



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

SEPTEMBER 19, 2024

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

September 19, 2024

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

and the full agenda will be made available on the OTO website: [ozarkstransportation.org](http://ozarkstransportation.org)

Call to Order .....NOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Lee)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Public Comment Period for All Agenda Items .....Tab 13

Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on September 18, 2024, to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at [www.giveusyourinput.com](http://www.giveusyourinput.com). These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under Tab 13.

D. Adoption of the Consent Agenda .....Tab 1

(2 minutes/Lee)

1. July 18, 2024 Minutes
2. Destruction of OTO Records
3. Financial Statements for FY 2024 Budget Year
4. FY 2024-2027 TIP Administrative Modification 7
5. Annual Listing of Obligated Projects

BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE CONSENT AGENDA

E. Executive Director’s Report

(5 minutes/Fields)

A review of staff activities since the last Board of Directors meeting will be given.

**F. MoDOT Update**

(5 minutes/MoDOT)

A MoDOT staff member will give an update of MoDOT activities.

**G. Legislative Reports**

(5 minutes/Lee)

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

**H. Federal Funds Obligation Status Update.....Tab 2**

(5 minutes/Thomas)

Staff will provide an update on the FY 2024 obligation progress.

**II. New Business**

**A. FRA Long Distance Service Study Resolution of Support .....Tab 3**

(5 minutes/Longpine)

A resolution of support is proposed for passenger rail through the OTO region as described in the FRA Long Distance Passenger Rail Study.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE A RESOLUTION OF SUPPORT FOR THE RECOMMENDATIONS OF THE FRA LONG DISTANCE SERVICE STUDY**

**B. Congestion Management Process Evaluation .....Tab 4**

(10 minutes/Faucett)

The Congestion Management Subcommittee has developed a draft document which monitors congestion in the OTO area.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE CONGESTION MANAGEMENT PROCESS EVALUATION**

**C. Program Management Plan/5310.....Tab 5**

(5 minutes/Knaut)

Staff will present the recommended updates to the Program Management Plan.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PROGRAM MANAGEMENT PLAN AND ADOPT THE RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR OF THE OTO TO EXECUTE AND FILE APPLICATIONS WITH THE FEDERAL TRANSIT ADMINISTRATION**

**D. TAP Project Schedule Extension .....Tab 6**

(5 minutes/Thomas)

The Springfield-Greene County Park Board has requested to revise the schedule outlined for reasonable progress for the Lost Hill Greenway Bridge project.

**BOARD OF DIRECTORS ACTION TO APPROVE THE REVISED REASONABLE PROGRESS SCHEDULE FOR THE LOST HILL GREENWAY BRIDGE PROJECT**

- E. Trail and Sidewalk Project Funding Recommendation.....Tab 7**  
(5 minutes/Knaut)

Five applications were submitted for trail and sidewalk projects using TAP/CRP funding.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE TAP/CRP FUNDING FOR THE FIVE SUBMITTED SIDEWALK AND TRAIL PROJECTS**

- F. Destination 2045 Amendment Seven.....Tab 8**  
(5 minutes/Longpine)

Changes are recommended to the Constrained Project List.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT SEVEN TO DESTINATION 2045**

- G. FY 2025-2028 TIP Amendment One.....Tab 9**  
(5 minutes/Longpine)

Changes are proposed to the FY 2025-2028 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT ONE TO THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

- H. Unfunded Needs List.....Tab 10**  
(5 minutes/Fields)

Staff will present a request for modification to the list.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE MODIFICATION AS PRESENTED**

- I. Legislative Priorities.....Tab 11**  
(10 minutes/Fields)

OTO Legislative Priorities for the 2025 Legislative Session are included for review and approval.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ADOPT THE 2025 LEGISLATIVE PRIORITIES**

- J. Nominating Committee**  
(5 minutes/Fields)

The staff is seeking nominations to serve on the nominating committee to appoint or reappoint OTO officers and members of the Executive Committee for the calendar year 2025.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPOINT A NOMINATING COMMITTEE**

- K. Safe Streets and Roads for All Update.....Tab 12**  
(10 minutes/Longpine)

Staff will provide an update on the Safe Streets and Roads for All Action Planning Grant.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**III. Other Business**

**A. Board of Directors Member Announcements**

(5 minutes/Board of Directors Members)

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

**B. Transportation Issues for Board of Directors Member Review**

(5 minutes/Board of Directors Members)

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

**C. Articles for Board of Directors Member Information .....Tab 14**

(Articles attached)

**IV. Adjourn Meeting**

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

The next Board of Directors regular meeting is scheduled for Thursday, November 21, 2024 at 12:00 p.m. in person.

**Attachments**

Si usted necesita la ayuda de un traductor, por favor comuníquese con David Knaut al (417) 865-3042, al menos 48 horas antes de la reunión.

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

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

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

**TAB 1**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM I.D.**

**Consent Agenda**

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

**AGENDA DESCRIPTION:**

Items included on the Consent Agenda:

1. July 18, 2024 Minutes
2. Destruction of OTO Records
3. Financial Statements for FY 2024 Budget Year
4. FY 2024-2027 TIP Administrative Modification 7
5. Annual Listing of Obligated Projects

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

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

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to adopt the Consent Agenda.”

OR

“Move to adopt the Consent Agenda with the following changes...”

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM I.D.**

**July 18, 2024 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the minutes from the Board of Directors July 18, 2024 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the Board of Directors July 18, 2024 meeting minutes”

OR

“Move to approve the Board of Directors July 18, 2024 meeting minutes with the following corrections...”



**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
JULY 18, 2024**

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

The following members were present:

Jerry Compton, Citizen-at-Large  
Travis Cossey, City of Nixa (a)  
Ben DeClue, City of Ozark (a)  
Eric Franklin, City of Republic  
Derek Lee, City of Springfield  
Rusty MacLachlan, Greene County  
Frank Miller, MoDOT (non-voting)  
Lynn Morris, Christian County

James O’Neal, Springfield Citizen-at-Large  
John Russell, Greene County  
Dan Smith, City of Springfield (a)  
Kelly Turner, City Utilities  
Richard Walker, Springfield Citizen-at-Large  
Brian Weiler, Springfield-Branson Airport (a)  
Wes Young, City of Willard (a)

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

The following members were not present:

Chuck Branch, Christian Co Citizen-at-Large  
Cecelie Cochran, FHWA (non-voting)  
Marc Crabtree, City of Battlefield  
Brandon Jenson, City of Springfield

Mark Schenkelberg, FAA (non-voting)  
Martha Smartt, City of Strafford (a)  
Vacant, FTA (non-voting)

Others Present: Scott Bachman, City of Springfield; Bradley Jackson, Christian County; Tucker Jobes, Senator Schmitt’s Office; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

Chair Lee called the meeting to order at approximately 12:00 p.m.

**I. Administration**

**A. Welcome and Roll Call**

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

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

A quorum was present.

**B. Approval of Board of Directors Meeting Agenda**

Travis Cossey moved to approve the July 18, 2024 revised agenda with Item M added. Lynn Morris seconded the motion. The motion passed.

**C. Public Comment Period for All Agenda Items**

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

**D. Adoption of the Consent Agenda**

The Chair stated any member of the Board of Directors could request to remove an item from the Consent Agenda to be discussed separately.

- Consent Agenda Items:
1. May 16, 2024 Minutes
  2. Destruction of OTO Records
  3. Administrative Modification Six to the FY 2024-2027 TIP
  4. EV Charger Procurement, Contract Execution, and Resolution
  5. Planning Process and Financial Capacity Certifications

Brian Weiler moved to adopt the Consent Agenda. Jerry Compton seconded the motion. The motion passed.

**E. Executive Director’s Report**

Sara Fields stated the Highway Commission approved the Statewide Transportation Improvement Program and with it they added a project for \$166.5 million for improvements on I-44 from 160 in Springfield to 125 in Strafford. The funding amount for the OTO MPO area matches estimates that includes six-lanes for that segment, pavement rebuild, the trail and the underpass, esthetic improvements to the bridge, and all four phases of the Highway 13/I-44 interchange. This improvement will help with back-ups on I-44.

The City of Springfield was awarded a \$24 million RAISE Grant for their UnGap the Map trail project.

Staff submitted an Active Transportation Grant which asked for engineering funds for around \$1 million for three trails. It was entitled “Tomorrow’s Trails Connecting the Past” due to the historical significance of the Wilson’s Creek National Battlefield, the Trail of Tears, and Route 66.

The Republic MM Grant application that requested rural funding has not been announced.

Staff continue to explore opportunities for EV funding. There is a Railroad Crossing Elimination Grant available. Grant opportunities appear in the OTO newsletter which is sent out around the first of each month. They are also listed on the OTO website. Staff are available if any jurisdiction has a question regarding the grants.

There is an application call for projects out for the Transportation Alternatives Program which is sidewalks and trails. It is due August 1<sup>st</sup> and there is \$3.5 million available. This will be the last round of funding available through the current Federal Transportation Bill which expires in 2026. OTO will be awarding FY 2027 funding due to the time it takes to get a project to construction.

Staff continue to work on the SS4A grant. A requirement of the SS4A is to adopt a Vision Zero goal. A proposal for that goal was presented to the OTO Technical Planning Committee. The proposal was zero fatalities by 2040 and zero serious injuries by 2050. The Vision Zero goal will be presented to the Board of Directors in September or November to consider for adoption. The City of Springfield is also working on a Vision Zero goal. Any jurisdiction wanting to apply for future implementation grants for SS4A will need to adopt that goal, as well.

The MoDOT High Priority Unfunded Needs list includes a project under Southwest Rural for Route WW for \$1.5 million. This is the project Greene County Commissioner MacLachlan requested to be added for the extension of James River Freeway. Route WW was a placeholder MoDOT used in their system for the study, not necessarily where it would go.

On the Consent Agenda is the EV Charger procurement. At the last Board of Directors meeting the progressive design build for installation was discussed. Federal Highway has ruled it cannot be a progressive design build process. It will now be a traditional construction bid process. The goal is to have obligation by September 30<sup>th</sup>.

The Missouri Highways and Transportation Commission will be in Springfield on September 5<sup>th</sup>. A schedule has not been released. In the past it has been in the morning and usually at the DoubleTree Conference Center in north Springfield. There will be a community presentation for a collaborative approach. If any member would like to be included or have items they would like included, let staff know.

