators and Congressman Blunt expressing the need to repeal the rescission. OTO Staff is monitoring the situation on a daily basis.

OTO staff had the opportunity to spend three days with the FHWA and FTA Federal Certification Team as part of the OTO four year certification review for the planning process. OTO believes it will not receive corrective actions as a result of that review. OTO thanks MODOT and Ms. Cruise with City Utilities for participating in the review, as well as the TPC members and the public that attended the public meeting at the Library Center on South Campbell.

Mr. Conklin wanted to remind the TPC members that the springfieldmo.gov email extension no longer works and that it is now ozarkstransportation.org. OTO is able to do an in-kind match through MoDOT and FHWA to capture the time spent at the Committee Meetings. TPC members are reminded to complete the hourly rate form, so OTO can build its operating fund balance.

OTO is in the process of interviewing firms for Legal counsel and a CPA. OTO will make a decision on that in the next few weeks. The Memorandum of Understanding is in the agenda and to date, no comments from FHWA have been received.

F. Bicycle and Pedestrian Advisory Committee Report

Ms. Longpine stated that the last BPAC Meeting was in August. The September BPAC has been rescheduled to October 6. BPAC is working on the Best Practices Guidebook. A number of submissions have been received already. One of the additional things that BPAC is working on is asking what kinds of things people would like answers to, to result in a guidebook/reference for grants or examples when starting a new project.

BPAC is looking at the priorities from a regional perspective. These regional projects will be broken into pieces and will then be identified as feasible, moderately constrained, or constrained.

II. Unfinished Business

A. OTO Major Thoroughfare Plan Amendment Process

Mr. Conklin stated that OTO met with the Major Thoroughfare Plan Subcommittee a week ago. That meeting did not result in a recommendation for the Technical Planning Committee. Staff has handed out a revised policy from a staff perspective.

This revised policy recommends that the policy continues as it has in the past. OTO should take the lead. When amendments are submitted to OTO, the Major Thoroughfare Committee will continue, and will then make a recommendation to the technical committee.

The Technical Planning Committee will make a recommendation to the Board of Directors who will either approve or deny or refer it back to the Technical Planning Committee. If the Board does approve the MTP amendment, the Board will include in their approval a recommendation for the local jurisdiction impacted by that amendment to go ahead if appropriate and amend their major street plan and zoning & development regulations to implement the change at the local level. This is different then what was discussed back in July, but it became obvious this is not a routine item or annual item that a local jurisdiction does. The concern would be if there are three jurisdictions involved, then a year or two could go by before the Major Thoroughfare Plan is amended. It is the OTO recommendation that the current process is kept and that the Major Thoroughfare subcommittee and the Technical Committee are involved.

Mr. Price asked if some expert on the Major Thoroughfare Plan could explain exactly how the major thoroughfare plan fits into funding or other issues. He wanted to know why it is necessary to have a Major Thoroughfare Plan.

Mr. Conklin stated that the Major Thoroughfare Plan is part of the Long Range Transportation Plan that was adopted in 2006. Projects need to be in the Long Range Transportation Plan for federal aid. It also functionally classifies each of the routes

that are shown on the Long Range Transportation Plan. From the Long Range transportation Plan standpoint, if there is a change to it or an amendment it needs to be in there for seeking federal funds. The issue that is being dealt with is whether or not at the local level the local jurisdiction needs to have the major street plan adopted and amended to help implement the MTP at the local level. With the LRTP/MTP, OTO has a role to play and an opportunity to show the regional perspective, where as when it comes to the local process of the planning and zoning commission and the city council, they can have additional discussions and they will have to adopt their own major street plan at the local level.

Mr. Price stated that if someone was wanting to seek federal aid to apply to a particular project it would have to be in the long range plan first, so they need to be thinking several months or a year out ahead, so that all the pieces in place.

Mr. Conklin stated that is critical that projects are shown correctly in the LRTP, so they can be put on the TIP. An example of this is the Republic TIGER project. It needs to be added to the LRTP to be programmed in the TIP should they receive funding.

Mr. Price asked if there was a motion to approve the recommendation of the Major Thoroughfare Subcommittee process for amending the Major Thoroughfare plan.

Ms. Cruise made the motion to approve the recommendation of the Major Thoroughfare Subcommittee and the process for amending the Major Thoroughfare plan. Mr. Hutchinson seconded and the motion was carried unanimously.

Mr. Whaley asked if this process was applicable to any project with federal funding. Ms. Edwards stated that it applied to a project that has received any federal funds.

Mr. Conklin stated he appreciated the question. This is a document that the MPO is required to have and that the projects in the MTP need to be selected off of the LRTP plan.

III. New Business

A. Amendment Number One to the FY 2010-2013 Transportation Improvement Program

Ms. Edwards stated that a revised amendment was passed out and that the one in the published agenda was irrelevant.

Mr. Miller stated that the first item of the amendment is a pavement grooving in Strafford to prevent wet weather accidents. MoDOT has done some work already on

I-44 on the asphalt. This is for the concrete; the concrete is really smooth so whenever it is wet people are running off the road. This will help prevent that.

The second change has to do with Campbell and Weaver, one of the oldest projects in the TIP. MoDOT is going to move forward with MoDOT purchasing right-of-way. In order to do that, some right-of-way funding needs to be identified. It will be taken from the construction side, and the project should be completed in the spring.

Ms. Edwards stated that in the original agenda there were eleven railroad crossing projects that no longer needed to be included. Mr. Howard inquired about the eleven rail crossings to MoDOT. He wanted to know the source of the crossing projects. Mr. Miller stated that the Multimodal division handles the railroad crossing projects. They had listed those projects in the STIP. There is a bigger emphasis now with Federal Highway having the MPO's TIP match the STIP. It was discovered that they did not match on those projects. It became an issue on the state wide level.

Mr. Howard clarified that MoDOT is addressing an internal handling of how the projects that are controlled in Jefferson City get into the TIP. Mr. Miller stated that was correct.

Mr. Howard stated that rail crossing projects are handled through the multimodal office and on-site diagnostics/engineering must be done. There projects are not just numbers on paper, so he was wondering how the numbers were reconciled.

Mr. Miller stated that was part of the reason that MoDOT has withdrawn these from the amendment. The information is not even up to date in the STIP.

Mr. Bernskoetter stated that information is more a look at the project not specific programming on projects. MoDOT will have to go back through and pare down the list so that each district can make sure that there are appropriate amendments and a more finite number. The reason that this has become an issue is that when MoDOT goes to the resource management office, which is the financial office, and they ask FHWA for an obligation of funds through Federal Highway, FHWA then looks in the TIP and they say "where do we see this in OTO's TIP?" If they do not see that project in the TIP or that the numbers match, then they will not obligate the funds, which obviously holds up everybody. It has been a changing philosophy and MoDOT has worked very hard in the last six months to get all these to match. Mr. Miller is the first district to try and get these in the TIP. It is an internal issue and MoDOT will work it out.

Mr. Miller stated that the earliest MoDOT would come back with this information is October. The amendment would just need to be processed in order to have the funding ready by the end of next summer.

Mr. Price stated that the projects are still worked out between railroad and MoDOT. The multimodal office in Jefferson City it is just a step in the federal process, it had to be in the TIP to match the STIP.

Mr. Howard stated that he wears several different hats. One of the hats is as the chair of the Railroad Association which is for the railroads operating in the state. What information needs to be imparted to them as far as procedures when working with MoDOT? Will the railroad's notification continue to come from the central office or will there be interfacing at the district office?

Mr. Miller stated that it will be at Central Office. Everything from the railroad's perspective will stay the same; it is just that MoDOT needs to make sure the information is corrected.

Mr. Bernskoetter agreed completely that it is the Central Office that will continue to work with the railroad. The only thing that might be passed on is the fact that if someone knows a project is coming up in eight months, that is the time to look ahead to make sure that it is on the TIP right.

Mr. Howard stated that railroad projects are ordered by the Commission and the railroad has to respond and install devices within a specified timeframe. If they do not, the railroad is exposed to penalties and fines, as well as civil liabilities. The timing is then not up to the rail road, but the Commission.

Mr. Bernskoetter stated that the MoDOT staff knows that as well.

Mr. Whaley made the motion to approve TIP Amendment Number One to the FY 2010 to 2013 TIP. Mr. Ryan Mooney seconded and the motion carried unanimously.

B. Member Jurisdiction ARRA Project Update

Mr. Conklin stated that in the agenda there was a reminder of the OTO Regional Progress deadline. It is the OTO understanding that everyone has met the August 30 deadline. OTO would like to have everyone update the group on the status of the ARRA funds. Mr. Price asked Ms. Gardner to give an update on where the projects stood.

Ms. Gardner stated that obligation of federal funds were next, so that the projects could be advertised or, if it is a planning study, the obligation of engineering contracts so that the consultation could start. So far MoDOT has the authority to bid on the engineering services contracts on the projects that have been obligated except for three projects. Strafford, CC in Christian County, and the Master Transportation Plan in Ozark are still waiting for FHWA to process their paperwork. Mr. Price asked what the next step would be.

Ms. Gardner stated that everyone met their deadline. Each local agency will hear from MoDOT as soon as their funds are obligated. Mr. Whaley got the authority to bid and advertised it on MoDOT's website. Battlefield has the authority to advertise for bids, so they can advertise at any time, and the sooner the better.

Mr. Conklin asked if the information on jobs created would be fed into MODOT for reporting.

Ms. Gardner stated that was correct. Each time a local agency is notified to begin, the requirements are given to their contractor or their consultant to do the reporting on the number of employees and pay that needs to be collected monthly.

Mr. Miller asked if MoDOT was going to be contacting contractors that do not realize the importance of getting the reports in on time. MoDOT might really have to work with these contractors to make sure it is done in a timely fashion. Ms. Gardner said that it is addressed.

Mr. Conklin thanked MoDOT for taking on this responsibility for OTO. The reporting requirement comes to OTO, but it is on the local agencies and the contractors who are reporting and collecting the information. Also in the agenda is the letter from Chairman Oberstar, from the US House of Representatives, once again they are going to highlight the best and worst performers of implementing the ARRA funds. The US House of Representatives website shows that they have sent letters to the best performing three states and the worst performing three states. Based on the letter, the MPO will be evaluated, and the OTO staff has the understanding that OTO is currently ahead of the other MPO's (St. Louis and Kansas City) here in Missouri. Ms. Gardner stated that OTO has set the standard.

C. STP Urban Balance Annual Report

Ms. Edwards stated that OTO receives a STP Urban allocation every year based on the 2000 urbanized population. Jurisdictions that have an urbanized population get an allocation of that according to the OTO bylaws. MoDOT now has a policy which states that they will take money away from the MPO if balance of STP-Urban funds

exceeds three years of the OTO allocation. Last year OTO filled out the first annual report. OTO has been told that the MPO is going to be fine for this year ending September 30, 2009, however, OTO needs to look ahead a year, since these projects take a long time to get obligated. For 2010, it is projected that OTO will have programmed about \$1 million dollars over the requirement. However, staff is not entirely comfortable with that figure because it is MoDOT's estimation for two or three year's allocation. Based on their funding scenarios they think OTO is only going to get \$2.3 million in STP-Urban for fiscal year 2010. That would be really low for the area. OTO ran this year at \$4.2 million. OTO needs to work hard to obligate some additional money this year. In this agenda each jurisdiction has a two page report. One is their balance that is programmed and the second is all funds that are obligated. The funds that are obligated are what really count. Every jurisdiction should have a breakdown of what is obligated.

There is also a breakdown of the OTO bridge funds that need to be spent. MoDOT is looking at some of the bridge funds that can be spent. Also, OTO is working with MoDOT to find some cost share projects. If some of the projects could get into the state wide cost share program, then they say it counts towards being obligated for the purposes of calculating the OTO fund balance. OTO is looking at finding some projects that can get into the STIP if OTO cannot get additional funds obligated. With the upcoming possible rescission it is in everyone's best interest to spend this money as fast as possible. It should not be OTO's policy to come in under the figure balance. The jurisdictions really should spend as much money as possible and get the balances down so that the funds are not lost.

Mr. Price asked what the MPO's total balance was at this point. Ms. Edwards stated that the MPO's total balance right now is nearly \$15 million. With the MoDOT cost share it is about \$10 ½ million. Mr. Price asked if the MoDOT cost share would obligate the balance.

Ms. Edwards stated that cost sharing would not protect those funds from the congressional rescission but it would protect it from MoDOT's three year policy. Staff will try to do a report at every other meeting so that the jurisdictions would know how they were performing for the year.

Mr. Conklin stated that maybe the OTO should have a more aggressive regional progress policy. With the next reauthorization there are probably going to be more time frames that the OTO will have to meet. It is something that everyone should be aware of and be thinking about how to move the balances down.

Ms. Edwards mentioned that Mr. Whaley's project with the STP-Urban funds from Springfield and Greene County were left off the report.

D. Memorandum of Understanding between OTO and Member Jurisdictions

Mr. Conklin stated that included in the agenda is the Memorandum of Understanding. The changes that have been made from the first draft have been underlined. OTO has received comments from the member jurisdictions that includes a couple of whereas clauses that talk about the expansion in the 2000 Census. Also included is that fact that OTO is designated as the Transportation Management Area. A suggestion was also made to make sure that acronyms are spelled out and that has been done.