#### **F. MoDOT Update**

Frank Miller shared the Missouri Highways and Transportation Commission has adopted the Statewide Transportation Improvement Program. Staff are working on how to structure the I-44 project and hopefully reduce traffic impacts. It is possible a part of the construction will start this fall. A few of the projects on the Unfunded Needs list were funded. The Unfunded Needs list has become an important document to help identify projects for study and funding.

#### **G. Legislative Reports**

Tucker Jobs with Senator Schmitt's Office reported the Senator introduced the Table Rock Lake Property Protection Act. Some property owners around the lake have lease agreements with the Army Corps of Engineers to have septic systems. The Corps advised these property owners to remove the septic systems on Corps property by the year 2030. The bill filed by the Senator would require the Corps to honor the existing agreements.

The Senator also introduced the Separation of Powers Restoration Act of 2024. The Supreme Court struck down the Chevron doctrine. This bill modifies the scope of judicial review of agency actions to authorize courts reviewing agency actions to decide de novo, without giving deference to the agency's interpretation. It would be an even playing field. Each side argues their side and the court decides which has the best argument.

There will probably be a Continuing Resolution for the budget to extend the funding deadline.

#### **H. Federal Obligation Status Update**

Jen Thomas stated another obligation had come through since the agenda had been sent out. The obligations are at approximately 30% of the 110% mandate. There is another \$1.5 million that is pending with Federal Highway. After the \$1.5 million is obligated, the obligations will be at approximately 42% of the 110%.

## **II. New Business**

### **A. FY 2025 Operational Budget Amendment One**

Debbie Parks presented the Operational Budget Amendment for FY 2025.

This was informational only. No action was required.

### **B. Trail Planning and Design Engineering Services Consultant Selection & Contract Authority**

Jen Thomas shared the authorization to enter into negotiations with engineering services consultants for trail planning and design engineering services consultant selection.

Wes Young made a motion to authorize the Executive Director to enter into negotiations with engineering services consultants and execute the contracts for consultant services not to exceed the awarded amounts as outlined in the 2024 CRP awards. Ben DeClue seconded the motion. The motion passed.

### **C. Resolution to Approve Line of Credit**

Debbie Parks reviewed the resolution authorizing a line of credit.

Travis Cossey made a motion to approve a resolution to allow the OTO to renew the business line of credit in the amount of \$350,000 as needed to cover budgeted expenses associated with the EV charger installation project or other federally funded projects. Jim O'Neal seconded the motion. The motion passed.

### **D. Strategic Action Plan**

Sara Fields presented the proposed Strategic Action Plan.

Ben DeClue made a motion to approve the Strategic Action Plan. Jerry Compton seconded the motion. The motion passed.

### **E. FTA Section 5310 Designated Recipient**

Sara Fields shared the agreed to Memorandum of Understanding for FTA 5310 – Elderly and Disabled funding.

Jim O’Neal made a motion to approve a resolution to request the Governor of Missouri designate OTO and City Utilities transit as the designated recipients for FTA Section 5310 and to approve the proposed Memorandum of Understanding between OTO and CU Transit for the designated recipients of FTA 5310 Funding. Rusty MacLachlan seconded the motion. The motion passed.

**F. TAP Project Schedule Extensions**

Jen Thomas reviewed the requests to revise the schedules outlined for reasonable progress of the Garrison Springs Trail project and Grand Street Trail project.

Dan Smith made a motion to approve the revised reasonable progress schedules for the Garrison Springs and Grand Street Trail projects. Lynn Morris seconded the motion. The motion passed.

**G. Destination 2045 Amendments Four, Five, and Six**

Natasha Longpine highlighted the changes to the Constrained Project List as well as the Major Thoroughfare Plan of *Destination 2045*.

- Amendment Four
  - Updated - moved from Unconstrained to Constrained:
    - 173 Route 125/OO Intersection Improvements
    - 174 Route OO Capacity Improvements
  - Estimate Updates
    - 5 – I-44 Capacity Improvements from Kansas Expressway to Glenstone Avenue > updated Time Band to 2025 and cost to \$51,716,260
    - 126 – Kansas Expressway Capital Improvements Phases I, II, and III from Norton Road to Kearney, including I-44 interchange > updated cost to \$57,224,000
- Amendment Five
  - Major Thoroughfare Plan for Springfield/Greene County
    - Haseltine/Farm Road 115 and Chestnut Expressway – a portion of the proposed principal arterial was removed, the roadway realigned with existing access, and the functional classification changed to collector.
    -
- Amendment Six
  - Major Thoroughfare Plan for Ozark
    - Jackson and Selmore along 17<sup>th</sup> Street in Ozark from principal arterial to secondary arterial for the entire corridor.

Ben DeClue made a motion to approve *Destination 2045* Amendments Four, Five, and Six with Five and Six pending adoption by their relevant jurisdictions. Richard Walker seconded the motion. The motion passed.

**H. Draft FY 2025-2028 Transportation Improvement Program**

Natasha Longpine reviewed the Draft FY 2025-2028 Transportation Improvement Program (TIP).

Kelly Turner made a motion to approve the FY 2025-2028 Transportation Improvement Program. Dan Smith seconded the motion. The motion passed.

**I. Draft FY 2026-2030 STIP Prioritization Criteria**

Sara Fields presented the proposed criteria to be used for prioritizing projects ahead of the 2026-2030 STIP project selection process.

Wes Young made a motion to approve the STIP Project Prioritization Criteria as presented. Jerry Compton seconded the motion. The motion passed.

**J. FY 2026-2030 Draft STIP Prioritization Project List**

Sara Fields reviewed the list of projects proposed for prioritization ahead of the 2026-2030 STIP project prioritization process.

Commissioner MacLachlan mentioned there was discussion at the Planning and Zoning meeting regarding East Sunshine/D Highway, due to some development, of when it might become five lanes.

Capacity improvements to D Highway will be added to the Draft STIP list.

The Board of Directors were asked to review the project list.

**K. I-44 Cost Apportionment**

Sara Fields shared the funding agreement and resolution for I-44.

Dan Smith made a motion to approve the included resolution to authorize the Executive Director to execute the cost apportionment agreement for I-44 with MoDOT, Greene County, and the City of Springfield. Wes Young seconded the motion. The motion passed.

**L. Federal Discretionary Grant Support**

Debbie Parks presented the resolutions of support and certifications to add to the Transportation Improvement Program for Federal discretionary grant applications.

Lynn Morris made a motion to approve the resolutions and TIP certifications as provided. Ben DeClue seconded the motion. The motion passed.

**M. Authorization of Concurrence with I-44 Funding**

Sara Fields reviewed the approval to concur with the new funding for I-44.

Richard Walker made a motion to approve the new funding for I-44. Jim O'Neal seconded the motion. The motion passed.

**III. Other Business**

**A. Board of Directors Member Announcements**

There were no member announcements.

**B. Transportation Issues for Board of Directors Member Review**

There were no transportation issues for member review.

**C. Articles for Board of Directors Member Information**

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

**IV. Adjourn meeting**

Rusty MacLachlan made a motion to adjourn the meeting. Jerry Compton seconded the motion. The motion passed.

The meeting was adjourned at 1:14 p.m.

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Martha Smartt  
OTO Secretary

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM I.D.**

**Destruction of OTO Records**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the listing of documents that have met retention per The Ozarks Transportation Organization's Sunshine Law and Records Retention Policy. The policy states that OTO complies with the State of Missouri General Record Retention Schedule as referenced below. The use of federal funds requires the keeping of records for 3 years after the final grant submittal. The items listed will be destroyed in paper and electronic form. A listing of these documents is attached.

**A Note about Retention Periods**

This schedule provides minimum retentions. Local authorities may choose to keep a particular series or record for a longer period of time. It should be kept in mind, however, that a record kept beyond its listed retention must be made available for inspection upon request.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is included for informational purposes only, no action is required.



## Destruction of OTO Records

### State of Missouri General Records Retention Schedule – Codes that apply to disposal of financial records:

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<b>GS 007</b>	<b>Accounts Payable Records</b>
<i>Also Called:</i>	Invoices, Vouchers, Warrants, Billing Records, Refund File
<i>Function:</i>	Records documenting payment of bills for goods and services received. Payment from general accounts.
<i>Content:</i>	May include: correspondence, reports, invoices, statements, vouchers, purchase orders, payment authorizations, receipt records, canceled checks or warrants, and similar documents.
<i>Minimum Retention:</i>	Completion of audit*#
<i>Disposition:</i>	Destroy
<i>Note:</i>	*Per RSMo 50.172 (2), County Clerks must keep these records for five (5) years. #Per RSMo 198.052 and 19 CSR 30-85 Nursing Homes must keep these records for seven (7) years
<i>Approval Date:</i>	August 15, 2001; Revised August 19, 2014

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<b>GS 010</b>	<b>Banking and Investment Records</b>
<i>Also Called:</i>	Account Statements, Deposit books, Deposit and Withdrawal Slips, Cancelled checks, Check Registers, Passbooks, Statements and Receipts for Interest Income; Monthly Statements; Investment Returns; Certificates of Deposit; Treasury Bills
<i>Function:</i>	Records documenting the transactions of government offices with financial institutions, the status of accounts, investments and the current status of public funds.
<i>Content:</i>	May include: bank and/or account numbers, transaction dates, beginning balance, check or deposit amount, document numbers, adjustments, description of transaction, ending balance, and other related information.
<i>Minimum Retention:</i>	Completion of audit plus 1 year
<i>Disposition:</i>	Destroy
<i>Note:</i>	This entry deals with the investment of public monies in banks, certificates of deposit, stocks and bonds. For the management of publically issued bonds, please see the appropriate office/entity retention schedule
<i>Approval Date:</i>	August 15, 2001; Revised August 28, 2012

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<b>GS 068</b>	<b>Payroll Records</b>
<i>Also Called:</i>	Payroll Register; Payroll Earnings and Deduction Registers; Employee Earnings Record; Payroll Journal; Payroll Check Register; Employee Payroll Adjustment Files; CERF Form DE, County Deposit Exception; Garnishment File
<i>Function:</i>	Documents the earnings, deductions, and withholdings of employees.
<i>Content:</i>	May include, but is not limited to: employee name; address; social security number; date of payment; hours worked; gross pay; withholdings for taxes and retirement; net pay; voluntary deductions for life or health insurance, credit union accounts, pension fund, etc. May also include year-to-date earnings and deductions which culminate in a final year-to-date summary report. Employee Payroll Adjustment Files include employee name or number and display current adjustments to payroll master file such as rate, marital status, insurance premiums, other deductions, garnishments, federal and state withholdings, errors, etc. Payroll Journal or Check Register may also include the payroll check number and the amount of the check.
<i>Minimum Retention:</i>	Retain Year-to-Date Annual Summary 70 years for administrative purposes. Retain all other records 5 years.
<i>Disposition:</i>	Destroy securely.
<i>Note:</i>	
<i>Approval Date:</i>	August 24, 2005

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<b>GS 070</b>	<b>Expense Reimbursement Records</b>
<i>Also Called:</i>	Travel Vouchers; Expense Reports; Uniform Allowance; Equipment Allowance
<i>Function:</i>	Records documenting requests, authorizations, mileage, claims for reimbursements and other actions related to employment expenses.
<i>Content:</i>	May include, but is not limited to: employee's expense report, expense receipts, check vouchers, authorizations to pay, purchase orders and other supporting papers.
<i>Minimum Retention:</i>	Completion of audit plus 1 year.
<i>Disposition:</i>	Destroy
<i>Note:</i>	
<i>Approval Date:</i>	August 24, 2005; Revised August 21, 2018

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## Destruction of OTO Records

**GS 004**                      **Budget Preparation Records**  
*Also Called:*                Budget Working Papers, Budget Requests  
*Function:*                    Documents used in the preparation of the annual office budget; Estimates expenditures and disbursements.  
*Content:*                     May include: correspondence, budget requests, proposal and instructions, computer reports, notes, staff reports, worksheets, surveys, and other related materials.  
*Minimum Retention:*      Completion of audit  
*Disposition:*                Destroy  
*Note:*  
*Approval Date:*            August 15, 2001

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**GS 006**                      **Subsidiary Ledgers**  
*Also Called:*                Journals, Registers, Monthly Ledgers, Accounting Summary Report File, Revenue Sharing, Trial Balance Fund  
*Function:*  
*Content:*                     May include: date, payee, purpose, fund credited or debited, check number and similar or related data.  
*Minimum Retention:*      Completion of audit  
*Disposition:*                Destroy  
*Note:*  
*Approval Date:*            August 15, 2001

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**GS 040**                      **Grant Records**  
*Also Called:*  
*Function:*                    Documents the application, evaluation, awarding, administration, monitoring, and status of grants in which a local government entity is the recipient, grantor, allocator, or administrator. Grants may come from federal or state governments or foundation and other private funding sources.  
*Content:*                     Records may include but are not limited to: applications including project proposals, summaries, objectives, activities, budgets, exhibits, and award notification, grant evaluation records and recommendations concerning grant applications, grant administration records including progress reports, budgets, project objectives, proposals, and summaries, records documenting allocation of funds, contracts, records monitoring project plans and measuring achievement, equipment inventories, financial reports, accounting records, audit reports, expenditure reports, and related correspondence and documentation.  
*Minimum Retention:*      Retain final reports from significant grants permanently. Retain other grant records 3 years after submission of final report or as specified by the granting agency, whichever is longer. Retain unsuccessful grant applications 1 year after rejection or withdrawal.  
*Disposition:*                Permanent records: Archive. Other records: Destroy securely.  
*Note:*  
*Approval Date:*            August 19, 2003

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**GS 028**                      **Time and Attendance Records**  
*Also Called:*                Time sheets, Time Cards, Attendance reports, Absence reports, Sign in/Sign out cards, Work Assignment Schedule, Work Schedule, Work Assignment File  
*Function:*                    Records documenting hours worked and leave hours accrued or taken by employees on a daily, weekly, or monthly basis. Also documents hours of court ordered community service completed by non-employees.  
*Content:*                     May include: name, social security number, hours worked, type and number of leave hours taken or accrued, total hours, dates, signatures and related data.  
*Minimum Retention:*      3 years plus completion of audit  
*Disposition:*                Destroy securely  
*Note:*                          See also: Leave Requests  
*Approval Date:*            August 19, 2003

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### Documents for Complete Destruction

#### **FY 2013 – July 1, 2012 – June 30, 2013 (Keep until July 31, 2016)**

- July 2012 - June 2013 Great Southern bank account deposit receipts

## Destruction of OTO Records

- July 2012 - May 2013 MoDOT Submittals (June Final submittal kept for permanent file)
- July 2012 - June 2013 check run, accounts payable invoices and copies of checks
- July 2012 - June 2013 A+ Payroll Reports
- 2012 & 2013 Membership Dues invoices
- 2012 In-Kind documentation
- 2004 W-4 Debbie Parks
- 2010 Payroll Expenses
- 2009 Membership Dues

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM I.D.**

**Financial Statements for the FY 2024 Budget Year**

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

**AGENDA DESCRIPTION:**

Included for consideration are the financial statements for the FY 2024 Budget Year. This period includes July 1, 2023, through June 30, 2024. The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, Chadwick Flyer Trail Phase III Project (CRRSAA), and Safe Streets and Roads for All (SS4A) Financial Statements. The OTO made a change to its accounting basis for FY 2024. The OTO moved the financial statements from a modified cash basis to a modified accrual basis.

Section One – Combined Financial Statements

- Statement of Financial Position
  - The Current Assets were \$617,377 on June 30, 2024. The current assets include Revenue Receivables in the amount of \$96,525.
- The Operating Fund Balance Report shows the OTO had a fund balance of \$500,740 at the end of June. This balance is within the 6-month range set for expenses. The report shows the available bank balances as of June 30, 2024.
- Statement of Financial Income and Expense  
This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was \$2,522,313. The total OTO expenditures for all projects and operations were \$2,595,721.

Section Two – Operations Financial Statements

- Profit and Loss Statement  
During this period, expenses exceeded revenue in the amount of \$93,745 during the fiscal year.
- Budget vs. Actual  
The OTO budgeted expenses in the amount of \$1,516,214 for the budget year. Actual expenses at the end of FY 2024 are \$1,101,712. This is 72.7% of budgeted expenses.

Section Three – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual  
The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 71.4% of

the budgeted \$1,597,423. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized \$44,373 of in-Kind match income during FY 2024. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

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

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

- *Profit and Loss Statement*  
During this period, revenue exceeded expenses in the amount of \$48,081.
- *Budget vs. Actual*  
The OTO budgeted expenses in the amount of \$1,302,040 for the budget year. Actual expenses at the end of FY 2024 are \$1,310,919. This was a multiyear project with an overlap in invoices.

#### Section Five – Safe Streets and Roads for All (SS4A) Project

- *Profit and Loss Statement*  
During this period, expenses exceeded revenue in the amount of \$27,743. The OTO did not collect the SS4A Local Match until FY 2025.
- *Budget vs. Actual*  
The OTO budgeted expenses in the amount of \$286,000 for the budget year. Actual expenses at the end of FY 2024 are \$138,715. The project began in FY 2024 and will be completed in FY 2025.

#### **BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to accept the Financial Statements for the FY 2024 Budget Year.”

OR

“Move to return to staff the Financial Statements for the FY 2024 Budget Year in order to...”

# **OTO Combined Financial Statements**

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



**Ozarks Transportation Organization**  
**Statement of Financial Position**  
As of June 30, 2024

	<u>Jun 30, 24</u>	<u>Jun 30, 23</u>	<u>\$ Change</u>	<u>% Change</u>
<b>ASSETS</b>				
<b>Current Assets</b>				
<b>Checking/Savings</b>				
Arvest Bank Operational Checkin	282,166.37	327,567.52	-45,401.15	-13.9%
Arvest Bank Special Projects	16,176.40	113,743.64	-97,567.24	-85.8%
Arvest COD 378366	101,198.64	0.00	101,198.64	100.0%
Arvest COD 378368	101,198.64	0.00	101,198.64	100.0%
<b>Total Checking/Savings</b>	<u>500,740.05</u>	<u>441,311.16</u>	<u>59,428.89</u>	<u>13.5%</u>
<b>Accounts Receivable</b>				
Revenue Receivable	96,525.70	0.00	96,525.70	100.0%
<b>Total Accounts Receivable</b>	<u>96,525.70</u>	<u>0.00</u>	<u>96,525.70</u>	<u>100.0%</u>
<b>Other Current Assets</b>				
Prepaid Insurance	10,439.00	0.00	10,439.00	100.0%
Prepaid Other Expense	9,672.33	0.00	9,672.33	100.0%
<b>Total Other Current Assets</b>	<u>20,111.33</u>	<u>0.00</u>	<u>20,111.33</u>	<u>100.0%</u>
<b>Total Current Assets</b>	<u>617,377.08</u>	<u>441,311.16</u>	<u>176,065.92</u>	<u>39.9%</u>
<b>TOTAL ASSETS</b>	<b><u>617,377.08</u></b>	<b><u>441,311.16</u></b>	<b><u>176,065.92</u></b>	<b><u>39.9%</u></b>
<b>LIABILITIES &amp; EQUITY</b>				
<b>Liabilities</b>				
<b>Current Liabilities</b>				
Accounts Payable	8,421.00	0.00	8,421.00	100.0%
Credit Cards	9,504.53	5,446.65	4,057.88	74.5%
Other Current Liabilities	3,165.77	-152.96	3,318.73	2,169.7%
<b>Total Current Liabilities</b>	<u>21,091.30</u>	<u>5,293.69</u>	<u>15,797.61</u>	<u>298.4%</u>
<b>Total Liabilities</b>	<u>21,091.30</u>	<u>5,293.69</u>	<u>15,797.61</u>	<u>298.4%</u>
<b>Equity</b>	596,285.78	436,017.47	160,268.31	36.8%
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>617,377.08</u></b>	<b><u>441,311.16</u></b>	<b><u>176,065.92</u></b>	<b><u>39.9%</u></b>

Ozarks Transportation Organization  
 Operating Fund Balance Report  
 FY 2024

**Monthly Ending Balance**

Date	Arvest Operational	Arvest Special Projects	Arvest CD #1	Arvest CD #2	Total Balance
7/31/2023	\$511,976.46	\$406,897.66			\$918,874.12
8/31/2023	\$434,067.60	\$147,430.16			\$581,497.76
9/30/2023	\$771,849.56	\$119,951.56			\$891,801.12
10/31/2023	\$702,845.34	\$575,552.39			\$1,278,397.73
11/30/2023	\$402,443.63	\$288,102.94			\$690,546.57
12/31/2023	\$323,352.78	\$227,131.95			\$550,484.73
1/31/2024	\$409,289.72	\$118,181.50			\$527,471.22
2/28/2024	\$282,156.91	\$15,934.60	\$100,000.00	\$100,000.00	\$498,091.51
3/31/2024	\$272,589.09	\$16,210.66	\$100,301.51	\$100,301.51	\$489,402.77
4/30/2024	\$331,714.60	\$16,183.47	\$100,599.66	\$100,599.66	\$549,097.39
5/31/2024	\$317,497.92	\$16,179.83	\$100,898.71	\$100,898.71	\$535,475.17
6/30/2024	\$304,114.37	\$16,176.40	\$101,198.64	\$101,198.64	\$522,688.05