After the Federal Certification review, it was suggested that the Memorandum of Understanding state on page nine and thirteen that if any local jurisdiction receives any Title VI Complaints on any project or plans that OTO takes action on that the OTO office be notified immediately. Title VI is the Civil Rights Act on Discrimination. FHWA wanted to have local jurisdictions certify that there is financial capacity to the do the projects that are showing in the TIP and also that the public has had the opportunity to provide input to the local public participation process. Public participation is important for both the local jurisdictions and OTO.

For reference, the OTO website home page has the Title VI policy and the Title VI complaint form. If a jurisdiction does receive a complaint they should let OTO staff know.

Greene County has several suggested changes that they would like to see in the MOU prior to seeing it approved. Greene County is asking to add to the local jurisdictions roles and responsibility, should consider adopting the OTO Long Range Transportation Plan on number one, and two fill out the change on that. Item number six references the minimum design standards in OTOS LRTP. Staff added wording that federal aid projects are required to meet the minimum design standards and if they do not a variance should be requested. The MOU is a federal requirement for the MPO transportation planning process. Up dating the MOU is a recommended action that the MPO must take per the certification review. The Federal Highway Administration has asked for it to be complete by December 31, 2009. Staff understands that the local counties and city attorneys will need a chance to review the MOU, however, it is a required document that must be complete in order to continue to receive federal funds.

Ms. Edwards stated that it must be signed and put into place by every jurisdiction by December.

Mr. Price stated that the TPC really needs to have this draft policy including the changes handed out, in front of the city attorney or the jurisdiction attorney right now. There might have to be a special meeting to get it to the Board of Directors.

Mr. Conklin stated that if the TPC did not want to move it along to the Board and instead wanted to do an e-meeting with the changes, that could be done. The City of Willard was going to have their Council approve it, but staff asked for it to be pulled off their agenda since FHWA had not commented on it yet. It is unclear how much leeway each jurisdiction has on the document changes as it goes through this process. The last MOU took eight months for the signatures to be obtained.

Mr. Price stated that Springfield City Council would need a minimum of a month, more like six weeks, to get something on the agenda and get it passed.

Mr. Brock asked about how the paragraph on certifying and demonstrating financial capacity would be implemented. Mr. Conklin stated that each jurisdiction would have a certification application page to sign stating that they have the financial capability when they submit their request for TIP projects.

Mr. Bernskoetter stated that was correct. MoDOT would not be surprised if the next thing that FHWA wants is a chart showing the jurisdiction's revenue versus expenditures, just like MoDOT currently shows. Ms. Gardner stated that was happening anyway. Mr. Miller stated that what MoDOT does is state that the city and state gas tax are funding as well as any sales tax.

Mr. Bernskoetter stated that every time a project goes to FHWA, MoDOT looks specifically at the type of funding that is used.

Mr. Brock asked if the TPC could recommend the approval of this, along with any required changes that come down from FHWA.

Mr. Conklin stated that the TPC could recommend it for approval. Hopefully it is general enough that it can be approved and move forward without changes. Mr. Howard asked what happens if the MOU is not approved by December 31. Mr. Conklin stated that FHWA will be back and then it will be a corrective action. Then the federal funds that OTO currently receives could be withheld from the region.

Mr. Bernskoetter stated that is correct. That is the message that they relay when they tell the MPO that. From experience with federal highway if they know the MPO is in the process of getting all of the signatures then FHWA will work with the MPO. They will not withhold funds at that point but MoDOT cannot guarantee that.

Mr. Conklin stated that FHWA would like to see progress, since OTO has had a federal certification review. FHWA is back in Jefferson City writing their report, and when they give the OTO the draft report, in theory progress should have been made from August to October/November so if there is no progress, what was told in August could change.

Mr. Bernskoetter stated that when OTO was certified back in 2005 it was a recommendation back at that time. It was never followed through, from OTO's side, FHWA's side or MoDOT's side. Now they knew in August that OTO was already working towards it with everyone. That is why it was only a recommendation and not a corrective action yet had a solid drop dead date on it. FHWA is currently working with OTO.

Mr. Conklin stated that it needs to be done anyway. Mr. Miller asked if FHWA would have to look at it again with the changes. Mr. Bernskoetter stated that MoDOT should probably take a look at it again.

Mr. Howard asked why it had to be binding language, and why can't it just say the MPO agrees to play by these rules then sign off on it?

Mr. Conklin stated that is what it is; some attorneys would have to look at it though.

Mr. Miller stated that basically the MPO is agreeing to follow the guidelines. Mr. Price stated that the MPO has to do it or the jurisdictions will not get the money.

Mr. Howard asked if there is anything that keeps the MPO from amending the MOU in the future. Every jurisdiction can approve this document today or in the near future without any changes and agree to revisit it after the first of the year and amend it with any changes at that time.

Mr. Conklin stated that anyone with concern could bring it back for an amendment. Mr. Price stated that a motion to approve the Board of Director with the changes as outlined OTO staff was on the table.

Mr. Howard made the motion to forward the MOU to the Board of Directors with the presented changes. Mr. Whaley seconded and the motion carried unanimously.

E. SAFETEA-LU Rescission Update and Highway Reauthorization

Mr. Conklin stated that the October 6 email was passed out explaining OTO's exposure if Congress does not act on the rescission, considering the \$15 million unobligated balance. According to Todd Grossner and MoDOT, the rescission amount is approximately \$7.6 million dollars of STP-Urban funds. OTO staff had a conference call with FHWA, however, the only information that was received is that FHWA is planning to rescind money. There is no additional information on action that is being taken by Congress to repeal the rescission.

Mr. McIntosh stated that the scenario is pretty simple. The Highway reauthorization bill contains a rescission unless it is waived, it kicks in September 25. The House has passed an extension of the current highway authorization bill; the Senate has yet to do so. It is on the Senate side that the amendment will be accepted on the extension of the authorization bill will include a waiver of the rescission bill. It is unknown how the vote will go or what will happen in conference between the House and Senate versions.

Mr. McIntosh stated that what is making a lot of people nervous is that it might get down to September 24th before a repeal happens. This rescission of unobligated funds is across the board, so every county commissioner, county administrator, or whatever the counterparts are for Missouri County Commissioners throughout the United States, are all concerned because the off system bridge program is included in that. A lot of those folks build up funds over the years in order to do a bridge project. Congressman Blunt and the entire Missouri House Delegation signed a letter to the respected Committee Chairman of the House saying, leave that program alone.

Mr. Rauch stated that what is being heard is that something regarding the repeal of the rescission will happen. There is no guarantee of that until it is done, but the Senator's office in Washington has confirmed that it is the interpretation. It is tied in with the extension of the authorization. The Senate and the President are in agreement so it is expected that in the next few months something will happen.

Mr. McIntosh stated that the House version of the extension was for three months which is totally unrealistic. The last two reauthorizations took at least twenty four months to get through. Eighteen months is much more realistic.

Mr. Conklin stated he would like to thank Mr. McIntosh, Mr. Rauch, and Ms. Burks. They have been very responsive to OTO's phone calls and emails and David Toomey emailed back just to check. Mr. Rauch stated that Mr. Toomey was Ms. Claire McCaskill's transportation expert in Washington.

IV. Other Business

A. Technical Committee Member Announcements

Mr. Whaley stated that Ozarks Greenways has a new committee called START: Sustainable Transportation Advocacy Resource Team. The committee is looking at alternative transportation, such as bicycles, buses, carpooling, etc. It meets monthly and anyone is welcome to come. Next month, Springfield will be hosting the Missouri

Trail Summit October 7-9, 2009. There will be three days of trail and alternative transportation discussion.

This Monday and Tuesday the Institution of Transportation Engineers, Missouri Section will be hosting a conference at the University Plaza. Information can be found at www.ocite.org.

Ms. Edwards stated that anybody who is a planner can get six credits for the Sunday course at the University Plaza.

Mr. Hutchison stated that there is a Professional Transportation Planners course and a Sectional Transit Operations Engineer Course on Sunday.

Ms. Longpine stated that the Missouri APA Conference will be held in Springfield as well on October 21-23, 2009 and registration just opened up for that.

Mr. Conklin stated that it would be a good idea to develop a Regional Progress Policy as discussed with the STP-Urban funding. Mr. Conklin requested that a subcommittee be put together to work on developing the Regional Progress Policy. That is something that the MPO really needs to work out and adopt, otherwise the OTO risks the MPO's funds being reallocated to other agencies.

Ms. Gardner stated that she was volunteering.

Mr. Conklin stated that this is in anticipation of having a more rigid timeline to obligate the funding, as part of the next reauthorization.

Mr. Miller stated that St. Louis has adopted a reasonable progress policy because of the difficulty getting the local jurisdictions to obligate the money. They are in danger of losing a percentage of their funding.

Ms. Edwards stated that someone from every jurisdiction should be on the subcommittee and that an email would be sent to the jurisdictions.

Terry Whaley, David Hutchison, Joel Keller, and Dawn Gardner volunteered.

V. Adjournment

The motion to adjourn was at 2:46 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES**

October 7, 2009

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting at its scheduled time of 8 a.m.

Mr. Harry Price, OTO Technical Planning Committee Chairman, called the electronic meeting of the OTO Technical Planning Committee to order at 8 a.m. Wednesday, October 7, 2009.

I. New Business

Amendment Number One to the FY 2010-2013 Transportation Improvement Program

There are seven (7) requested amendments to the 2010-2013 TIP requested as outlined below.

Ozark Greenways removal of Bicycle and Pedestrian Education Project from the FY 2010-2013 TIP. Staff is requesting the removal of the Ozark Greenways education project due to being ineligible for federal funding.

Springfield/Greene County Bicycle Destination Plan Phase I FY 2010-2013 TIP Amendment. Springfield and Greene County are requesting the addition of a bicycle destination plan.

City Utilities Bus Transfer Station FY 2010-2013 TIP Amendment. City Utilities is requesting an amendment to remove ARRA funding for the Bus Transfer Station and replace the ARRA funding with other federal funds.

City Utilities Transit/ Fleet Maintenance Campus Extension FY 2010-2013 TIP Amendment. City Utilities is requesting an amendment to add federal funding to the Maintenance Campus Extension Project for FY 2012 and FY 2013.

City Utilities Purchase of Paratransit Buses FY 2010-2013 TIP Amendment. City Utilities is requesting an amendment to add the purchase of paratransit buses with ARRA funding.

City Utilities Purchase of Bus Fare Boxes FY 2010-2013 TIP Amendment. City Utilities is requesting an amendment to add the purchase of bus fare boxes with ARRA funding.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES**

October 7, 2009

City Utilities Purchase of Security Cameras FY 2010-2013 TIP Amendment. City Utilities is requesting an amendment to add the purchase of security cameras with ARRA funding.

Ms. Carol Cruise made the motion to approve Amendment Number One to the FY 2010-2013 TIP with the recommended changes. The motion was seconded by Mr. Kent Morris and the motion carried unanimously. OTO received 14 votes from the Technical Planning Committee to recommend approval to the OTO Board of Directors.

Mr. Harry Price, OTO Technical Planning Committee Chairman, adjourned the electronic meeting of the OTO Technical Planning Committee at 3:50 p.m. Wednesday, October 7, 2009.

TAB 2

TECHNICAL PLANNING COMMITTEE 11/18/09; ITEM II.A.

ARRA Project Update and Use of Remaining Unobligated ARRA Funds

**Ozarks Transportation Organization
(Metropolitan Planning Organization)**

AGENDA DESCRIPTION:

Staff is requesting the Technical Planning Committee make a recommendation on the re-allocation of unobligated ARRA STP-Urban and Enhancement funds due to ARRA projects being bid lower than the engineers estimate.

The following table provides the amount of ARRA funds awarded by OTO and the actual amounts obligated after construction bids were opened and awarded.

Project #	Local Agency	Recovery Act Funds Obligated	Recovery Act Funds Awarded	Leftover ARRA Funds
ARRA-ES08(001)	Strafford (TE)	\$64,014.00	\$85,186.00	\$21,172.00
ARRA-ES08(002)	Ozark (TE)	\$78,087.85	\$97,350.00	\$19,262.15
ARRA-ES08(003)	Willard (TE)	\$64,560.00	\$125,000.00	\$60,440.00
ARRA-ES08(004)	Ozark Greenways (TE)	\$186,482.00	\$200,664.00	\$14,182.00
STP-9900(860)	Christian Cty (STP-U)	\$900,000.00	\$900,000.00	\$0.00
ARRA-ES08(006)	Ozark (STP-U)	\$13,188.00	\$13,188.00	\$0.00
ARRA-ES08(007)	Ozark (STP-U)	\$40,000.00	\$40,000.00	\$0.00
ARRA-ES08(009)	Nixa (STP-U)	\$119,913.00	\$119,913.00	\$0.00
ARRA-ES08(008)	Battlefield (STP-U)	\$55,879.00	\$73,797.00	\$17,918.00
Total				\$132,974.15

MoDOT is requiring all funds to be obligated by January 4, 2010. OTO's adopted reasonable progress policy for ARRA funding required a September 30th obligation. All projects met this obligation deadline.

The Ozarks Greenways Frisco Highline Trail paving project scope was reduced from approximately five miles to three miles due to underestimating the project cost. This was the only ARRA project that was reduced in scope.

Staff is recommending that Ozark Greenways be awarded the remaining ARRA unobligated balance. These funds would complete the scope of the project to pave approximately 2 additional miles of the Frisco Highline Trail from the Springfield trailhead to Willard as programmed by OTO. In addition this is a project that can meet the required time frame of a January obligation.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on awarding the remaining unobligated ARRA Enhancement funds and Battlefield's sub-allocated STP-Urban ARRA funds to Ozark Greenways to complete the paving from Springfield to Willard.