**Balance After Liabilities**

OPERATIONAL FUND		SPECIAL PROJECTS FUND		INVESTMENTS	
Arvest Operational Bank Balances 6/30/2024	\$304,114.37	Arvest Special Project Balances 6/30/2024	\$16,176.40	Arvest Certificate of Deposit Balances 6/30/2024	\$202,397.28
Outstanding Checking Withdrawals	(\$21,948.00)	Outstanding Checking Withdrawals	\$0.00	Outstanding Checking Withdrawals	\$0.00
Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00
<b>Total Equity 4/31/2024</b>	<b>\$282,166.37</b>	<b>Total Equity 4/31/2024</b>	<b>\$16,176.40</b>	<b>Total Equity 4/31/2024</b>	<b>\$202,397.28</b>

Operational Fund Balance: \$500,740.05

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



**Ozarks Transportation Organization**  
**Statement of Financial Income and Expense**

July 2023 through June 2024

	<u>100 OTO Operations</u>	<u>200 UPWP</u>	<u>600 CRRSAA</u>	<u>650 SS4A</u>	<u>TOTAL</u>
<b>Ordinary Income/Expense</b>					
<b>Income</b>					
<b>Other Types of Income</b>					
In-Kind Match, Donated Direct C	0.00	31,823.21	0.00	0.00	31,823.21
Interest Income	12,635.97	0.00	0.00	0.00	12,635.97
Miscellaneous Revenue	49.17	0.00	84.71	0.00	133.88
<b>Total Other Types of Income</b>	<u>12,685.14</u>	<u>31,823.21</u>	<u>84.71</u>	<u>0.00</u>	<u>44,593.06</u>
<b>OTO Revenue</b>					
Chadwick Flyer Match Funds	0.00	0.00	293,193.10	0.00	293,193.10
Consolidated Planning Grant CPG	787,376.82	0.00	0.00	0.00	787,376.82
CRRSAA Funds	0.00	0.00	863,750.00	0.00	863,750.00
In Kind Match, Meeting Attend	0.00	12,550.66	0.00	0.00	12,550.66
Local Jurisdiction Match Funds	100,121.28	0.00	0.00	0.00	100,121.28
Safe Streets for All FHWA Grant	0.00	0.00	0.00	110,972.42	110,972.42
STBG - Chadwick Flyer Phase III	0.00	0.00	201,973.01	0.00	201,973.01
Surface Trans Block Grant	107,783.16	0.00	0.00	0.00	107,783.16
<b>Total OTO Revenue</b>	<u>995,281.26</u>	<u>12,550.66</u>	<u>1,358,916.11</u>	<u>110,972.42</u>	<u>2,477,720.45</u>
<b>Total Income</b>	<u>1,007,966.40</u>	<u>44,373.87</u>	<u>1,359,000.82</u>	<u>110,972.42</u>	<u>2,522,313.51</u>
<b>Gross Profit</b>	1,007,966.40	44,373.87	1,359,000.82	110,972.42	2,522,313.51
<b>Expense</b>					
<b>Bank Fees</b>					
Interest Expense	0.00	0.00	2,258.89	0.00	2,258.89
Bank Fees - Other	154.86	0.00	300.00	0.00	454.86
<b>Total Bank Fees</b>	<u>154.86</u>	<u>0.00</u>	<u>2,558.89</u>	<u>0.00</u>	<u>2,713.75</u>
<b>Building</b>					
Building Lease	54,060.00	0.00	0.00	0.00	54,060.00
Common Area Main Exp	19,903.92	0.00	0.00	0.00	19,903.92
Maintenance	236.16	0.00	0.00	0.00	236.16
Office Cleaning	4,706.72	0.00	0.00	0.00	4,706.72
Utilities	3,089.87	0.00	0.00	0.00	3,089.87
<b>Total Building</b>	<u>81,996.67</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>81,996.67</u>
<b>Commodities</b>					
Office Supplies/Furniture	2,927.83	0.00	0.00	0.00	2,927.83
OTO Promotional Items	1,373.15	0.00	0.00	0.00	1,373.15
Public Input Promotional Items	34.65	0.00	0.00	0.00	34.65
Public Involvement Advertising	1,045.15	0.00	0.00	562.83	1,607.98
Publications	535.29	0.00	0.00	634.90	1,170.19
<b>Total Commodities</b>	<u>5,916.07</u>	<u>0.00</u>	<u>0.00</u>	<u>1,197.73</u>	<u>7,113.80</u>
<b>In-Kind Match Expense</b>					
Direct Cost - MoDOT Salaries	0.00	15,108.38	0.00	0.00	15,108.38
Member Attendance at Meetings	0.00	29,265.49	0.00	0.00	29,265.49
<b>Total In-Kind Match Expense</b>	<u>0.00</u>	<u>44,373.87</u>	<u>0.00</u>	<u>0.00</u>	<u>44,373.87</u>
<b>Information Technology</b>					
Computer Upgrades/Equip Replace	2,200.00	0.00	0.00	0.00	2,200.00
GIS Licenses	360.00	0.00	0.00	0.00	360.00
IT Maintenance Contract	13,820.40	0.00	0.00	0.00	13,820.40
Software	1,859.52	0.00	0.00	114.95	1,974.47
Webhosting	9,221.38	0.00	0.00	0.00	9,221.38
<b>Total Information Technology</b>	<u>27,461.30</u>	<u>0.00</u>	<u>0.00</u>	<u>114.95</u>	<u>27,576.25</u>

	<u>100 OTO Operations</u>	<u>200 UPWP</u>	<u>600 CRRSAA</u>	<u>650 SS4A</u>	<u>TOTAL</u>
<b>Insurance</b>					
Directors & Officers	3,457.00	0.00	0.00	0.00	3,457.00
Errors & Omissions	4,536.00	0.00	0.00	0.00	4,536.00
General Liability/Property	4,590.00	0.00	0.00	0.00	4,590.00
Network Defender	2,820.00	0.00	0.00	0.00	2,820.00
Workers Compensation	937.00	0.00	0.00	0.00	937.00
Insurance - Other	0.00	0.00	323.40	0.00	323.40
<b>Total Insurance</b>	<b>16,340.00</b>	<b>0.00</b>	<b>323.40</b>	<b>0.00</b>	<b>16,663.40</b>
<b>Operating</b>					
Dues/Memberships	7,985.71	0.00	0.00	0.00	7,985.71
Education/Training/Travel	24,083.61	0.00	0.00	0.00	24,083.61
Food/Meeting Expense	8,782.99	0.00	0.00	0.00	8,782.99
Legal/Bid Notices	341.20	0.00	0.00	0.00	341.20
Postage/Postal Services	596.25	0.00	0.00	0.00	596.25
Printing/Mapping Services	1,343.00	0.00	0.00	0.00	1,343.00
Staff Mileage Reimbursement	3,231.66	0.00	0.00	0.00	3,231.66
Telephone/Internet	6,915.15	0.00	0.00	0.00	6,915.15
<b>Total Operating</b>	<b>53,279.57</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>53,279.57</b>
<b>Personnel</b>					
Mobile Data Plans	1,589.43	0.00	0.00	0.00	1,589.43
Payroll Services	3,168.08	0.00	0.00	0.00	3,168.08
Salaries and Fringe	810,444.11	0.00	0.00	40,694.89	851,139.00
<b>Total Personnel</b>	<b>815,201.62</b>	<b>0.00</b>	<b>0.00</b>	<b>40,694.89</b>	<b>855,896.51</b>
<b>Services</b>					
Legislative Education	7,421.25	0.00	0.00	0.00	7,421.25
Professional Services (Legal &	35,432.50	0.00	0.00	0.00	35,432.50
TIP Tool Maintenance	16,791.00	0.00	0.00	0.00	16,791.00
Trail Construction	0.00	0.00	1,308,037.26	0.00	1,308,037.26
Trans Consult/Model Services	30,517.52	0.00	0.00	96,708.00	127,225.52
Travel Demand Model Update	11,200.00	0.00	0.00	0.00	11,200.00
<b>Total Services</b>	<b>101,362.27</b>	<b>0.00</b>	<b>1,308,037.26</b>	<b>96,708.00</b>	<b>1,506,107.53</b>
<b>Total Expense</b>	<b>1,101,712.36</b>	<b>44,373.87</b>	<b>1,310,919.55</b>	<b>138,715.57</b>	<b>2,595,721.35</b>
<b>Net Ordinary Income</b>	<b>-93,745.96</b>	<b>0.00</b>	<b>48,081.27</b>	<b>-27,743.15</b>	<b>-73,407.84</b>
<b>Net Income</b>	<b>-93,745.96</b>	<b>0.00</b>	<b>48,081.27</b>	<b>-27,743.15</b>	<b>-73,407.84</b>

# Operational Financial Reports

Excludes the special project grant budgets and in-kind.



**Ozarks Transportation Organization**  
**Operations Profit & Loss**  
 July 2023 through June 2024

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	Jul '23 - Jun 24
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
<b>Other Types of Income</b>	
Interest Income	12,635.97
Miscellaneous Revenue	49.17
<b>Total Other Types of Income</b>	12,685.14
<b>OTO Revenue</b>	
Consolidated Planning Grant CPG	787,376.82
Local Jurisdiction Match Funds	100,121.28
Surface Trans Block Grant	107,783.16
<b>Total OTO Revenue</b>	995,281.26
<b>Total Income</b>	1,007,966.40
<b>Gross Profit</b>	1,007,966.40
<b>Expense</b>	
Bank Fees	154.86
<b>Building</b>	
Building Lease	54,060.00
Common Area Main Exp	19,903.92
Maintenance	236.16
Office Cleaning	4,706.72
Utilities	3,089.87
<b>Total Building</b>	81,996.67
<b>Commodities</b>	
Office Supplies/Furniture	2,927.83
OTO Promotional Items	1,373.15
Public Input Promotional Items	34.65
Public Involvement Advertising	1,045.15
Publications	535.29
<b>Total Commodities</b>	5,916.07
<b>Information Technology</b>	
Computer Upgrades/Equip Replace	2,200.00
GIS Licenses	360.00
IT Maintenance Contract	13,820.40
Software	1,859.52
Webhosting	9,221.38
<b>Total Information Technology</b>	27,461.30
<b>Insurance</b>	
Directors & Officers	3,457.00
Errors & Omissions	4,536.00
General Liability/Property	4,590.00
Network Defender	2,820.00
Workers Compensation	937.00
<b>Total Insurance</b>	16,340.00
<b>Operating</b>	
Dues/Memberships	7,985.71
Education/Training/Travel	24,083.61

**Ozarks Transportation Organization**  
**Operations Profit & Loss**  
 July 2023 through June 2024

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	Jul '23 - Jun 24
Food/Meeting Expense	8,782.99
Legal/Bid Notices	341.20
Postage/Postal Services	596.25
Printing/Mapping Services	1,343.00
Staff Mileage Reimbursement	3,231.66
Telephone/Internet	6,915.15
<b>Total Operating</b>	<b>53,279.57</b>
<b>Personnel</b>	
Mobile Data Plans	1,589.43
Payroll Services	3,168.08
Salaries and Fringe	810,444.11
<b>Total Personnel</b>	<b>815,201.62</b>
<b>Services</b>	
Legislative Education	7,421.25
Professional Services (Legal &	35,432.50
TIP Tool Maintenance	16,791.00
Trans Consult/Model Services	30,517.52
Travel Demand Model Update	11,200.00
<b>Total Services</b>	<b>101,362.27</b>
<b>Total Expense</b>	<b>1,101,712.36</b>
<b>Net Ordinary Income</b>	<b>-93,745.96</b>
<b>Net Income</b>	<b>-93,745.96</b>

# Ozarks Transportation Organization Operations Budget vs. Actual

July 2023 through June 2024

	Jul '23 - Jun 24	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
Interest Income	12,635.97	6,000.00	6,635.97	210.6%
Miscellaneous Revenue	49.17	400.00	-350.83	12.3%
<b>Total Other Types of Income</b>	12,685.14	6,400.00	6,285.14	198.2%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	787,376.82	1,037,729.00	-250,352.18	75.9%
Local Jurisdiction Match Funds	100,121.28	162,954.00	-62,832.72	61.4%
Local Jurisdiction Study Fees	0.00	24,800.00	-24,800.00	0.0%
Surface Trans Block Grant	107,783.16	243,101.00	-135,317.84	44.3%
<b>Total OTO Revenue</b>	995,281.26	1,468,584.00	-473,302.74	67.8%
<b>Total Income</b>	1,007,966.40	1,474,984.00	-467,017.60	68.3%
<b>Gross Profit</b>	1,007,966.40	1,474,984.00	-467,017.60	68.3%
<b>Expense</b>				
<b>Bank Fees</b>	154.86	500.00	-345.14	31.0%
<b>Building</b>				
Building Lease	54,060.00	54,060.00	0.00	100.0%
Common Area Main Exp	19,903.92	22,635.00	-2,731.08	87.9%
Maintenance	236.16	2,000.00	-1,763.84	11.8%
Office Cleaning	4,706.72	4,500.00	206.72	104.6%
Utilities	3,089.87	3,200.00	-110.13	96.6%
<b>Total Building</b>	81,996.67	86,395.00	-4,398.33	94.9%
<b>Commodities</b>				
Office Supplies/Furniture	2,927.83	7,500.00	-4,572.17	39.0%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	1,373.15	4,000.00	-2,626.85	34.3%
Public Input Promotional Items	34.65	5,500.00	-5,465.35	0.6%
Public Involvement Advertising	1,045.15			
Publications	535.29	1,000.00	-464.71	53.5%
<b>Total Commodities</b>	5,916.07	20,500.00	-14,583.93	28.9%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	2,200.00	8,500.00	-6,300.00	25.9%
GIS Licenses	360.00	7,000.00	-6,640.00	5.1%
IT Maintenance Contract	13,820.40	13,000.00	820.40	106.3%
Software	1,859.52	7,000.00	-5,140.48	26.6%
Webhosting	9,221.38	3,000.00	6,221.38	307.4%
<b>Total Information Technology</b>	27,461.30	38,500.00	-11,038.70	71.3%
<b>Insurance</b>				
Automobile Insurance	0.00	2,000.00	-2,000.00	0.0%
Directors & Officers	3,457.00	2,600.00	857.00	133.0%
Errors & Omissions	4,536.00	3,300.00	1,236.00	137.5%
General Liability/Property	4,590.00	3,000.00	1,590.00	153.0%
Network Defender	2,820.00	290.00	2,530.00	972.4%
Workers Compensation	937.00	2,500.00	-1,563.00	37.5%
<b>Total Insurance</b>	16,340.00	13,690.00	2,650.00	119.4%
<b>Operating</b>				
Dues/Memberships	7,985.71	9,500.00	-1,514.29	84.1%
Education/Training/Travel	24,083.61	28,000.00	-3,916.39	86.0%
Food/Meeting Expense	8,782.99	8,500.00	282.99	103.3%
Legal/Bid Notices	341.20	1,500.00	-1,158.80	22.7%
Postage/Postal Services	596.25	200.00	396.25	298.1%
Printing/Mapping Services	1,343.00	3,500.00	-2,157.00	38.4%
Public Input Event Registration	0.00	200.00	-200.00	0.0%
Staff Mileage Reimbursement	3,231.66	3,500.00	-268.34	92.3%
Telephone/Internet	6,915.15	7,000.00	-84.85	98.8%
Vehicle	0.00	35,000.00	-35,000.00	0.0%
Vehicle Maintenance/Fuel	0.00	2,400.00	-2,400.00	0.0%
<b>Total Operating</b>	53,279.57	99,300.00	-46,020.43	53.7%

## Ozarks Transportation Organization Operations Budget vs. Actual

July 2023 through June 2024

	Jul '23 - Jun 24	Budget	\$ Over Budget	% of Budget
<b>Personnel</b>				
Mobile Data Plans	1,589.43	3,120.00	-1,530.57	50.9%
Payroll Services	3,168.08	4,000.00	-831.92	79.2%
Salaries and Fringe	810,444.11	868,025.00	-57,580.89	93.4%
<b>Total Personnel</b>	815,201.62	875,145.00	-59,943.38	93.2%
<b>Services</b>				
Data Acquisition	0.00	25,000.00	-25,000.00	0.0%
Legislative Education	7,421.25	9,000.00	-1,578.75	82.5%
Professional Services (Legal & Rideshare)	35,432.50	75,000.00	-39,567.50	47.2%
TIP Tool Maintenance	16,791.00	15,684.00	1,107.00	107.1%
Trans Consult/Model Services	30,517.52	240,000.00	-209,482.48	12.7%
Travel Demand Model Update	11,200.00	12,000.00	-800.00	93.3%
Travel Sensing & Time Serv Proj	0.00	5,000.00	-5,000.00	0.0%
<b>Total Services</b>	101,362.27	382,184.00	-280,821.73	26.5%
<b>Total Expense</b>	1,101,712.36	1,516,214.00	-414,501.64	72.7%
<b>Net Ordinary Income</b>	-93,745.96	-41,230.00	-52,515.96	227.4%
<b>Net Income</b>	<b>-93,745.96</b>	<b>-41,230.00</b>	<b>-52,515.96</b>	<b>227.4%</b>

# **Unified Planning Work Program (UPWP) Financial Reports**

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





**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
July 2023 through June 2024

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	Jul '23 - Jun 24
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
<b>Other Types of Income</b>	
In-Kind Match, Donated Direct C	31,823.21
Interest Income	341.78
<b>Total Other Types of Income</b>	32,164.99
<b>OTO Revenue</b>	
Consolidated Planning Grant CPG	787,376.82
In Kind Match, Meeting Attend	12,550.66
Local Jurisdiction Match Funds	100,121.28
Surface Trans Block Grant	107,783.16
<b>Total OTO Revenue</b>	1,007,831.92
<b>Total Income</b>	1,039,996.91
<b>Gross Profit</b>	1,039,996.91
<b>Expense</b>	
<b>Building</b>	
Building Lease	54,060.00
Common Area Main Exp	19,903.92
Maintenance	236.16
Office Cleaning	4,706.72
Utilities	3,089.87
<b>Total Building</b>	81,996.67
<b>Commodities</b>	
Office Supplies/Furniture	2,926.21
Public Input Promotional Items	34.65
Publications	535.29
<b>Total Commodities</b>	3,496.15
<b>In-Kind Match Expense</b>	
Direct Cost - MoDOT Salaries	15,108.38
Member Attendance at Meetings	29,265.49
<b>Total In-Kind Match Expense</b>	44,373.87
<b>Information Technology</b>	
Computer Upgrades/Equip Replace	2,200.00
GIS Licenses	6,572.00
IT Maintenance Contract	13,820.40
Software	3,829.44
Webhosting	9,221.38
<b>Total Information Technology</b>	35,643.22
<b>Insurance</b>	
Directors & Officers	3,457.00
Errors & Omissions	10,231.00
General Liability/Property	9,334.00
Network Defender	2,820.00
Workers Compensation	937.00
<b>Total Insurance</b>	26,779.00
<b>Operating</b>	
Dues/Memberships	7,473.49
Education/Training/Travel	23,238.44

**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
 July 2023 through June 2024

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	<b>Jul '23 - Jun 24</b>
Food/Meeting Expense	7,340.46
Legal/Bid Notices	341.20
Postage/Postal Services	477.45
Printing/Mapping Services	865.05
Staff Mileage Reimbursement	3,231.66
Telephone/Internet	6,915.15
<b>Total Operating</b>	49,882.90
<b>Personnel</b>	
Mobile Data Plans	1,589.43
Payroll Services	3,168.08
Salaries and Fringe	810,443.29
<b>Total Personnel</b>	815,200.80
<b>Services</b>	
Professional Services (Legal & TIP Tool Maintenance	24,932.50
Trans Consult/Model Services	16,791.00
Travel Demand Model Update	30,517.52
	11,200.00
<b>Total Services</b>	83,441.02
<b>Total Expense</b>	1,140,813.63
<b>Net Ordinary Income</b>	-100,816.72
<b>Net Income</b>	<b>-100,816.72</b>