ARRA FUNDS TRACKING - OTO LOCAL PROGRAMS

Project #	Local Agency	Project Title	STATUS	Funds Obligated	Leftover Funds
ARRA-ES08(001)	Stratford	Stratford School Sidewalks Phase 1A	Request for construction authorization sent to RM 9/1/09. Bids opened 11/3/09	\$85,186.00	\$21,172.00
ARRA-ES08(002)	Ozark	Safe Routes to School Phase 3	Request for construction authorization sent to RM 8/11/09. Sent to FHWA 8/20/09. Funds obligated 9/11/09. Advertised 9/18/09. Bids will be opened 10/27/09.	\$97,350.00	\$19,262.15
ARRA-ES08(003)	Willard	Highway Z Sidewalk	Funds obligated for construction authorization. Will advertise August 23. Bids to be opened Sept 16. Bids opened. Concurrence granted 9/30/09.	\$64,560.00	\$60,440.00
ARRA-ES08(004)	Ozark Greenways	Pave existing Frisco Highline Trail	Request for construction authorization sent to RM 8/12/09. Sent to FHWA 8/20/09. Advertised 9/16/09 on MoDOT's website. Bids will be opened 10/13/09.	\$200,664.00	\$14,182.00
STP-9900(860)	Christian Cty	State Highway CC	Received ESC 8/12/09. Sent to RM 8/13/09. ESC reviewed by Audit. Comments received back from Audit 8/27/09. Sent comments to consultant requesting revised attachment a 8/27/09. FUNDS OBLIGATED FOR DESIGN 9.18.09.	\$900,000.00	\$0.00
ARRA-ES08(006)	Ozark	3rd St./State Highway 14	Received ESC 8/21/09. Sent to RM 8/21/09 for obligation. Sent to FHWA 8/26/09. FUNDS OBLIGATED FOR DESIGN 9/3/09.	\$13,188.00	\$0.00
ARRA-ES08(007)	Ozark	Master Transportation Plan	Received ESC 8/21/09. Sent to RM 8/21/09 for obligation. Sent to FHWA 8/26/09. FUNDS OBLIGATED FOR DESIGN 9/22/09.	\$40,000.00	\$0.00
ARRA-ES08(009)	Nixa	State Highway 14 & US 160 Intersection	Funds obligated for design 8/11/09.	\$119,913.00	\$0.00
ARRA-ES08(008)	Battlefield	Cloverdale Lane Sidewalks	Request for construction authorization sent to RM 9/3/09. Funds obligated 9/10/09. Advertised 9/18/09 on MoDOT's website. Bids will be opened 10/13/09.	\$55,879.00	\$17,918.00
8P0605E	OTO	Capacity Improvements Hwy 65	Project awarded.	*\$9,701,900.00	\$0.00
8P0791	OTO	James River (Hwy 60) & National	Project awarded.	\$4,569,383.00	\$0.00

*\$1,628,416.00 = Suballocated Funds
 \$8,073,484.00 = Flexible Funds

TAB 3

TECHNICAL COMMITTEE AGENDA 11/18/09; ITEM II.B.

Amendment Number Two to the FY 2010-2013 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are two amendments included as part of TIP amendment number two to the FY 2010-2013 Transportation Improvement Program.

- 1) MoDOT is requesting one (1) amendment to the 2010-2013 TIP. The proposed amendment is to add a scoping project for the intersection of Chestnut Expressway and Sherman Avenue. This is a small intersection project identified in the 1/8 Cent Transportation Sales Tax partnership. The intersection serves as a gateway to Ozarks Technical College and Missouri State University from Chestnut Expressway.
- 2) Ozark Greenways is requesting additional funding to complete the paving of the Frisco Highline Trail from Springfield to Willard. An additional \$118,792 in ARRA funding is being requested. This additional ARRA funding is left over funding from projects coming in under bid. The original awarded amount was not sufficient to complete the project.

Please see the attached TIP pages for more information.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving amendment number one (2) to the FY 2010-2013 TIP.

PROGRAMMED IMPROVEMENTS

- Amendment 2 -

CITY OF SPRINGFIELD					Funding		Fiscal Year					TOTALS					
							2010		2011		2012		2013		TOTALS		
Project:	CHESTNUT AND SHERMAN				PF	FHWA(STP)	\$	-	\$	-	\$	-	\$	-	\$	-	
MoDOT #	8P2230					MoDOT	\$	15,000	\$	-	\$	-	\$	-	\$	15,000	
TIP #	SP1021					Local	\$	-	\$	-	\$	-	\$	-	\$	-	
Description:	Design of intersection improvements at Chestnut Expressway and Sherman Ave.				ROW	Other	\$	-	\$	-	\$	-	\$	-	\$	-	
						FHWA(STP)	\$	-	\$	-	\$	-	\$	-	\$	-	
Federal Source Agency	FHWA				CON	MoDOT	\$	-	\$	-	\$	-	\$	-	\$	-	
Federal Funding Category	STP					Local	\$	-	\$	-	\$	-	\$	-	\$	-	
MoDOT Funding Category	Major Projects and Emerging Needs					Other	\$	-	\$	-	\$	-	\$	-	\$	-	
Work or Fund Category	Construction						\$	-	\$	-	\$	-	\$	-	\$	-	
Fiscal Constraint Statement: Funds will come from the MoDOT District 8 and Central Office design budget for design and environmental work.							TOTAL	\$	15,000	\$	-	\$	-	\$	-	\$	15,000

EXISTING

PROPOSED

OZARKS TRANSPORTATION ORGANIZATION
2010-2013 Transportation Improvement Program
A2-2

FINANCIAL SUMMARY
- Enhancements -

YEARLY SUMMARY
FY2010

PROJECT	Federal Funding Source					ModDOT	Local	Other	TOTAL
	Enhancement	ARRA*	RTP	STP-U					
RP0501	\$ -	\$ -	\$ 98,400	\$ -	\$ -	\$ -	\$ 65,000	\$ -	\$ 163,400
EN0606	\$ 195,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,800	\$ -	\$ 258,000
EN0701	\$ 250,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,400	\$ -	\$ 358,000
EN0702	\$ 192,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,500	\$ -	\$ 385,000
EN0707	\$ 227,916	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,584	\$ -	\$ 293,500
EN0709	\$ 137,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,500	\$ -	\$ 275,000
EN0710	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ 200,000
EN0711	\$ 291,036	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,364	\$ -	\$ 368,400
EN0802	\$ 533,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,400	\$ -	\$ 667,000
EN0805	\$ 115,141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,346	\$ -	\$ 164,487
EN0808	\$ 540,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135,000	\$ -	\$ 675,000
EN0809	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
EN0811	\$ 74,309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,577	\$ -	\$ 92,886
EN0812	\$ 33,696	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,425	\$ -	\$ 42,121
EN0813	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,592	\$ -	\$ 128,592
EN0817	\$ 364,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,200	\$ -	\$ 456,000
EN0818	\$ 268,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,200	\$ -	\$ 336,000
EN0819	\$ 24,779	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,779
EN0820	\$ 67,721	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,279	\$ -	\$ 110,000
EN0901	\$ -	\$ 85,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,186
EN0902	\$ -	\$ 97,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,350
EN0903	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000
EN0904	\$ 17,336	\$ 319,456	\$ -	\$ -	\$ -	\$ -	\$ 4,334	\$ -	\$ 341,126
EN0905	\$ -	\$ 73,797	\$ -	\$ -	\$ -	\$ -	\$ 3,061	\$ -	\$ 76,858
EN0906	\$ 73,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,250	\$ -	\$ 91,250
EN1001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 594,940	\$ -	\$ 594,940
EN1002	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 12,500	\$ -	\$ 62,500
TOTAL	\$ 3,667,934	\$ 700,789	\$ 98,400	\$ 50,000	\$ 10,000	\$ 1,955,252	\$ -	\$ -	\$ 6,482,375

FY2011

EN0606	\$ 195,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,800	\$ -	\$ 258,000
EN0809	\$ 57,949	\$ -	\$ -	\$ 105,904	\$ 65,964	\$ -	\$ -	\$ -	\$ 229,817
TOTAL	\$ 253,149	\$ -	\$ -	\$ 105,904	\$ 65,964	\$ 62,800	\$ -	\$ -	\$ 487,817

TOTAL PROGRAM	Federal Funding Source					ModDOT	Local	Other	TOTAL
	Enhancement	ARRA*	RTP	STP-U					
	\$ 3,921,083	\$ 700,789	\$ 98,400.00	\$ 155,904	\$ 75,964	\$ 2,018,052	\$ -	\$ -	\$ 6,970,192

* ARRA funding is overprogrammed in order to ensure that funds are expended. The actual amount available is \$581,997.00.

FINANCIAL SUMMARY
-Enhancements-

FINANCIAL CONSTRAINTS

	Funding Source							TOTAL
	Enhancement	ARRA	RTP	STP-U	MoDOT	Local	Other	
PRIOR YEAR								
Balance	\$3,961,083	\$581,997	\$98,400	\$105,904	\$0	\$0	\$0	4,747,384
2010								
Funds Anticipated	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,000	\$ 1,955,252	\$ -	2,015,252
Funds Programmed	\$ 3,667,934	\$ 700,789	\$ 98,400	\$ 50,000	\$ 10,000	\$ 1,955,252	\$ -	6,482,375
Running Balance	\$293,149	(\$118,792)	\$0	\$0	\$0	\$0	\$0	280,261
2011								
Funds Anticipated	\$ -	\$ -	\$ -	\$ 105,904	\$ 65,964	\$ 62,800	\$ -	234,668
Funds Programmed	\$ 253,149	\$ -	\$ -	\$ 105,904	\$ 65,964	\$ 62,800	\$ -	487,817
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0

* ARRA funding is overprogrammed in order to ensure that funds are expended.

FINANCIAL SUMMARY
- Highways -

YEARLY SUMMARY

FY2010

PROJECT	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge	MoDOT	Local	Other	TOTAL
MO1003										\$ 162,000			\$ 162,000
MO1030		\$ 242,000								\$ 628,000	\$ 60,500		\$ 930,500
MO1005										\$ 218,000			\$ 218,000
MO1006										\$ 234,000			\$ 234,000
MO1007										\$ 219,000			\$ 219,000
MO1008										\$ 2,000			\$ 2,000
MO1009										\$ 262,000			\$ 262,000
MO1010									\$ 751,000	\$ 15,000			\$ 1,013,000
MO1021						\$ 551,000				\$ 113,000			\$ 664,000
MO1022					\$ 200,742					\$ 40,148	\$ 40,148		\$ 281,038
MO1023					\$ 72,190					\$ 13,905	\$ 13,905		\$ 100,000
MO1024					\$ 692,000					\$ 196,000	\$ 139,000		\$ 1,027,000
CC0901		\$ 320,000	\$ 900,000								\$ 80,000		\$ 1,300,000
GR0512		\$ 3,504,000								\$ 2,187,178	\$ 875,000		\$ 6,566,178
GR0902		\$ 1,061,000								\$ 5,242,000			\$ 6,303,000
GR0907									\$ 750,000	\$ 304,000			\$ 1,054,000
GR0909		\$ 320,000								\$ 2,725,000	\$ 80,000		\$ 400,000
GR1002										\$ 152,000			\$ 2,725,000
GR1003													\$ 152,000
GR1005											\$ 554,000		\$ 554,000
GR1006											\$ 1,000,000		\$ 1,000,000
GR1007											\$ 291,000		\$ 291,000
GR1008											\$ 47,500	\$ 47,500	\$ 95,000
NX0901		\$ 389,275									\$ 92,318		\$ 461,593
NX0905		\$ 177,336									\$ 63,434		\$ 240,770
OK0906			\$ 119,913							\$ 5,000	\$ 21,837		\$ 146,750
OK0801		\$ 60,000								\$ 15,000			\$ 75,000
OK0807											\$ 258,967		\$ 258,967
OK0808											\$ 160,000		\$ 160,000
OK0904		\$ 24,000									\$ 6,000		\$ 30,000
OK0911		\$ 8,000	\$ 40,000								\$ 2,000		\$ 50,000
OK0912		\$ 5,450	\$ 13,188								\$ 1,362		\$ 20,000
OK1004										\$ 15,000			\$ 15,000
OK1005										\$ 10,000			\$ 10,000
RP0603											\$ 45,000		\$ 45,000
RP0805											\$ 50,000		\$ 50,000
RP1002										\$ 2,000			\$ 2,000
RP1003										\$ 5,000	\$ 80,000		\$ 85,000
RG0901										\$ 5,000			\$ 5,000
SP0504											\$ 400,000		\$ 400,000
SP0508											\$ 2,500,000		\$ 2,500,000