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

	Jul '23 - Jun 24	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
In-Kind Match, Donated Direct C	31,823.21	133,670.00	-101,846.79	23.8%
Interest Income	341.78	0.00	341.78	100.0%
<b>Total Other Types of Income</b>	32,164.99	133,670.00	-101,505.01	24.1%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	787,376.82	1,037,729.00	-250,352.18	75.9%
In Kind Match, Meeting Attend	12,550.66	0.00	12,550.66	100.0%
Local Jurisdiction Match Funds	100,121.28	162,954.00	-62,832.72	61.4%
Local Jurisdiction Study Fees	0.00	19,969.00	-19,969.00	0.0%
Surface Trans Block Grant	107,783.16	243,101.00	-135,317.84	44.3%
<b>Total OTO Revenue</b>	1,007,831.92	1,463,753.00	-455,921.08	68.9%
<b>Total Income</b>	1,039,996.91	1,597,423.00	-557,426.09	65.1%
<b>Gross Profit</b>	1,039,996.91	1,597,423.00	-557,426.09	65.1%
<b>Expense</b>				
<b>Building</b>				
Building Lease	54,060.00	54,060.00	0.00	100.0%
Common Area Main Exp	19,903.92	22,635.00	-2,731.08	87.9%
Maintenance	236.16	2,000.00	-1,763.84	11.8%
Office Cleaning	4,706.72	4,500.00	206.72	104.6%
Utilities	3,089.87	3,200.00	-110.13	96.6%
<b>Total Building</b>	81,996.67	86,395.00	-4,398.33	94.9%
<b>Commodities</b>				
Office Supplies/Furniture	2,926.21	7,500.00	-4,573.79	39.0%
Public Input Promotional Items	34.65	2,500.00	-2,465.35	1.4%
Publications	535.29	1,000.00	-464.71	53.5%
<b>Total Commodities</b>	3,496.15	11,000.00	-7,503.85	31.8%
<b>In-Kind Match Expense</b>				
Direct Cost - MoDOT Salaries	15,108.38	97,670.00	-82,561.62	15.5%
Member Attendance at Meetings	29,265.49	36,000.00	-6,734.51	81.3%
<b>Total In-Kind Match Expense</b>	44,373.87	133,670.00	-89,296.13	33.2%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	2,200.00	8,500.00	-6,300.00	25.9%
GIS Licenses	6,572.00	7,000.00	-428.00	93.9%
IT Maintenance Contract	13,820.40	13,000.00	820.40	106.3%
Software	3,829.44	7,000.00	-3,170.56	54.7%
Webhosting	9,221.38	3,000.00	6,221.38	307.4%
<b>Total Information Technology</b>	35,643.22	38,500.00	-2,856.78	92.6%
<b>Insurance</b>				
Automobile Insurance	0.00	2,000.00	-2,000.00	0.0%
Directors & Officers	3,457.00	2,600.00	857.00	133.0%
Errors & Omissions	10,231.00	3,300.00	6,931.00	310.0%
General Liability/Property	9,334.00	3,000.00	6,334.00	311.1%
Network Defender	2,820.00	290.00	2,530.00	972.4%
Workers Compensation	937.00	2,500.00	-1,563.00	37.5%
<b>Total Insurance</b>	26,779.00	13,690.00	13,089.00	195.6%
<b>Operating</b>				
Dues/Memberships	7,473.49	9,500.00	-2,026.51	78.7%
Education/Training/Travel	23,238.44	28,000.00	-4,761.56	83.0%
Food/Meeting Expense	7,340.46	8,500.00	-1,159.54	86.4%
Legal/Bid Notices	341.20	1,500.00	-1,158.80	22.7%
Postage/Postal Services	477.45	200.00	277.45	238.7%
Printing/Mapping Services	865.05	3,500.00	-2,634.95	24.7%
Public Input Event Registration	0.00	200.00	-200.00	0.0%
Staff Mileage Reimbursement	3,231.66	3,500.00	-268.34	92.3%
Telephone/Internet	6,915.15	7,000.00	-84.85	98.8%
Vehicle	0.00	35,000.00	-35,000.00	0.0%
Vehicle Maintenance/Fuel	0.00	2,400.00	-2,400.00	0.0%
<b>Total Operating</b>	49,882.90	99,300.00	-49,417.10	50.2%

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

	Jul '23 - Jun 24	Budget	\$ Over Budget	% of Budget
<b>Personnel</b>				
<b>Mobile Data Plans</b>	1,589.43	3,120.00	-1,530.57	50.9%
<b>Payroll Services</b>	3,168.08	4,000.00	-831.92	79.2%
<b>Salaries and Fringe</b>	810,443.29	864,564.00	-54,120.71	93.7%
<b>Total Personnel</b>	815,200.80	871,684.00	-56,483.20	93.5%
<b>Services</b>				
<b>Data Acquisition</b>	0.00	25,000.00	-25,000.00	0.0%
<b>Professional Services (Legal &amp; Rideshare)</b>	24,932.50	45,000.00	-20,067.50	55.4%
<b>TIP Tool Maintenance</b>	16,791.00	15,684.00	1,107.00	107.1%
<b>Trans Consult/Model Services</b>	30,517.52	240,000.00	-209,482.48	12.7%
<b>Travel Demand Model Update</b>	11,200.00	12,000.00	-800.00	93.3%
<b>Travel Sensing &amp; Time Serv Proj</b>	0.00	5,000.00	-5,000.00	0.0%
<b>Total Services</b>	83,441.02	343,184.00	-259,742.98	24.3%
<b>Total Expense</b>	1,140,813.63	1,597,423.00	-456,609.37	71.4%
<b>Net Ordinary Income</b>	-100,816.72	0.00	-100,816.72	100.0%
<b>Net Income</b>	<b>-100,816.72</b>	<b>0.00</b>	<b>-100,816.72</b>	<b>100.0%</b>

# Ozarks Transportation Organization

## Unified Planning Work Program Year End Report

Period July 1, 2023 to June 30, 2024

### Task 1 – OTO General Administration (100% Complete)

FY 2023 quarterly and year-end reports, as well as FY 2024 first through third quarter financial reports were prepared and presented to the Board of Directors. Prepared for Financial Statement Audit of the FY 2023 Financial Statements which was conducted in October 2023 and presented to the OTO Executive Committee in December. One bylaw amendment was approved. With adoption of the FY 2024-2027 Transportation Improvement Program, passed planning self-certification resolution. Prepared draft UPWP and presented to UPWP Subcommittee, which was approved by the Board of Directors in May and the CPG contract was executed in June. Processed a correction to the FY 2024 UPWP. Continued to track and monitor contracts and payments. Maintained websites and social media pages, as well as managed network services. Conducted Board of Directors Strategic Planning.

#### Travel and Training

- AMPO Working Groups
- AMPO Policy Board Meetings
- OSITE Seminars
- Missouri Public Transit Association Board Meetings
- Ozark Mountain Section of the APA Board Meetings
- Annual OSITE Technical Seminar
- FTA Triennial and State Management Review webinars
- NPMRDS User Group Quarterly Webinar
- 2024 Mid-America GIS Consortium (MAGIC) Symposium
- AMPO Planning Tools and Training Symposium
- Miscellaneous workshops and trainings

### Task 2 – Coordination and Public Engagement (100% Complete)

Conducted the following meetings:

- 7 Board of Directors
- 5 Technical Planning Committee
- 6 Executive Committee
- 7 Bicycle and Pedestrian Advisory Committee
- 5 Local Coordinating Board for Transit
- 4 Traffic Incident Management Committee
- 1 Board of Directors Strategic Planning Session
- 1 UPWP Subcommittee
- 1 TIP Subcommittee
- 4 Technical Planning Committee STIP
- Several additional ad hoc committee meetings

OTO staff and MoDOT continued to coordinate on planning and programming activities. Staff attended relevant community meetings. Press releases were issued according to the public participation plan for items going before the Board of Directors. Updated civil rights portions of the OTO website, as well as the

OTO Social Equity Index webapp. Meeting attendance was documented for In-Kind Match reporting. A total of 504.71 committee hours were reported.

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

### Task 3 – Planning and Implementation (100% Complete)

Work continued on items in the *Destination 2045* Implementation Plan. Processed Amendment 3 and prepared Amendments 4, 5, and 6 to *Destination 2045*. Provided feedback, reviewed, and approved MoDOT Safety Performance Measures and Transit Safety Measures, including reporting to MoDOT. Finalized State of Transportation Report. Processed and submitted one federal functional classification change request to MoDOT. Reviewed and proposed changes to the Urban Areas within the OTO boundary. Continued monitoring regional air quality, participating with the Ozarks Clean Air Alliance, as well as the Ozarks Clean Fuels Coalition. Submitted projects for Missouri Community Pollution Reduction Program Plan. Updated Let's Go Smart webpage. Completed annual Title VI reporting to FHWA and started updating Title VI Plan. Updated datasets for the annual STIP prioritization process. Developed speed data and other congestion metrics for the Congestion Management Process. Worked with Springfield on next steps for a Master Transportation Plan. Coordinated on other regional plans including for Lake Springfield, the Airport, and CU Transit. Developed Official Trail Map for inclusion in the Long Range Transportation Plan. Finalized the Annual Bicycle and Pedestrian Implementation Plan, as well as the Pedestrian Safety Analysis. Completed annual review of STRAHNET system in coordination with DOD, with no current improvements needed. Reviewed and updated website tools and researched best practices for active transportation. Completed annual bicycle/pedestrian implementation report for CY 2023. Developed OTO annual Growth Trends Report. Maintained geospatial data and developed print and web-based maps for relevant projects.

### Task 4 – Project Selection and Programming (100% Complete)

Worked with MoDOT and member jurisdictions to program funds ahead of August Redistribution and continually coordinated federal funds obligation with MoDOT. Implemented local public agency reporting for projects in the FY 2024-2027 TIP. Adopted FY 2024-2027 Transportation Improvement Program. Processed Amendments 1 through 4 and Administrative Modifications 1 through 6 to the FY 2024-2027 TIP. Monitored funds balances and tracked obligations through the end of the federal fiscal year. Scored over 180 projects to use in STIP prioritization. Held two STIP Prioritization meetings and developed a draft project list for MoDOT's use in the 2025-2029 STIP. Developed Unfunded Needs list, including multimodal unfunded needs, for MoDOT. Facilitated Board adoption of STIP priorities.