FINANCIAL SUMMARY
- Highways -

FY2010 continued

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge					
SP0512												\$ 350,000		\$ 350,000
SP0701												\$ 850,000		\$ 850,000
SP0718												\$ 310,000		\$ 310,000
SP0719												\$ 940,000		\$ 940,000
SP0801												\$ 400,000		\$ 400,000
SP0804												\$ 295,000		\$ 295,000
SP0903												\$ 200,000		\$ 200,000
SP0904												\$ 500,000		\$ 500,000
SP0911														
SP0914											\$ 89,000			\$ 89,000
SP1001												\$ 120,000		\$ 120,000
SP1002											\$ 1,993,000			\$ 1,993,000
SP1011											\$ 1,353,000			\$ 1,353,000
SP1012												\$ 500,000		\$ 500,000
SP1013											\$ 331,000			\$ 331,000
SP1014											\$ 248,000			\$ 248,000
SP1015											\$ 1,343,000			\$ 1,343,000
SP1016											\$ 75,000			\$ 75,000
SP1017											\$ 270,000			\$ 270,000
SP1018											\$ 20,000			\$ 20,000
SP1019											\$ 15,000			\$ 15,000
SP1020											\$ 5,000			\$ 5,000
SP1021											\$ 25,000			\$ 25,000
SP1101											\$ 15,000			\$ 15,000
SP1103											\$ 1,000			\$ 1,000
WI1001											\$ 1,000			\$ 1,000
ST1001											\$ 3,000			\$ 3,000
TOTAL	\$	\$ 6,091,061	\$ 1,073,101	\$	\$	\$ 964,932	\$ 551,000	\$	\$ 1,501,000	\$ 18,665,231	\$ 11,326,971	\$ 47,500	\$ 40,220,796	

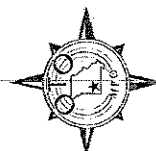
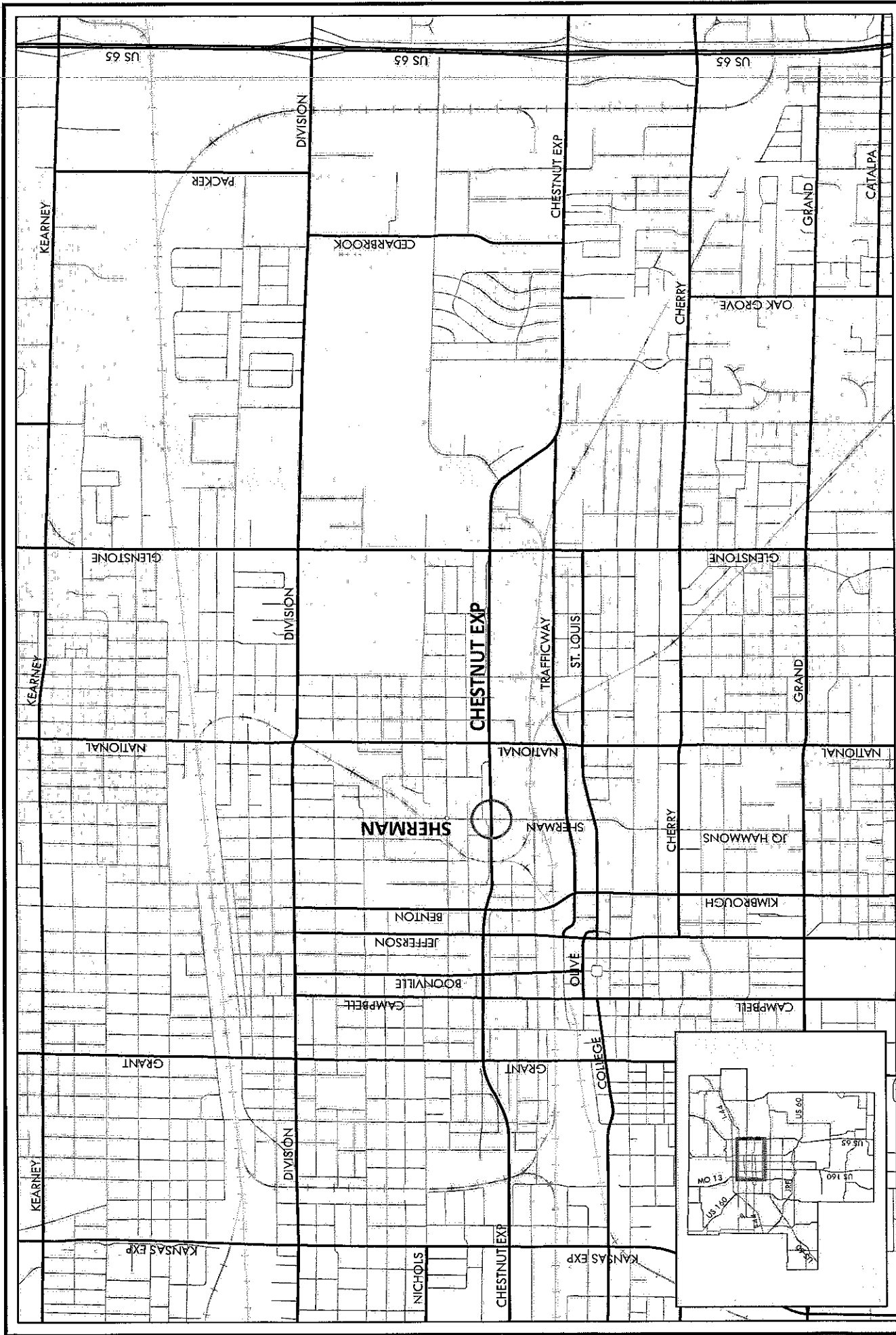
FINANCIAL SUMMARY
-Highways-

FINANCIAL CONSTRAINT

Federal															State			
STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge	MoDOT Programmed Projects	Operations and Maintenance	TOTAL	Local	Other	TOTAL				
\$ -	\$ (6,091,061)	\$ (1,073,101)	\$ -	\$ (964,932)	\$ (551,000)	\$ -	\$ -	\$ (1,501,000)	\$ (18,665,231)	\$ (5,876,000)	\$ (34,722,325)	\$ (11,325,971)	\$ (47,500)	\$ (46,096,796)				
\$ -	\$ (788,983)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (10,188,800)	\$ (6,058,156)	\$ (17,303,139)	\$ (9,077,045)	\$ (800,000)	\$ (27,180,184)				
\$ -	\$ (1,984,775)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (827,800)	\$ (6,245,959)	\$ (9,325,734)	\$ (4,996,194)	\$ -	\$ (14,321,928)				
\$ -	\$ (642,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (808,800)	\$ (6,439,584)	\$ (8,157,584)	\$ (255,500)	\$ -	\$ (8,413,084)				
\$ -	\$ (9,506,819)	\$ (1,073,101)	\$ -	\$ (964,932)	\$ (551,000)	\$ -	\$ -	\$ (2,302,600)	\$ (30,490,631)	\$ (24,619,699)	\$ (69,508,782)	\$ (25,655,710)	\$ (847,500)	\$ (96,011,992)				

	Prior Year	2010	2011	2012	2013	TOTAL
Available State and Federal	\$0	\$25,010,000	\$10,170,000	\$8,420,000	\$8,480,000	\$52,080,000
Available Operations and		\$5,876,000	\$6,058,156	\$6,245,959	\$6,439,584	\$24,619,699
Available Suballocated	\$10,925,055	\$3,913,079	\$3,913,079	\$3,913,079	\$3,913,079	\$26,577,371
Available Suballocated	\$1,224,980	\$0	\$0	\$0	\$0	\$1,224,980
TOTAL						
AVAILABLE	\$12,150,035	\$34,799,079	\$20,141,235	\$18,579,038	\$18,832,663	\$104,502,050
Programmed State and						
TOTAL						
REMAINING	\$12,150,035	\$76,754	\$2,838,096	\$9,253,304	\$10,675,079	\$34,993,268

Available State and Federal Funding	\$17,053,065
Available Suballocated STP-U	\$17,197,002
Available Suballocated BRM	\$1,224,980
TOTAL	\$35,475,047



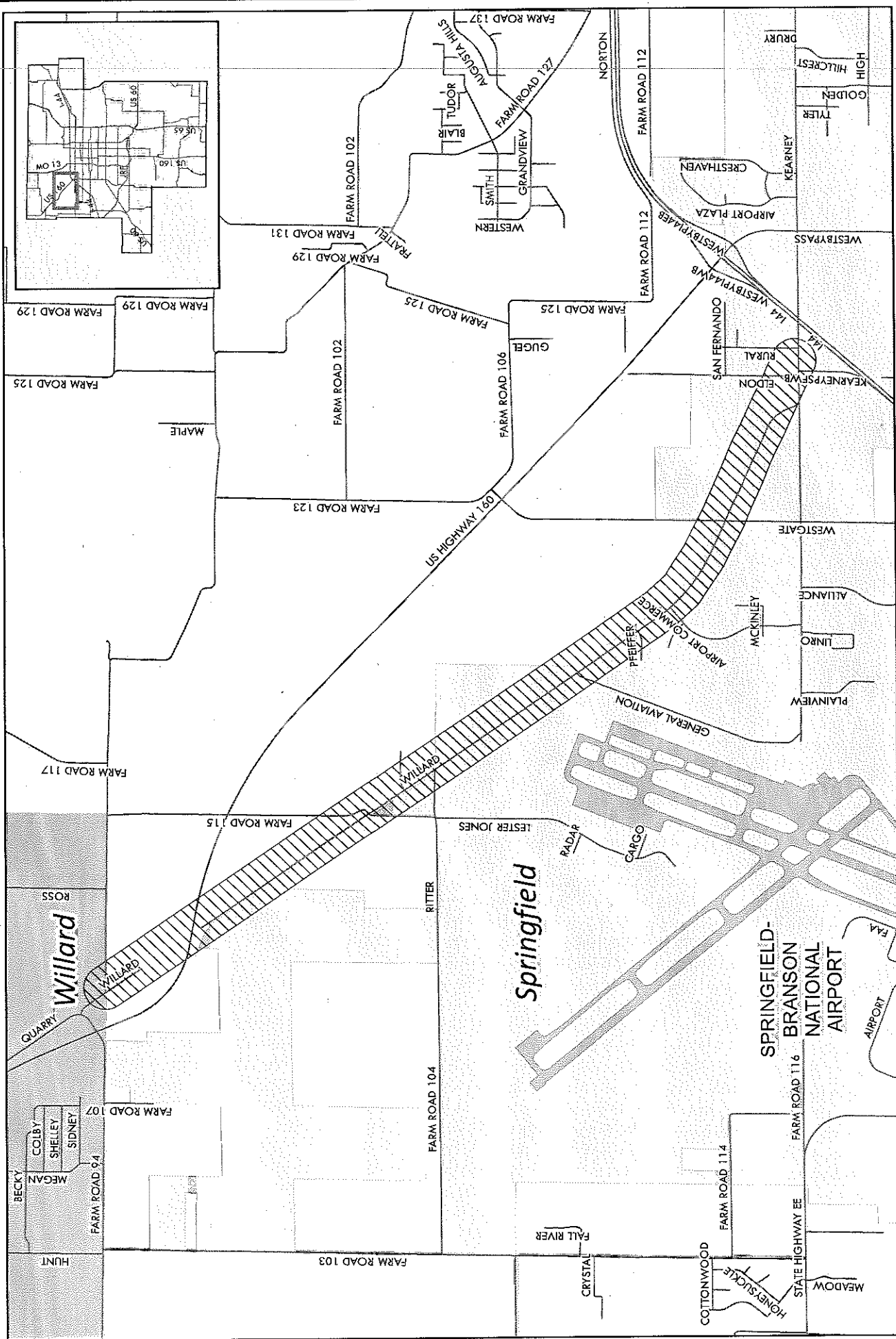
City of Springfield

Chestnut Expressway & Sherman Avenue

0 1,250 2,500 5,000
Feet
1 inch = 1/2 mile



0 750 1,500 3,000 Feet



TAB 4

TECHNICAL COMMITTEE AGENDA 11/18/09; ITEM II. C.

Annual Listing of Obligated Projects (ALOP)

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION: Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.332 Annual listing of obligated projects. (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. (b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

Included for your review and consideration is the Ozarks Transportation Organization Fiscal Year 2009 Annual Listing of Obligated Projects.

Staff is requesting each jurisdiction review the report for any inaccuracies and advise staff. Please be advised that this is required to be published by December 30, 2009.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors regarding the Annual Listing of Obligated Projects. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the list can be conducted and comments received prior to the December 17th Board of Directors meeting.

OZARKS TRANSPORTATION ORGANIZATION

ANNUAL LISTING OF OBLIGATED PROJECTS OCTOBER 1, 2008 - SEPTEMBER 30, 2009

County/Entity	MoDOT Number	Federal Prefix	Federal Number	Route	Fund	Federal Funds	Total Funds	Description and Location	Tip number	Date	Stage	Federal Funding Change	Remaining Federal Funds
CHRISTIAN	J8P0588E	ACNH	141.10	14	LY3	\$ 267,695.31	\$ 514,798.67	AT OZARKS TECHNICAL COLLEGE SOUTH CAMPUS	OK0701	8/10/2009	FINAL	\$ 0.17	\$ -
CHRISTIAN	J8P0878C	EB-HSIP	141.13	14	L21	\$ 562,146.40	\$ 981,216.00	RESURFACING FROM ROUTE 160 TO ROUTE NN	CC0804	7/12/2009	CONST	\$ (562,146.40)	\$ -
CHRISTIAN	J8P0878B	EB-HSIP	1145.3	CC	L21	\$ 568,938.00	\$ 568,938.00	RESURFACING FROM ROUTE 160 TO W/G ROUTE 65	CC0901	7/12/2009	CONST	\$ (316,252.80)	\$ -
CHRISTIAN	J8P0878B	ARRA	ES0809		C23	\$ 119,913.00	\$ 180,729.00	ROUTE 160 AND ROUTE 14 SCORING AND DESIGN, CITY OF NIKA	NX0905	8/11/2009	PE	\$ (119,913.00)	\$ -
CHRISTIAN	J8P0878B	STP	9900850		L22	\$ 7,233.80	\$ 10,334.00	CITY OF OZARK SIDEWALK PROJECT PHASE 2	EN0805	2/19/2009	PE	\$ (7,233.80)	\$ -
CHRISTIAN	J8P0878B	STP	9900855		L23	\$ 14,331.69	\$ 17,914.61	CITY OF OZARK PRIORITYZATION STUDY	OK0704	12/10/2008	FINAL	\$ 349.91	\$ -
GREENE	J8P0841	ACNH-HPP	132.56	L23	L23	\$ 17,366.10	\$ 21,732.63	NORTHVIEW ROAD FROM US 160 TO GREGG ROAD	NX0903	7/19/2009	PE	\$ (17,366.10)	\$ -
GREENE	J8P0841	ACNH-HPP	132.56	13	HY2	\$ 855,472.00	\$ 3,348,017.00	AT -144 AND KANSAS EXPRESSWAY IN SPRINGFIELD	SP0806	10/29/2008	CONST	\$ (855,472.00)	\$ -
GREENE	J8P0841	ACNH-HPP	132.56	13	LY2	\$ 533,586.40	\$ 3,348,017.00	AT -144 AND KANSAS EXPRESSWAY IN SPRINGFIELD	SP0806	10/29/2008	CONST	\$ (533,586.40)	\$ -
GREENE	J8P0841	ACNH-HPP	132.56	13	LY2	\$ 624,546.80	\$ 3,192,807.00	AT -144 AND KANSAS EXPRESSWAY IN SPRINGFIELD	SP0806	8/21/2009	CONST	\$ (83,550.00)	\$ 540,996.80
GREENE	J8P0841	ACNH-HPP	132.56	13	LY2	\$ 540,996.80	\$ 3,192,807.00	AT -144 AND KANSAS EXPRESSWAY IN SPRINGFIELD	SP0806	12/22/2008	CONST	\$ 12,589.60	\$ 553,586.40
GREENE	J8P0841	ACNH-HPP	132.56	13	HY2	\$ 798,379.20	\$ 3,192,807.00	AT -144 AND KANSAS EXPRESSWAY IN SPRINGFIELD	SP0806	12/22/2008	CONST	\$ 57,092.80	\$ 855,472.00
GREENE	J8P0841	STP	132.56	13	L23	\$ 978,000.00	\$ 3,192,807.00	AT -144 AND KANSAS EXPRESSWAY IN SPRINGFIELD	SP0806	8/21/2009	CONST	\$ (978,000.00)	\$ -
GREENE	J8P0841C	STP	5933803	13	L23	\$ 300,000.00	\$ 642,296.50	KANSAS/EVERGREEN INTERSECTION	SP0617	3/25/2009	CONST	\$ (300,000.00)	\$ -
GREENE	J8P0841C	STP	5933803	13	L23	\$ 280,963.96	\$ 484,420.60	KANSAS/EVERGREEN INTERSECTION	SP0617	5/1/2009	CONST	\$ 19,036.04	\$ -
GREENE	J8P0904	ACIM-HSIP	442220	44	L33	\$ 85,488.60	\$ 232,839.00	STAFFORD TO GREENE/WEBSTER COUNTY LINE	GR0809	12/18/2008	CONST	\$ (85,488.60)	\$ -
GREENE	J8P0904	ACIM-HSIP	442220	44	L33	\$ 70,769.20	\$ 218,434.00	STAFFORD TO GREENE/WEBSTER COUNTY LINE	GR0809	3/10/2009	CONST	\$ 14,719.40	\$ -
GREENE	J8P0683C	HPP	D602.65	60	LY2	\$ 5,415,022.33	\$ 12,518,439.00	FLOYER RAMP AND BRIDGES AT 60/65 INTERCHANGE	SP0701	1/8/2009	CONST	\$ (5,415,022.33)	\$ -
GREENE	J8P0683C	HPP	D602.65	60	HY2	\$ 1,710,944.00	\$ 12,518,439.00	FLOYER RAMP, BRIDGES AT RTE 60/65 INTERCHANGE	SP0701	1/8/2009	CONST	\$ (1,710,944.00)	\$ -
GREENE	J8P0791	ARRA	602.67	60	C23	\$ 4,569,383.00	\$ 8,873,700.00	INTERCHANGE IMPROVEMENTS	SP0609	6/18/2009	CONST	\$ (4,569,383.00)	\$ -
GREENE	J8P0791	ARRA	602.67	60	C23	\$ 1,244,617.00	\$ 8,873,700.00	INTERCHANGE IMPROVEMENTS	SP0609	6/18/2009	CONST	\$ (1,244,617.00)	\$ -
GREENE	J8P0898	NH-BRM	602.66	60	L1C	\$ 1,390,000.00	\$ 7,798,500.00	JAMES RIVER/LAKE SPRINGFIELD, BRIDGE WORK	SP0902	7/19/2009	CONST	\$ (1,390,000.00)	\$ -
GREENE	J8P0898	NH-BRM	602.66	60	Q10	\$ 780,000.00	\$ 8,203,855.00	JAMES RIVER/LAKE SPRINGFIELD, BRIDGE WORK	SP0902	1/8/2009	CONST	\$ (780,000.00)	\$ -
GREENE	J8P0605B	ARRA	652.64	65	C24	\$ 9,809,900.00	\$ 12,636,600.00	GRADING/PAVING FROM RTE D TO RTE 60	SP0907	5/20/2009	CONST	\$ (9,809,900.00)	\$ -
GREENE	J8P0605D	ARRA-NH	652.63	65	C24	\$ 10,431,200.00	\$ 12,192,500.00	GRADING/PAVING FROM BUS 65 TO RTE D	SP0912	5/20/2009	CONST	\$ (10,431,200.00)	\$ -
GREENE	J8P0605D	ARRA-NH	652.63	65	L05	\$ 824,880.00	\$ 12,192,500.00	GRADING/PAVING FROM BUS 65 TO RTE D	SP0921	5/20/2009	CONST	\$ (824,880.00)	\$ -
GREENE	J8P0605E	ARRA	652.65	65	C23	\$ 1,628,416.00	\$ 12,210,100.00	GRADING/PAVING FROM I-44 TO BUS 65 IN SPRING	SP0918	5/20/2009	CONST	\$ (1,628,416.00)	\$ -
GREENE	J8P0605E	ARRA-STP	652.65	65	L24	\$ 7,801,647.20	\$ 12,210,100.00	GRADING/PAVING FROM I-44 TO BUS 65 IN SPRING	SP0918	5/20/2009	CONST	\$ (7,801,647.20)	\$ -
GREENE	J8P0605E	ARRA-STP	652.65	65	C24	\$ 730,900.00	\$ 12,210,100.00	GRADING/PAVING FROM I-44 TO BUS 65 IN SPRING	SP0918	5/20/2009	CONST	\$ (730,900.00)	\$ -
GREENE	J8P0832	NH	652.51	65	L03	\$ 470,173.60	\$ 587,171.00	DIAMOND GRIND AND PAVEMENT REPAIR	NONE	7/19/2009	CONST	\$ (470,173.60)	\$ -
GREENE	J8P0535	STP-STPN	5902808	160	L24	\$ 11,568,180.00	\$ 14,588,400.00	KEARNEY ST TO CHESTNUT EXPRESSWAY IN SPRINGFIELD	SP0424	12/30/2008	CONST	\$ (713,360.00)	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.28	160	H20	\$ 3,207,577.82	\$ 6,141,080.92	FROM DIVISION ST TO CHESTNUT EXPRESSWAY	NONE	3/20/2009	FINAL	\$ 720,882.18	\$ -
GREENE	J8P0535B	STP-STPN-BRF	1601.2										

OZARKS TRANSPORTATION ORGANIZATION

ANNUAL LISTING OF OBLIGATED PROJECTS
OCTOBER 1, 2008 - SEPTEMBER 30, 2009

County/Entity	ModOT Number	Federal Prefix	Federal Number	Route	Fund	Federal Funds	Total Funds	Description/Project Location	Tip Number	Stage	Federal Funding Change	Remaining Federal Funds
GREENE		BRO	8039 23	L11		\$ 268,860.11	\$ 268,860.11	FARM ROAD 149, BRIDGE 1490027 OVER SIMS BRANCH	GR0803	12/23/2008 FINAL	\$ 38,809.92	\$ -
GREENE		BRO	8039 27	L11		\$ 252,913.95	\$ 252,913.95	BRIDGE OVER CLEAR CREEK	GR0804	5/1/2009 CONST	\$ (252,913.95)	\$ -
GREENE		BRO	8039 27	L11		\$ 178,785.00	\$ 178,785.00	BRIDGE OVER CLEAR CREEK	GR0804	6/19/2009 CONST	\$ 74,128.95	\$ -
GREENE		DP	5927803	L19		\$ 174,175.00	\$ 174,175.00	ROADWAY IMP AT KANSAS AND BROADMOOR	SP0828	12/10/2008 CONST	\$ (174,175.00)	\$ -
GREENE		DP	5927803	L19		\$ 99,451.25	\$ 99,451.25	ROADWAY IMP AT KANSAS AND BROADMOOR	SP0828	3/18/2009 CONST	\$ 74,723.75	\$ -
GREENE		RFP	0005251	L55		\$ 19,055.52	\$ 26,456.00	STATEWIDE CROSSING IMPROVEMENT PROGRAM	NONE	11/14/2008 CONST	\$ (19,055.52)	\$ -
GREENE		STP	5900823	Q22		\$ 136,272.07	\$ 244,676.01	GALLOWAY CREEK GREENWAY, SPRINGFIELD	NONE	11/25/2008 FINAL	\$ 9,229.60	\$ -
GREENE		STP	5900823	33B		\$ 11,327.49	\$ 244,676.01	GALLOWAY CREEK GREENWAY, SPRINGFIELD	NONE	11/25/2008 FINAL	\$ 153.84	\$ -
GREENE		STP	5900835	Q22		\$ 439,000.00	\$ 9,186,657.75	JORDAN VALLEY CAR PARK REIMBURSEMENT	NONE	8/4/2009 FINAL	\$ 1,061,000.00	\$ -
GREENE		STP	5900840	H22		\$ 93,189.00	\$ 186,378.00	SPRINGFIELD ST LOUIS STREET STREETSCAPE	EN0706	6/15/2009 CONST	\$ (79,983.00)	\$ 13,205.00
GREENE		STP	5900842	H22		\$ 103,133.50	\$ 206,267.00	SPRINGFIELD ST LOUIS STREET STREETSCAPE	EN0706	7/22/2009 CONST	\$ (9,944.50)	\$ 93,189.00
GREENE		STP	5900842	H22		\$ 11,632.44	\$ 23,264.87	WALNUT STREET IN SPRINGFIELD STREETSCAPE	EN0709	6/15/2009 PE	\$ (1,644.28)	\$ 9,988.16
GREENE		STP	5905805	L23		\$ 9,988.16	\$ 19,976.32	WALNUT STREET IN SPRINGFIELD STREETSCAPE	EN0709	6/24/2009 PE	\$ 1,644.28	\$ 11,632.44
GREENE		STP	5905805	L23		\$ 128,800.00	\$ 161,000.00	SPRINGFIELD TRANSPORTATION MANAGEMENT CTR SALARIS	MO0903	11/28/2008 CONST	\$ (128,800.00)	\$ -
GREENE		STP	5905805	L23		\$ 190,400.00	\$ 238,000.00	SPRINGFIELD TRANSPORTATION MANAGEMENT CTR SALARIS	MO0903	3/13/2009 PE	\$ (61,600.00)	\$ -
GREENE		STP	6900806	L22		\$ 10,723.06	\$ 13,403.81	CITY OF REPUBLIC-NORTH HAMPTON AV SIDEWALK	EN0811	3/10/2009 PE	\$ (10,723.06)	\$ -
GREENE		STP	6900807	L22		\$ 7,929.80	\$ 9,912.24	CITY OF REPUBLIC-N MAIN ST SIDEWALKS	EN0812	3/10/2009 PE	\$ (7,929.80)	\$ -
GREENE		STP	6900808	L22		\$ 8,284.72	\$ 10,621.43	SIDEWALKS - REPUBLIC	EN0813	6/19/2009 PE	\$ (8,284.72)	\$ -
GREENE		STP	9900819	L22		\$ 223,300.00	\$ 386,278.00	SOUTH DRY SAC GREENWAY PHASE II	EN0607	6/15/2009 CONST	\$ (219,256.00)	\$ 4,044.00
GREENE		STP	9900822	H22		\$ 22,656.42	\$ 32,366.32	STAFFORD SIDEWALKS PHASE 1	EN0609	12/5/2008 FINAL	\$ 36.19	\$ -
GREENE		STP	9900838	H22		\$ 28,299.17	\$ 41,496.22	CITY OF STAFFORD, BIKE TRAIL AND PED IMP	EN0708	7/9/2009 CONST	\$ 0.01	\$ -
GREENE		STP	9900843	L22		\$ 118,606.21	\$ 154,034.04	WILLARD SCHOOL DISTRICT	EN0803	10/23/2008 CONST	\$ (104,247.34)	\$ -
GREENE		STP	9900848	L22		\$ 108,906.22	\$ 141,436.64	WILLARD SCHOOL DISTRICT	EN0803	1/8/2009 CONST	\$ 9,699.99	\$ -
GREENE		STP	9900849	L22		\$ 101,646.95	\$ 147,314.41	CITY OF WILLARD - SIDEWALK PROJECT	EN0804	10/23/2008 CONST	\$ (87,201.48)	\$ -
GREENE		STP	9900849	L22		\$ 89,164.22	\$ 116,180.01	CITY OF WILLARD - SIDEWALK PROJECT	EN0804	1/8/2009 CONST	\$ 21,482.73	\$ -
City Utilities	N/A	5307	N/A	N/A		\$ 874,485.00	\$ 1,748,930.00	Operating Assistance	CU0902	7/1/1905 N/A	\$ 874,465.00	\$ -
City Utilities	N/A	5307	N/A	N/A		\$ 906,310.00	\$ 1,132,888.00	Preventative Maintenance	CU0902	7/1/1905 N/A	\$ 906,310.00	\$ -
City Utilities	N/A	5307	N/A	N/A		\$ 216,702.00	\$ 270,877.00	Maintenance Paratransit Operations	CU0903	7/1/1905 N/A	\$ 216,702.00	\$ -
City Utilities	N/A	5307	N/A	N/A		\$ 21,670.00	\$ 27,087.00	Transit Security	CU0903	7/1/1905 N/A	\$ 20,525.00	\$ 1,145.00
City Utilities	N/A	5307	N/A	N/A		\$ 44,400.00	\$ 55,500.00	Bus Turnouts/ Shelter	CU0908	7/1/1905 N/A	\$ -	\$ 44,400.00
City Utilities	N/A	5307	N/A	N/A		\$ 21,670.00	\$ 27,088.00	Transit Enhancement	CU0910	7/1/1905 N/A	\$ 3,962.00	\$ 17,708.00
City Utilities	N/A	5307	N/A	N/A		\$ 82,000.00	\$ 102,500.00	Transit Planning	CU0905	7/1/1905 N/A	\$ 82,000.00	\$ -
City Utilities	N/A	5316	N/A	N/A		\$ 159,009.00	\$ 1,227,582.00	JARC Lines 8, 10, 11, 15	CU0901	7/1/1905 N/A	\$ 159,009.00	\$ -
City Utilities	N/A	5317	N/A	N/A		\$ 71,277.00	\$ 89,096.00	New Freedom	CU0907	7/1/1905 N/A	\$ -	\$ 71,277.00