Prepared for and requested projects for the draft FY 2025-2028 TIP. Drafted and conducted public input for the FY 2025-2028 TIP. Met with member agencies to review needs and project plans. Solicited bicycle and pedestrian engineering projects. Reviewed, scored and approved bicycle and pedestrian engineering projects. Developed call for projects for Transportation Alternatives Program and Carbon Reduction Program for trail and sidewalk projects. Approved sidewalk cost share funding.

### Task 5 – OTO Transit Planning (100% Complete)

Held five Local Coordinating Board for Transit meetings. Developed FTA Section 5310 funding guidebook and conducted call for projects, with awards. Conducted 5310 workshop for potential grant applicants. Amended Program Management Plan to incorporate minor changes. Reviewed transit on-time

performance for the annual performance measures report. Attended Connect SGF Stakeholder meeting to review draft plan for the future of transit. Attended MPTA Board Meetings and Annual Conference. Reviewed and updated list of operators. Discussed Regional Transit options and possible stop locations through intercity program with OATS and discussed change of designated recipient status for 5310 program, including potential changes in oversight procedures. No ADA appeals were received from CU. Researched additional funding for senior centers and human service agencies and worked on compliance documents for those agencies. Coordinated with MoDOT and CU Transit on a potential change to 5310 designation status and researched administration and procurement procedures. Attended CU transit open house and provided annual 5310 funding split to MoDOT and CU transit. Attended Let's Go Smart Collaborative meetings.

### **Task 6 – Ad Hoc Studies and Projects (100% Complete)**

Reviewed options for next travel demand model update. Scoped and executed Travel Demand Model Contract Addendum. Prepared population projections and housing unit and employment 2050 forecasts by Traffic Analysis Zones (TAZ) for the 2022 base-year travel demand model update. Travel demand model anticipated next quarter.

Development and submittal of Highway MM RAISE Grant and RURAL grant applications with the City of Republic. Worked on a regional ATIP grant application. Installed and moved trail counter on Wilson's Creek, Galloway and South Creek Greenway trail, collecting counts to support grant materials.

Prepared and sent out monthly grants update newsletter.

### **Task 7 – Operations and Demand Management (100% Complete)**

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

### **Task 8 – MoDOT Studies and Data Collection (100% Complete)**

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 520.15 staff hours were completed.

## **2.5% Set Aside Work Program**

### **Task 9 - Safe and Accessible Transportation Options (100% Complete)**

Reviewed upcoming programmed projects to identify opportunities for additional funding and subsequent pedestrian improvements. Continued to meet with the Let's Go Smart Transportation Collaborative and developed recommendations for the Community Focus Report. Redesigned, maintained, and updated the trail dashboard. Worked with OTO Bicycle and Pedestrian Committee to advance project to "ungap" the trail map.

## **Surface Transportation Block Grant Work Program**

### **Task 10 – Studies and Project Administration (100% Complete)**

Staff coordinated the CRRSAA Chadwick Flyer Trail Phase III project, including work on closeout. Staff continued administration assistance on LPA projects for member jurisdictions including assistance with

environmental clearances and sharing best practices. Staff is managing trail engineering projects for two LPAs and as part of those efforts, submitted the projects for initial environmental reviews and issued an RFQ for engineering design services. Assisted LPA with grant administration and invoicing on LPA projects. Coordinated with awarded local public agencies and MoDOT to develop a procurement process for EV chargers using federal funding.

## **Appendix A – Related Planning Activities**

### **FTA 5303 - City Utilities Work Program**

#### **Task 11 – CU Transit Planning (100% Complete)**

##### **Operational Planning**

###### **CU's Open FTA Grants:**

MO-2022-018 – In Progress

MO-2022-019 – In Progress

MO-2023-005 – In Progress

MO-2023-019 – In Progress

MO-2023-023 – In Progress

MO-2024-011 – In Progress

MO-2024-012 – In Progress

1828-2023-3 – Pending NEPA Review

1828-2024-1 – Submitted to FTA

1828-2024-2 – Submitted to FTA

##### **ADA Accessibility Planning**

In Spring 2023, CU was awarded FY21-23 years of Section 5310 funding for ADA improvements. These funds will be used to add ADA approved landing pads at bus stops and sidewalks to make our system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. We are currently working through NEPA approval with FTA. We will also utilize this grant funding to add new mobility securement systems that are safer and provide passengers with more independence. The notice of award for these securements was issued 4/2/2024 and the tentative ship date is in August 2024. Upon delivery, we will work with the vendor to install these in the fixed route buses.

##### **Transit Fixed Route/Regional Service Analysis Implementation**

No permanent route modifications have been made in SFY24. All fixed routes are consistently evaluated to make improvements as needed. In FFY23, Transit completed a Fixed Route Study, ConnectSGF. The study resulted in changes to routes (effective 9/29/2024) and a reduction to fares (effective 10/1/2024). Transit is currently working with CU Communications department on customer facing marketing material and new maps, route cards, turn by turns, etc.

##### **Service Planning**

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

##### **Financial Planning**

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually. Transit Project Managers also meet with Finance during the year to discuss the



budget and financials. In January 2024, FORVIS presented the Utility annual audit, which includes a single audit of our federal grants, to the Board of Public Utilities. The audit was given an unmodified opinion.

### **Competitive Contract Planning**

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

### **Safety, Security, and Drug/Alcohol Control Planning**

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly. During SFY24, we continued to have discussions with the Safety Committee about PTASP.

### **Transit Coordination Plan Implementation**

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

### **Program Management Plan Implementation**

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

### **Data Collection and Analysis**

CU collects and analyzes ridership data monthly for transit planning purposes. CU submits weekly/monthly the National Transit Database reports to FTA.

### **Transit Fixed Route Analysis**

In FFY23, Transit completed a Fixed Route Study, ConnectSGF. The study resulted in changes to routes (effective 9/29/2024) and a reduction to fares (effective 10/1/2024). Transit is currently working with CU Communications department on customer facing marketing material and new maps, route cards, turn by turns, etc.

## **FHWA Discretionary Grant**

### **Task 12 – Safe Streets and Roads for All Grant (100% Complete)**

Data collected and analyzed by OTO staff to develop draft high injury network. Additional co-location analysis was also developed. An advisory team has been appointed from among OTO member jurisdictions. Initial discussion on goal setting at the August 16, 2023 Technical Planning Committee meeting. Solicited, interviewed, and selected safety analysis engineering firm, as well as equity engagement firm.

OTO developed a high-injury network and shared that with consultants for analyzing high-risk roadway features. Compiled and prepared SS4A crash statistics analysis report document and web maps. Staff continued to meet with consultants on project progress. Prepared data package of transportation, land use, and crash statistics for SS4A roadway analysis consultants.

Conducted public involvement, including public meetings, surveys, and targeted outreach. Survey results were analyzed and summarized by equity engagement consultant. Finalized the high injury network by reviewing different ways of indexing the data.

Held virtual and in-person stakeholder meetings. Developed a project list for prioritization. Developed prioritization criteria. Conducted additional engagement activities. Developed systemic safety analysis, including identification of routes with high risk roadway features. Provided information for consultant to analyze policies and processes in place in member communities. Drafted goals with the Advisory Team for zero fatalities and zero serious injuries. Continued to meet with Advisory Team and consultants. Completed grant administration and invoicing.

# **Chadwick Flyer Trail Phase III Project**

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



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

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	Jul '23 - Jun 24
Ordinary Income/Expense	
Income	
Other Types of Income	
Miscellaneous Revenue	84.71
Total Other Types of Income	84.71
OTO Revenue	
Chadwick Flyer Match Funds	293,193.10
CRRSAA Funds	863,750.00
STBG - Chadwick Flyer Phase III	201,973.01
Total OTO Revenue	1,358,916.11
Total Income	1,359,000.82
Gross Profit	1,359,000.82
Expense	
Bank Fees	2,558.89
Insurance	323.40
Services	
Trail Construction	1,308,037.26
Total Services	1,308,037.26
Total Expense	1,310,919.55
Net Ordinary Income	48,081.27
Net Income	48,081.27

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

	Jul '23 - Jun 24	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
Miscellaneous Revenue	84.71			
<b>Total Other Types of Income</b>	84.71			
<b>OTO Revenue</b>				
Chadwick Flyer Match Funds	293,193.10	67,250.00	225,943.10	436.0%
CRRSAA Funds	863,750.00	779,307.00	84,443.00	110.8%
Local Jurisdiction Match Funds	0.00	0.00	0.00	0.0%
STBG - Chadwick Flyer Phase III	201,973.01	269,000.00	-67,026.99	75.1%
<b>Total OTO Revenue</b>	1,358,916.11	1,115,557.00	243,359.11	121.8%
<b>Total Income</b>	1,359,000.82	1,115,557.00	243,443.82	121.8%
<b>Gross Profit</b>	1,359,000.82	1,115,557.00	243,443.82	121.8%
<b>Expense</b>				
Bank Fees	2,558.89			
Insurance	323.40			
<b>Services</b>				
Trail Construction	1,308,037.26	1,302,040.00	5,997.26	100.5%
<b>Total Services</b>	1,308,037.26	1,302,040.00	5,997.26	100.5%
<b>Total Expense</b>	1,310,919.55	1,302,040.00	8,879.55	100.7%
<b>Net Ordinary Income</b>	48,081.27	-186,483.00	234,564.27	-25.8%
<b>Net Income</b>	<b>48,081.27</b>	<b>-186,483.00</b>	<b>234,564.27</b>	<b>-25.8%</b>

# Safe Streets and Roads for All

FHWA Discretionary Grant



**Ozarks Transportation Organization**  
**SS4A Profit & Loss**  
 July 2023 through June 2024

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	Jul '23 - Jun 24
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
<b>OTO Revenue</b>	
Safe Streets for All FHWA Grant	110,972.42
<b>Total OTO Revenue</b>	110,972.42
<b>Total Income</b>	110,972.42
<b>Gross Profit</b>	110,972.42
<b>Expense</b>	
<b>Commodities</b>	
Public Involvement Advertising	562.83
Publications	634.90
<b>Total Commodities</b>	1,197.73
<b>Information Technology</b>	
Software	114.95
<b>Total Information Technology</b>	114.95
<b>Personnel</b>	
Salaries and Fringe	40,694.89
<b>Total Personnel</b>	40,694.89
<b>Services</b>	
Trans Consult/Model Services	96,708.00
<b>Total Services</b>	96,708.00
<b>Total Expense</b>	138,715.57
<b>Net Ordinary Income</b>	-27,743.15
<b>Net Income</b>	-27,743.15