IM = Interstate Maintenance
NH = National Highway System
NH-STP = National Highway System - Surface Transportation Program
DP = Demonstration Project
STP = Surface Transportation Project - Highway Safety Improvement Program
NH-HSIP = National Highway System - Highway Safety Improvement Program
TCSP = Transportation Community System Preservation
SRTS-INF = Safe Routes To School - Infrastructure
SRTS-NI = Safe Routes To School - Non-Infrastructure
BR = Bridge

TAB 5

TECHNICAL COMMITTEE AGENDA 11/18/09; ITEM II.D.

Public Participation Plan

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION: OTO has conducted public outreach and has prepared an updated draft OTO Public Participation Plan in accordance with CFR §450.316. **The OTO Public Participation Plan has been provided under separate cover.** OTO is required to develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process.

The Public Participation Plan outlines strategies for OTO to better engage the public in its planning processes and serves as the documented participation plan for the OTO. Guidelines and participation policies have been established based on federal requirements, public input, and current OTO practice. The plan also defines participation techniques that OTO currently uses and will employ when implementing this plan. Specific plan processes are also outlined for the Unified Planning Work Program, the Long Range Transportation Plan, and the Transportation Improvement Program. Included in the participation process for the TIP, is clarification for the OTO TIP administrative modification and amendment procedures.

Key to the success of this plan and OTO public engagement is the Public Participation Plan Evaluation Handbook, found in Appendix A. This summarizes the public input received during the plan update as well as recommendations and next steps for OTO. Public input for the plan was gathered through a public participation survey and through the input of a Public Participation Plan focus group. The periodic evaluation of this plan will use this information as a starting point to measure success.

The 45 day notice for public comment on the draft plan was published on November 1, 2009. Public comment will be taken at both the Technical Planning Committee and Board of Directors meeting.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors regarding the Public Participation Plan.

TAB 6

TECHNICAL COMMITTEE AGENDA 11/18/09; ITEM ILE.

SAFETEA-LU Rescission

Ozarks Transportation Organization (Metropolitan Planning Organization)

BACKGROUND:

An \$8.7 B rescission from SAFETEA-LU occurred on September 30, 2009. FHWA published the final amount of STP-Urban unobligated balance to be rescinded from OTO in the amount of \$3,517,877.42.

STP-Urban Funding

As of September 30, 2009, OTO has an unobligated STP-Urban balance of \$13,442,237.54.

The \$3,517,877.42 rescission represents 26.17% of the total OTO unobligated balance. OTO calculated the amount to be rescinded by multiplying the 26.17% rescission of unobligated funds to each jurisdictions unobligated STP-Urban balance.

OTO has recently received from MoDOT the final unobligated STP-Urban balance report as of September 30, 2009 which revised the final overall unobligated balance and specific jurisdictions unobligated balances.

Final Unobligated OTO STP-Urban Balances as of September 30, 2009

Jurisdiction	Total Allocation	Obligations	Unobligated Balance	% Unobligated	Funds Rescinded (26.17%)
Ozark	\$1,025,319.60	(\$405,996.49)	\$619,323.11	60.40%	\$162,078.88
Nixa	\$1,253,202.66	(\$346,142.04)	\$907,060.62	72.38%	\$237,380.72
Battlefield	\$187,038.46	\$0.00	\$187,038.46	100.00%	\$48,948.58
Springfield	\$18,725,677.23	(\$11,106,925.27)	\$7,618,751.96	40.69%	\$1,993,852.25
Greene	\$6,014,226.65	(\$2,970,580.39)	\$3,043,646.26	50.61%	\$796,532.16
Christian	\$1,386,417.12	(\$320,000.00)	\$1,066,417.12	76.92%	\$279,084.84
N/S Corridor	\$184,224.00	(\$184,224.00)	\$0.00	0.00%	
TOTAL	\$28,776,105.73	(\$15,333,868.19)	\$13,442,237.54	46.71%	\$3,517,877.42
Rescission			\$3,517,877.42	26.17%	

The 2010-2013 TIP is fiscally constrained even with the rescission and no TIP amendments will be required.

Off System Bridge Funding

Counties in Missouri are allocated Off-System Bridge Funding each year. This funding was also subject to rescission. The amounts are outlined in attachment 3.

Enhancement Funding

With regard to Enhancement Funding, MoDOT has informed OTO that Enhancement funds already programmed in the TIP will be offset with funds in the next transportation bill. Attachment 4 outlines the -\$563,937.92 deficit in which OTO will have going into the next round of Enhancement Funding.

On System Bridge Funding (BRM)

There was no rescission of On System Bridge Funding for OTO.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a motion accepting the rescinded amounts for each jurisdiction as calculated by OTO staff.

SAFETEA-LU Rescission

<u>Program</u>	<u>Rescission</u>
Interstate Maintenance	0.00
Rail/Highway Crossing	-4,367,189.43
High Risk Rural Roads	-1,903,644.08
Highway Safety Improvement Program	-94,320.06
Recreational Trails	-1,262,963.90
National Highway System	0.00
CMAQ	-17,477,402.49
Bridge Off System	-17,349,281.67
Bridge On System	-98,312,598.38
Safe Routes to School	-477,133.00
STP Enhancements	-16,275,264.62
STP Urbanized	-44,742,766.52
STP Flexible	-0.85
STP LT 5K	0.00
STP LT 200K	0.00
Equity Bonus	0.00
Total	-202,262,565.00

SAFETEA-LU Rescission

<u>Program</u>	<u>Rescission</u>	<u>Remaining Balance</u>
STP Urbanized	-44,742,766.52	25,391,921.88
<hr/>		
<u>Suballocations*:</u>		
Kansas City	-13,077,963.73	3,438,657.07
St. Louis	-28,146,925.37	10,894,907.14
Springfield	-3,517,877.42	11,058,357.67

**Based on relative share of FY2009 annual apportionments.*

SAFETEA-LU Rescission

<u>Program</u>	<u>Rescission</u>	<u>Remaining Balance</u>
Bridge Off System	-17,349,281.67	19,112,789.96

Suballocations*:**DISTRICT 6**

FRANKLIN	-181,120.54	917,627.01
JEFFERSON	-172,012.40	1,089,977.89
ST. CHARLES	-40,103.00	822,414.50
ST. LOUIS	-257,973.29	8,522.40
ST. LOUIS CITY	-85,507.75	1,913,926.92
TOTAL DISTRICT 6	-736,716.98	4,752,468.72

DISTRICT 7

BARRY	-65,297.65	-104,976.02
BARTON	-121,305.90	-111,943.94
BATES	-197,252.37	839,206.88
CEDAR	-148,222.49	142,053.83
DADE	-136,576.76	55,296.71
JASPER	-170,879.55	764,904.84
LAWRENCE	-224,033.02	2,112.95
MCDONALD	-64,708.57	82,663.37
NEWTON	-180,893.97	635,634.71
ST. CLAIR	-93,528.35	538,232.21
VERNON	-226,615.92	584,274.94
TOTAL DISTRICT 7	-1,629,314.55	3,427,460.48

DISTRICT 8

CHRISTIAN	-92,531.44	-3,747.52
DALLAS	-44,181.27	-215,949.46
DOUGLAS	-42,414.02	383,988.49
GREENE	-310,990.81	1,398,033.42
HICKORY	-161,182.33	257,662.19
LACLEDE	-75,719.90	-105,493.47
OZARK	-53,153.46	-63,557.74
POLK	-201,919.72	-758,733.44
STONE	-21,750.78	-47,215.24
TANEY	-78,121.55	-660,574.25
WEBSTER	-19,439.76	79,843.34
WRIGHT	-33,396.51	275,690.73
TOTAL DISTRICT 8	-1,134,801.55	539,947.05

SAFETEA-LU Rescission

<u>Program</u>	<u>Rescission</u>
STP Enhancements	-16,275,264.62
<u>Suballocations*:</u>	
Statewide (25%)	-4,068,816.16
Others (75%)	
District 1	-440,652.79
District 2	-386,944.42
District 3	-438,211.50
District 4 - Rural	-449,197.30
District 4 - Urban	-1,996,974.97
District 5	-987,501.68
District 6	-4,233,196.33
District 7	-717,739.17
District 8 - Rural	-567,599.85
District 8 - Urban	-563,937.92
District 9	-562,717.27
District 10	-861,775.26

**Based on relative share of FY2009 annual apportionments.*

TAB 7

TECHNICAL COMMITTEE AGENDA 11/18/09; ITEM II.F.

STP-Urban Balance Annual Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated STP-Urban funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate these balances among the jurisdictions within the urbanized area. Each of these jurisdiction's allocations are based upon population within the urbanized area.

MoDOT has enacted a policy of allowing no more than three years of this STP-Urban allocation to accrue due to requirements by FHWA. If a balance greater than 3 years accrues, funds will lapse (be forfeited). OTO's balance is monitored as a whole by MoDOT and OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance it is based upon obligated funds not programmed funds. So, a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports which reflect the projects which have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2010.

Staff has included a report which documents the balance allowed, the balance obligated and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded. According to our records, as a whole, OTO has obligated or is programmed in cost shares with MoDOT, exceeding the minimum amount required to be programmed by \$3,596,390.87 for FY 2010.

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. After the September 30, 2009 rescission, OTO has an ending balance of \$9,924,360.12 for FY 2009. After the MoDOT cost share projects that appear in the STIP are subtracted, and the projected FY 2010 allocation is added the balance is \$8,649,439.42. This is well within the balance allowed to be carried by MoDOT.

There are still possibilities that these numbers will change. There is an unlikely chance that the September 30, 2009 rescission will be repealed. Secondly, the FY 2010 projected allocated amount is very likely to change. We estimated 80% of the FY 2009 allocation. Hopefully the FY 2010 allocation will be at or greater than the FY 2009 allocation.

The only action that prevents a rescission of federal funding is obligation.

It is recommended that this funding be obligated as quick as possible to protect against further rescissions. Please note that we have not been advised that this is a possibility at this time.

Furthermore, the OTO Bridge balance will exceed the three year maximum balance if a project is not obligated before September 30, 2010. The maximum balance allowed is \$755,000. With the FY 2010 appropriation, OTO will have over \$1 million. **OTO needs to either obligate additional bridge funding or program the funds on a MoDOT project that is included in the STIP.**

TECHNICAL COMMITTEE ACTION REQUESTED:

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

The only action that prevents a rescission of federal funding is obligation.

It is recommended that this funding be obligated as quick as possible to protect against further rescissions. Please note that we have not been advised that this is a possibility at this time.

Furthermore, the OTO Bridge balance will exceed the three year maximum balance if a project is not obligated before September 30, 2010. The maximum balance allowed is \$755,000. With the FY 2010 appropriation, OTO will have over \$1 million. **OTO needs to either obligate additional bridge funding or program the funds on a MoDOT project that is included in the STIP.**

TECHNICAL COMMITTEE ACTION REQUESTED:

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

Obligation Summary Report

November 2009

Balance Sheet

TOTAL APPROPRIATIONS (See Pg 2)	\$25,258,228.30
TOTAL OBLIGATIONS (See Pg 2)	(\$15,333,868.19)
TOTAL UNOBLIGATED BALANCE	\$9,924,360.11
MoDOT COST SHARES (See Pg 4)	(\$4,540,475.44)
BALANCE AFTER COST SHARES	\$5,383,884.67
PROJECTED FY10 APPROPRIATION	\$3,265,554.74
TOTAL BALANCE	\$8,649,439.41
MAXIMUM BALANCE ALLOWED	\$12,245,830.29
REMAINING TO BE OBLIGATED BY SEPT 2010	\$0.00
AMOUNT PROGRAMMED ABOVE REQUIRED	\$3,596,390.88

Projected 2010 Appropriation provided by MoDOT.

Total Unobligated Balance	
Small Urban	\$124,524.56
OTO Obligation Limitation (See page 15)	\$14,069,674.41
Rescission	(\$3,517,877.42)
BRM	(\$751,961.43)
TOTAL	\$9,924,360.12

Note: Total Unobligated balance is made up of \$124,524.56 small urban and \$9,799,835.56 in STP-Urban

Accurate as of Sept 2009

Obligation Summary Report

November 2009

Appropriations and Obligations

APPROPRIATIONS

TOTAL STP-URBAN (2003-2009)	\$21,750,546.46
TOTAL REMAINING SMALL URBAN (Thru 2002)	\$3,507,681.84
TOTAL APPROPRIATIONS	\$25,258,228.30

OBLIGATIONS

Small Urban

N/S Corridor Study	(\$184,224.00)
Ozark (Third Street)	(\$132,800.00)
Springfield	(\$2,502,106.13)
Greene County	(\$564,027.15)
TOTAL Small Urban Obligations	(\$3,383,157.28)

STP-Urban

Chestnut and National	(\$20,056.73)
JRF/Glenstone	(\$946,611.27)
TMC Staff	(\$112,000.00)
Terminal Access Road	(\$1,993,062.73)
Terminal Access Road	(\$2,461,290.27)
Glenstone/Primrose	(\$134,432.60)
Terminal Access Road	\$1,069,858.00
Terminal Access Road	(\$508,570.80)
CC	(\$236,800.00)
Glenstone/Primrose	\$22,101.02
Campbell/Weaver	(\$124,524.56)
17th street/65	(\$244,800.00)
Scenic Sidewalks	(\$74,642.40)
Roadway Prioritization	(\$14,681.60)
Main Street	(\$53,822.02)
Gregg/14	(\$38,133.92)
Scenic Sidewalks	\$18,089.16
Glenstone (I-44 to Valley Water Mill)	(\$2,700,000.00)
TMC Salaries	(\$128,800.00)
Chestnut and National	(\$78,307.24)
Prioritization Study	\$349.91
TMC Salaries	(\$61,600.00)
Kansas/ Evergreen	(\$300,000.00)
Kansas/ Evergreen	\$19,036.04
National/JRF Interchange	(\$1,244,617.00)
Northview Road	(\$17,386.10)
Glenstone/Primrose	(\$312,694.65)
13/44	(\$978,000.00)
CC Study	(\$320,000.00)
Master Transportation Plan	(\$7,243.20)
Traffic Analysis	(\$6,821.60)
Kansas/ Evergreen	\$38,753.65
TOTAL STP-Urban Obligations	(\$11,950,710.91)

TOTAL OBLIGATIONS

(\$15,333,868.19)

Obligation Summary Report

November 2009

Ending Balance by Jurisdiction FY 09

Jurisdiction	Allocations	Obligations	Balance	MoDOT Cost Shares	Balance after Cost Shares
Ozark	\$863,240.72	(\$405,996.49)	\$457,244.23		\$457,244.23
Nixa	\$1,015,821.94	(\$346,142.04)	\$669,679.90		\$669,679.90
Battlefield	\$138,089.88	\$0.00	\$138,089.88		\$138,089.88
Springfield	\$16,731,824.98	(\$11,106,925.27)	\$5,624,899.71	(\$2,888,475.44)	\$2,736,424.27
Greene	\$5,217,694.49	(\$2,970,580.39)	\$2,247,114.10	(\$1,652,000.00)	\$595,114.10
Christian	\$1,107,332.28	(\$320,000.00)	\$787,332.28		\$787,332.28
north south corridor	\$184,224.00	(\$184,224.00)			
TOTAL	\$25,258,228.30	(\$15,333,868.19)	\$9,924,360.11	(\$4,540,475.44)	\$5,383,884.67

Running Balance by Jurisdiction FY 10

Jurisdiction	Allocations	Obligations	Balance	MoDOT Cost Shares	Balance after Cost Shares
Ozark	\$996,720.65	(\$405,996.49)	\$590,724.16		\$590,724.16
Nixa	\$1,178,968.54	(\$346,142.04)	\$832,826.50		\$832,826.50
Battlefield	\$170,901.19	\$0.00	\$170,901.19		\$170,901.19
Springfield	\$18,763,436.38	(\$11,106,925.27)	\$7,656,511.11	(\$2,888,475.44)	\$4,768,035.67
Greene	\$5,941,711.05	(\$2,970,580.39)	\$2,971,130.66	(\$1,652,000.00)	\$1,319,130.66
Christian	\$1,287,821.23	(\$320,000.00)	\$967,821.23		\$967,821.23
north south corridor	\$184,224.00	(\$184,224.00)			
TOTAL	\$28,523,783.04	(\$15,333,868.19)	\$13,189,914.85	(\$4,540,475.44)	\$8,649,439.41

Obligation Summary Report

November 2009

MoDOT Cost Shares

Projects Currently Programmed in the STIP

	Springfield	Greene	
Campbell/ Weaver	(\$1,852,000.00)	(\$1,652,000)	(\$3,504,000.00)
amount obligated	\$124,524.56		\$124,524.56
60/65 Enhancements	(\$100,000.00)		(\$100,000.00)
US 65 resurfacing	(\$1,061,000.00)		(\$1,061,000.00)
			\$0.00
			\$0.00
TOTAL	(\$2,888,475.44)	(\$1,652,000)	(\$4,540,475.44)

Obligation Summary Report

November 2009

Bridge Balance

Bridge (BRM)

2004	\$210,242.66
2005	\$203,613.48
2006	\$265,090.64
2007	\$255,748.00
James River Bridge	(\$780,000.00)
2008	\$297,860.03
2009	\$299,406.62
Projected 2010	\$299,406.62
TOTAL	\$1,051,368.05

Maximum allowance \$755,244

STP-Urban Balance Based on Current Obligations

City of Battlefield

<u>Allocation/ Project</u>	<u>Amount</u>	<u>Running Balance</u>
Allocation FY 03 & 04	\$63,402.45	\$63,402.45
Transfer to Greene County	(\$45,000.00)	\$18,402.45
Allocation FY 05	\$38,209.72	\$56,612.17
Allocation FY 06	\$32,118.88	\$88,731.05
Allocation FY 07	\$37,332.34	\$126,063.39
Allocation FY 08	\$39,960.94	\$166,024.33
Allocation FY 09	\$41,014.13	\$207,038.46
Transfer to Greene County	(\$20,000.00)	\$187,038.46
Rescission	(\$48,948.58)	\$138,089.88
Projected Allocation FY10	\$32,811.31	\$170,901.19
Balance	\$170,901.19	
TOTAL AVAILABLE	\$170,901	
Maximum Balance Allowed	\$123,042	
Need to obligate an additional	\$47,859	

STP-Urban Balance Based on Current Obligations

Christian County

<u>Allocation/Project</u>	<u>Amount</u>	<u>Running Balance</u>
FY 03/04 Allocation	\$348,765.17	\$348,765.17
FY 05 Allocation	\$210,184.62	\$558,949.79
FY 06 Allocation	\$176,680.04	\$735,629.84
FY 07 Allocation	\$205,358.34	\$940,988.18
FY 08 Allocation	\$219,817.75	\$1,160,805.93
FY 09 Allocation	\$225,611.19	\$1,386,417.12
CC	(\$320,000.00)	\$1,066,417.12
Rescission	(\$279,084.84)	\$787,332.28
Projected Allocation FY 10	\$180,488.95	\$967,821.23
TOTAL AVAILABLE	\$967,821.23	

TOTAL AVAILABLE	\$967,821
Maximum Balance Allowed	\$616,075
Need to obligate an additional	\$351,746

STP-Urban Balance Based on Current Obligations

Greene County

Allocation/ Project	Amount	Running Balance
Small Urban Remaining Funds	\$344,278.68	\$344,278.68
Allocation FY 03 & 04	\$1,399,042.73	\$1,743,321.41
Allocation FY 05	\$843,138.29	\$2,586,459.70
Transfer from City of Battlefield	\$45,000.00	\$2,631,459.70
Allocation FY 06	\$708,737.42	\$3,340,197.12
Allocation FY 07	\$823,778.07	\$4,163,975.19
Allocation FY 08	\$881,780.76	\$5,045,755.95
Transfer from City of Springfield	\$43,450.00	\$5,089,205.95
Scenic Avenue Sidewalks	(\$74,642.40)	\$5,014,563.55
Scenic Avenue Sidewalks	\$18,089.16	\$5,032,652.71
JRF/Glenstone	(\$500,000.00)	\$4,532,652.71
Division Underground Tank Removal	(\$64,027.15)	\$4,468,625.56
Midfield Terminal Access Road	(\$1,000,000.00)	\$3,468,625.56
Glenstone (I-44 to Valley Water Mill)	(\$1,350,000.00)	\$2,118,625.56
Allocation FY 09	\$905,020.70	\$3,023,646.26
Transfer from City of Battlefield	\$20,000.00	\$3,043,646.26
Rescission	(\$796,532.16)	\$2,247,114.10
Projected Allocation FY 10	\$724,016.56	\$2,971,130.66
TOTAL AVAILABLE	\$2,971,130.66	
TOTAL AVAILABLE	\$2,971,130.66	
MoDOT Cost Shares		
Campbell/ Weaver	(\$1,652,000.00)	
Total Available after MoDOT Cost Shares	\$1,319,130.66	
Maximum Balance Allowed	\$2,715,062.10	
Need to obligate an additional	\$0.00	

STP-Urban Balance Based on Current Obligations

City of Ozark

Allocation/ Project	Amount	Running Balance
Allocation FY 03 & 04	\$257,927.98	\$257,927.98
Allocation FY 05	\$155,441.25	\$413,369.23
Allocation FY 06	\$130,663.07	\$544,032.30
Allocation FY 07	\$151,872.00	\$695,904.29
Third Street/14	(\$132,800.00)	\$563,104.29
Allocation FY 08	\$162,565.39	\$725,669.69
17th Street Relocation	(\$244,800.00)	\$480,869.69
Roadway Prioritization	(\$14,681.60)	\$466,188.09
Roadway Prioritization	\$349.91	\$466,538.00
Allocation FY 09	\$166,849.91	\$633,387.91
Transportation Plan	(\$7,243.20)	\$626,144.71
Traffic Analysis	(\$6,821.60)	\$619,323.11
Rescission	(\$162,078.88)	\$457,244.23
Projected Allocation FY 10	\$133,479.93	\$590,724.16
TOTAL AVAILABLE	\$590,724.16	
 TOTAL AVAILABLE	 \$590,724.16	
Maximum Balance Allowed	\$500,549.74	
Need to obligate an additional	\$90,174.42	

Report accurate as of Sept 09

STP-Urban Balance Based on Current Obligations

City of Nixa

Allocation/ Project	Amount	Running Balance
<i>Allocation FY 03 & 04</i>	\$315,253.93	\$315,253.93
<i>Allocation FY 05</i>	\$189,988.95	\$505,242.87
<i>Allocation FY 06</i>	\$159,703.67	\$664,946.54
CC Realignment	(\$236,800.00)	\$428,146.54
Main Street	(\$53,822.02)	\$374,324.52
<i>Allocation FY 07</i>	\$185,626.40	\$559,950.93
<i>Allocation FY 08</i>	\$198,696.47	\$758,647.39
Gregg/ 14	(\$38,133.92)	\$720,513.47
<i>Allocation FY 09</i>	\$203,933.25	\$924,446.72
Northview	(\$17,386.10)	\$907,060.62
<i>Rescission</i>	(\$237,380.72)	\$669,679.90
Projected Allocation FY 10	\$163,146.60	\$832,826.50
Balance	\$832,826.50	

TOTAL AVAILABLE	\$832,826.50
Maximum Balance Allowed	\$611,799.75
Remaining to be Obligated by Sept 2010	\$221,026.76

Report accurate as of Sept 09

STP-Urban Balance Based on Current Obligations

City of Springfield

Allocation/ Project	Amount	Running Balance
Small Urban Balance	\$3,163,403.16	\$3,163,403.16
FY 03/04 Allocation	\$3,925,754.34	\$7,089,157.50
FY 05 Allocation	\$2,365,870.41	\$9,455,027.91
FY 06 Allocation	\$1,988,737.70	\$11,443,765.61
FY 07 Allocation	\$2,311,545.07	\$13,755,310.68
FY 08 Allocation	\$2,474,302.31	\$16,229,612.99
44/65	(\$74,000.00)	\$16,155,612.99
National/Chestnut	(\$20,056.73)	\$16,135,556.26
National/Chestnut	(\$948,888.79)	\$15,186,667.47
JRF/Glenstone	(\$2,103,741.90)	\$13,082,925.57
JRF/Glenstone	(\$446,611.27)	\$12,636,314.30
Midfield Terminal Access Road	(\$2,461,290.27)	\$10,175,024.03
Glenstone/Primrose	(\$134,432.60)	\$10,040,591.43
Midfield Terminal Access Road	\$1,069,858.00	\$11,110,449.43
Glenstone/Primrose	\$22,101.02	\$11,132,550.45
TMC Staff	(\$112,000.00)	\$11,020,550.45
Weaver and Campbell	(\$124,524.56)	\$10,896,025.89
JRF/Glenstone	(\$946,611.27)	\$9,949,414.62
Midfield Terminal Access Road	(\$993,062.73)	\$8,956,351.89
Midfield Terminal Access Road	(\$508,570.80)	\$8,447,781.09
Transfer to Greene County	(\$43,450.00)	\$8,404,331.09
JRF/Glenstone (small urban credit)	\$1,071,135.83	\$9,475,466.92
Glenstone (I-44 to VW Mill)	(\$1,350,000.00)	\$8,125,466.92
FY 09 Allocation	\$2,539,514.24	\$10,664,981.16
TMC Salaries	(\$128,800.00)	\$10,536,181.16
Chestnut and National	(\$78,307.24)	\$10,457,873.92
TMC Salaries	(\$61,600.00)	\$10,396,273.92
Kansas/ Evergreen	(\$300,000.00)	\$10,096,273.92
Kansas/ Evergreen	\$19,036.04	\$10,115,309.96
National/JRF	(\$1,244,617.00)	\$8,870,692.96
13/44	(\$978,000.00)	\$7,892,692.96
Glenstone/Primrose	(\$312,694.65)	\$7,579,998.31
Kansas/ Evergreen	\$38,753.65	\$7,618,751.96
Rescission	(\$1,993,852.25)	\$5,624,899.71
Projected Appropriation FY 10	\$2,031,611.39	\$7,656,511.11
TOTAL AVAILABLE	\$7,656,511.11	
TOTAL AVAILABLE	\$7,656,511.11	
Campbell/ Weaver	(\$1,727,475.44)	
60/65 Enhancements	(\$100,000.00)	
US 65 resurfacing	(\$1,061,000.00)	
Total Available after MoDOT Cost Shares	\$4,768,035.67	
Maximum Balance Allowed	\$7,618,542.72	
Need to obligate an additional	\$0.00	

Small STP-Urban Balance Based on Current Obligations

City of Republic

Date	Amount Available	Amount Obligated	Balance
10/1/2003	\$303,436.03	\$ -	\$ 303,436.03
3/19/2004	\$33,077.66	\$ (303,436.00)	\$33,077.69
2005	\$33,077.66	\$ -	\$66,155.35
2006	\$33,077.66	\$ -	\$99,233.01
2007	\$33,077.66	\$ -	\$132,310.67
2008	\$33,077.66	\$ -	\$165,388.33
2009	\$33,077.66	\$ -	\$198,465.99
2009		\$ (198,465.00)	\$0.99

Maximum Allowed	\$99,233
-----------------	----------

MPO Population Distribution

Jurisdiction	Population in		% of MPO		% of Urbanized	
	MPO Area	Urbanized Area	Population	Area Pop.		
Christian County	13488	13488	5.24%	5.53%		
Greene County	54106	54106	21.01%	22.17%		
Battlefield	2452	2452	0.95%	1.00%		
Nixa	12192	12192	4.73%	5.00%		
Ozark	9975	9975	3.87%	4.09%		
Republic	8461	0	3.29%	0.00%		
Springfield	151823	151823	58.96%	62.21%		
Stratford	1834	0	0.71%	0.00%		
Willard	3179	0	1.23%	0.00%		
Totals	257510	244036	100.00%	100.00%		

STP Funding Allocation By Jurisdiction

Jurisdiction	FY 2003/2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Rescission	TOTAL
Christian County	\$ 348,765.17	\$ 210,184.62	\$ 176,680.04	\$ 205,358.34	\$ 219,817.75	\$ 225,611.19	\$ (279,084.84)	\$ 1,107,332.28
Greene County	\$ 1,399,042.73	\$ 843,138.29	\$ 708,737.42	\$ 823,778.07	\$ 881,780.76	\$ 905,020.70	\$ (796,532.16)	\$ 4,764,965.81
Battlefield	\$ 63,402.45	\$ 38,209.72	\$ 32,118.88	\$ 37,332.34	\$ 39,960.94	\$ 41,014.13	\$ (48,948.58)	\$ 203,089.88
Nixa	\$ 315,253.93	\$ 189,988.95	\$ 159,703.67	\$ 185,626.40	\$ 198,696.47	\$ 203,933.25	\$ (237,380.72)	\$ 1,015,821.94
Ozark	\$ 257,927.98	\$ 155,441.25	\$ 130,663.07	\$ 151,872.00	\$ 162,565.39	\$ 166,849.91	\$ (162,078.88)	\$ 863,240.72
Republic	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Springfield	\$ 3,925,754.34	\$ 2,365,870.41	\$ 1,988,737.70	\$ 2,311,545.07	\$ 2,474,302.31	\$ 2,539,514.24	\$ (1,993,852.25)	\$ 13,611,871.82
Strafford	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Willard	\$ -	\$ -	\$ 184,224.00	\$ -	\$ -	\$ -	\$ -	\$ 184,224.00
Special Earmarks	\$ 6,310,146.59	\$ 3,802,833.24	\$ 3,380,864.78	\$ 3,715,512.23	\$ 3,977,123.62	\$ 4,081,943.43	\$ (3,517,877.43)	\$ 21,750,546.46

	Projected FY 2010	Projected 2011	Projected 2012	Projected 2013
Christian County	\$ 180,488.95	\$ 190,208.01	\$ 199,927.06	\$ 203,325.81
Greene County	\$ 724,016.56	\$ 763,003.75	\$ 801,990.94	\$ 815,624.74
Battlefield	\$ 32,811.31	\$ 34,578.15	\$ 36,344.99	\$ 36,962.85
Nixa	\$ 163,146.60	\$ 171,931.80	\$ 180,716.99	\$ 183,789.17
Ozark	\$ 133,479.93	\$ 140,667.62	\$ 147,855.31	\$ 150,368.85
Republic	\$ -	\$ -	\$ -	\$ -
Springfield	\$ 2,031,611.39	\$ 2,141,010.57	\$ 2,250,409.76	\$ 2,288,666.59
Strafford	\$ -	\$ -	\$ -	\$ -
Willard	\$ -	\$ -	\$ -	\$ -
Special Earmarks	\$ 3,265,554.74	\$ 3,441,399.90	\$ 3,617,245.05	\$ 3,678,738.00

BALANCE OF ATTRIBUTABLE FEDERAL AID FUNDS
INDIVIDUAL AREA STATUS
 MODOT - RESOURCE MANAGEMENT
 SEPTEMBER 30, 2009

<u>OBLIGATION LIMITATION - MPO's</u>			
	M.A.R.C.	SPRINGFIELD	E-W GATEWAY
OBLIGATION LIMITATION END OF FY 2008	-866,337.73	13,865,654.55	52,524,912.02
FY '09 CMAQ APPORTIONMENT @	94.86% 2,634,951.83	0.00	17,644,826.07 *
FY '09 STP APPORTIONMENT @	94.86% 15,174,920.21	4,081,943.43	32,660,081.72 *
FY '09 BRIDGE APPORTIONMENT @	94.86% 2,065,367.81	299,406.62	3,611,405.57 *
TOTAL AVAILABLE LIMITATION FY 2008	19,008,902.12	18,247,004.59	106,441,225.39
- FY 2009 FAU OBLIGATION	0.00	0.00	0.00
- FY 2009 STP OBLIGATION	-8,612,621.65	-3,397,330.19	-33,832,097.55
- FY 2009 CMAQ OBLIGATION	-2,660,665.31	0.00	-5,532,868.14
- FY 2009 FUNDING RESTORATION OBLIGATION	0.00	0.00	0.00
- FY 2009 DONOR STATE BONUS OBLIGATION	0.00	0.00	-452,000.00
- FY 2009 BRIDGE OBLIGATION	-4,475,910.92	-780,000.00	-14,090,276.94
REMAINING OBLIGATION AS OF REPORT DATE	3,259,704.24	14,069,674.40	52,533,982.76
REMAINING MINIMUM ALLOCATION FUNDS AS OF REPORT DATE	0.00		0.00
TOTAL AVAILABLE FOR OBLIGATION AS OF REPORT DATE	3,259,704.24	14,069,674.40	52,533,982.76
LIMITATION USED IN FISCAL YEAR 2009	-15,749,197.88	-4,177,330.19	-53,907,242.63

* Includes Additional Redistributed Obligation Limitation.

TAB 8

TECHNICAL COMMITTEE AGENDA 11/18/09; ITEM II.G.

Limited English Proficiency Plan

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION: OTO staff has prepared a draft Limited English Proficiency Plan (LEPP) for OTO. **The draft Limited English Proficiency Plan has been provided under separate cover.** OTO is subject to Presidential Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP) since OTO is a federally assisted organization.

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 population in the OTO area, Spanish-speaking persons, as well as others who are LEP, regardless of the language they speak. This analysis (1) reviewed the number of LEP individuals who might be impacted by OTO's services, (2) the frequency with which OTO might work with said individuals, (3) the services OTO provides to LEP individuals, and (4) the resources OTO has to provide LEP assistance. This analysis was supplemented with information from other 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 COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors regarding the Limited English Proficiency Plan.

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Coordination and Review Section

THE WHITE HOUSE

Office of the Press Secretary
(Aboard Air Force One)For Immediate Release
2000

August 11,

EXECUTIVE ORDER

13166

IMPROVING ACCESS TO SERVICES FOR PERSONS WITH LIMITED ENGLISH PROFICIENCY

By the authority vested in me as President by the Constitution and the laws of the United States of America, and to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency (LEP), it is hereby ordered as follows:

Section 1. Goals.

The Federal Government provides and funds an array of services that can be made accessible to otherwise eligible persons who are not proficient in the English language. The Federal Government is committed to improving the accessibility of these services to eligible LEP persons, a goal that reinforces its equally important commitment to promoting programs and activities designed to help individuals learn English. To this end, each Federal agency shall examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency. Each Federal agency shall also work to ensure that recipients of Federal financial assistance (recipients) provide meaningful access to their LEP applicants and beneficiaries. To assist the agencies with this endeavor, the Department of Justice has today issued a general guidance document (LEP Guidance), which sets forth the compliance standards that recipients must follow to ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of title VI of the Civil Rights Act of 1964, as amended, and its implementing regulations. As described in the LEP Guidance, recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

Sec. 2. Federally Conducted Programs and Activities.

Each Federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency's programs and activities. Agencies shall develop and begin to implement these plans within 120 days of the date of this order, and shall send copies

~~of their plans to the Department of Justice, which shall serve as the central repository of the agencies' plans.~~

Sec. 3. Federally Assisted Programs and Activities.

Each agency providing Federal financial assistance shall draft title VI guidance specifically tailored to its recipients that is consistent with the LEP Guidance issued by the Department of Justice. This agency-specific guidance shall detail how the general standards established in the LEP Guidance will be applied to the agency's recipients. The agency-specific guidance shall take into account the types of services provided by the recipients, the individuals served by the recipients, and other factors set out in the LEP Guidance. Agencies that already have developed title VI guidance that the Department of Justice determines is consistent with the LEP Guidance shall examine their existing guidance, as well as their programs and activities, to determine if additional guidance is necessary to comply with this order. The Department of Justice shall consult with the agencies in creating their guidance and, within 120 days of the date of this order, each agency shall submit its specific guidance to the Department of Justice for review and approval. Following approval by the Department of Justice, each agency shall publish its guidance document in the Federal Register for public comment.

Sec. 4. Consultations.

In carrying out this order, agencies shall ensure that stakeholders, such as LEP persons and their representative organizations, recipients, and other appropriate individuals or entities, have an adequate opportunity to provide input. Agencies will evaluate the particular needs of the LEP persons they and their recipients serve and the burdens of compliance on the agency and its recipients. This input from stakeholders will assist the agencies in developing an approach to ensuring meaningful access by LEP persons that is practical and effective, fiscally responsible, responsive to the particular circumstances of each agency, and can be readily implemented.

Sec. 5. Judicial Review.

This order is intended only to improve the internal management of the executive branch and does not create any right or benefit, substantive or procedural, enforceable at law or equity by a party against the United States, its agencies, its officers or employees, or any person.

WILLIAM J. CLINTON

THE WHITE HOUSE,
August 11, 2000.

#

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This page was last updated on February 07, 2001

TAB 9

TECHNICAL COMMITTEE AGENDA 11/18/09; ITEM II.H.

TECHNICAL COMMITTEE CHAIR ROTATION APPOINTMENT

**Ozarks Transportation Organization
(Metropolitan Planning Organization)**

TECHNICAL COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2008	Ozark	Steve Childers
2009	<i>Strafford</i>	<i>declined</i>
2009	Springfield	Harry Price
2010	Willard	Pat Lloyd, Chairman
2011	Republic	David Brock, Chairman Elect
2012	Christian County	
2013	Battlefield	
2014	Nixa	
2015	Greene County	

TECHNICAL COMMITTEE ACTION REQUESTED: To make a motion to elect the Chairman and Chairman Elect Positions for the 2010 Technical Planning Committee.