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

	Jul '23 - Jun 24	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>OTO Revenue</b>				
Safe Streets for All FHWA Grant	110,972.42	228,800.00	-117,827.58	48.5%
Safe Streets for All Match	0.00	57,200.00	-57,200.00	0.0%
<b>Total OTO Revenue</b>	<u>110,972.42</u>	<u>286,000.00</u>	<u>-175,027.58</u>	<u>38.8%</u>
<b>Total Income</b>	<u>110,972.42</u>	<u>286,000.00</u>	<u>-175,027.58</u>	<u>38.8%</u>
<b>Gross Profit</b>	110,972.42	286,000.00	-175,027.58	38.8%
<b>Expense</b>				
<b>Commodities</b>				
Office Supplies/Furniture	0.00	3,000.00	-3,000.00	0.0%
Public Involvement Advertising	562.83	5,000.00	-4,437.17	11.3%
Publications	634.90			
<b>Total Commodities</b>	<u>1,197.73</u>	<u>8,000.00</u>	<u>-6,802.27</u>	<u>15.0%</u>
<b>Information Technology</b>				
Software	114.95			
<b>Total Information Technology</b>	<u>114.95</u>			
<b>Personnel</b>				
Salaries and Fringe	40,694.89	53,000.00	-12,305.11	76.8%
Personnel - Other	0.00	0.00	0.00	0.0%
<b>Total Personnel</b>	<u>40,694.89</u>	<u>53,000.00</u>	<u>-12,305.11</u>	<u>76.8%</u>
<b>Services</b>				
Trans Consult/Model Services	96,708.00	225,000.00	-128,292.00	43.0%
<b>Total Services</b>	<u>96,708.00</u>	<u>225,000.00</u>	<u>-128,292.00</u>	<u>43.0%</u>
<b>Total Expense</b>	<u>138,715.57</u>	<u>286,000.00</u>	<u>-147,284.43</u>	<u>48.5%</u>
<b>Net Ordinary Income</b>	<u>-27,743.15</u>	<u>0.00</u>	<u>-27,743.15</u>	<u>100.0%</u>
<b>Net Income</b>	<u><b>-27,743.15</b></u>	<u><b>0.00</b></u>	<u><b>-27,743.15</b></u>	<u><b>100.0%</b></u>



**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM I.D.**

**Administrative Modification 7 to the FY 2024-2027 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There are multiple changes included as part of Administrative Modification 7 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

1. Chadwick Flyer Phase V (EN2405)
  - *Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*
  - *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*
  - *Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project*

Added \$50,000 funding for meeting reasonable progress and due to increased costs, plus moving remaining engineering to construction in FY 2025.

2. Chadwick Flyer US 65 Crossing (OK2304)
  - *Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*
  - *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

Moving remaining engineering to FY 2025 and adding STBG-U funds to construction.

**BOARD OF DIRECTORS ACTION REQUESTED:**

**NO ACTION REQUESTED – INFORMATIONAL ONLY**



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

2 July 2024

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

Dear Mr. Hall:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Seven to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on July 2, 2024. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP  
Transportation Planning Manager

Enclosure



## EN2405-24AM7 - CHADWICK FLYER PHASE V

Plan Revision  
24AM7

Section  
Sponsored by Local Public  
Agencies

Project Type  
Bicycle and Pedestrian

Lead Agency  
City of Ozark

County  
Christian County

Municipality  
Ozark

Status  
Programmed

Total Cost  
\$786,000

MoDoT ID  
-

Federal ID  
9901862

Project From  
Biagio

Project To  
Biagio

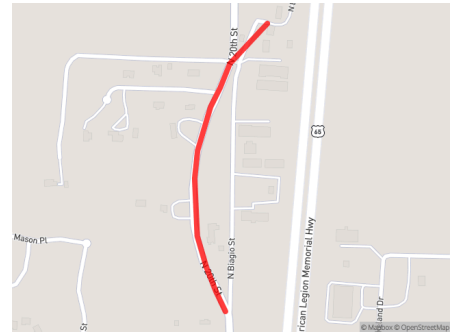
Project Considerations  
Environmental Justice Area,  
Bike/Ped Plan, Regional Trail  
Plan Priority

Project Description  
Construct 10-foot wide trail along N. 20th Street in Ozark from Biagio to Biagio.

Funding Source Notes  
Non-Federal Funding Source: City of Ozark Transportation Sales Tax

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$42,705	-	-	-	-	\$42,705
Engineering	Local	-	\$10,676	-	-	-	-	\$10,676
<b>Total Engineering</b>		-	<b>\$53,381</b>	-	-	-	-	<b>\$53,381</b>
Construction	CRP (FHWA)	-	-	\$586,095	-	-	-	\$586,095
Construction	Local	-	-	\$146,524	-	-	-	\$146,524
<b>Total Construction</b>		-	-	<b>\$732,619</b>	-	-	-	<b>\$732,619</b>
<b>Total Programmed</b>		-	<b>\$53,381</b>	<b>\$732,619</b>	-	-	-	<b>\$786,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Changes in a project's total programmed amount less than 25% (up to \$2,000,000) - Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
<b>PROJECT CHANGES</b>	ID changed from "EN2405-24" to "EN2405-24AM7" Plan Revision Name changed from "24Adopted" to "24AM7"
<b>FUNDING CHANGES</b>	<p><b>CRP (FHWA)</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2024 in ENG from \$44,540 to \$42,705</li> <li>+ Increase funds in FY 2025 in CON from \$534,260 to \$586,095</li> </ul> <p><b>Local</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2024 in ENG from \$11,135 to \$10,676</li> <li>+ Increase funds in FY 2025 in CON from \$133,565 to \$146,524</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$578,800 to \$628,800 (8.64%)
<b>TOTAL PROJECT COST</b>	Increased from \$723,500 to \$786,000 (8.64%)



## OK2304-24AM7 - CHADWICK FLYER US 65 CROSSING

Plan Revision 24AM7      Section Sponsored by Local Public Agencies      Project Type Bicycle and Pedestrian      Lead Agency City of Ozark

County Christian County      Municipality Ozark      Status Programmed      Total Cost \$4,001,243

MoDoT ID -      Federal ID 9901849      Project From -      Project To -

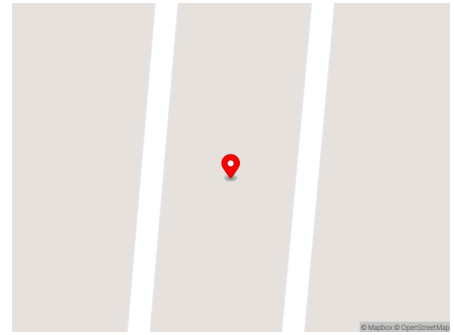
Project Considerations  
Environmental Justice Area,  
Bike/Ped Plan, Regional Trail  
Plan Priority

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$230,688	\$69,312	-	-	-	\$300,000
Engineering	Local	-	\$72,090	\$39,039	-	-	-	\$111,129
Engineering	TAP (FHWA)	-	\$57,672	\$86,843	-	-	-	\$144,515
<b>Total Engineering</b>		-	\$360,450	\$195,194	-	-	-	\$555,644
ROW	Other	-	-	\$201,550	-	-	-	\$201,550
ROW	STBG-U (FHWA)	-	-	\$19,600	-	-	-	\$19,600
ROW	Local	-	-	\$34,750	-	-	-	\$34,750
ROW	TAP (FHWA)	-	-	\$19,600	-	-	-	\$19,600
<b>Total ROW</b>		-	-	\$275,500	-	-	-	\$275,500
Construction	Local	-	-	\$354,370	-	-	-	\$354,370
Construction	MO-ARPA	-	-	\$1,179,750	-	-	-	\$1,179,750
Construction	Other	-	-	\$43,700	-	-	-	\$43,700
Construction	STBG-U (FHWA)	-	-	\$256,394	-	-	-	\$256,394
Construction	TAP (FHWA)	-	-	\$1,335,885	-	-	-	\$1,335,885
<b>Total Construction</b>		-	-	\$3,170,099	-	-	-	\$3,170,099
<b>Total Programmed</b>		-	\$360,450	\$3,640,793	-	-	-	\$4,001,243

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - Changes in a project's total programmed amount less than 25% (up to \$2,000,000)
<b>PROJECT CHANGES</b>	ID changed from "OK2304-23AM6" to "OK2304-24AM7" Plan Revision Name changed from "24Adopted" to "24AM7"
<b>FUNDING CHANGES</b>	<p><b>Local</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ENG from \$0 to \$72,090</li> <li>- Decrease funds in FY 2024 in ENG from \$111,129 to \$0</li> <li>+ Increase funds in FY 2025 in ENG from \$0 to \$39,039</li> <li>- Decrease funds in FY 2024 in ROW from \$34,750 to \$0</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$34,750</li> <li>- Decrease funds in FY 2024 in CON from \$304,121 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$354,370</li> </ul> <p><b>TAP (FHWA)</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ENG from \$0 to \$57,672</li> <li>- Decrease funds in FY 2024 in ENG from \$144,515 to \$0</li> <li>+ Increase funds in FY 2025 in ENG from \$0 to \$86,843</li> <li>- Decrease funds in FY 2024 in ROW from \$19,600 to \$0</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$19,600</li> <li>- Decrease funds in FY 2024 in CON from \$1,335,885 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$1,335,885</li> </ul> <p><b>STBG-U (FHWA)</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2024 in ENG from \$0 to \$230,688</li> <li>- Decrease funds in FY 2024 in ENG from \$300,000 to \$0</li> <li>+ Increase funds in FY 2025 in ENG from \$0 to \$69,312</li> <li>- Decrease funds in FY 2024 in ROW from \$19,600 to \$0</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$19,600</li> <li>- Decrease funds in FY 2024 in CON from \$55,400 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$256,394</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2024 in ROW from \$201,550 to \$0</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$201,550</li> <li>- Decrease funds in FY 2024 in CON from \$43,700 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$43,700</li> </ul> <p><b>MO-ARPA</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2024 in CON from \$1,179,750 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$1,179,750</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$1,875,000 to \$2,075,994 (10.72%)
<b>TOTAL PROJECT COST</b>	Increased from \$3,750,000 to \$4,001,243 (6.70%)



## REVENUE

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

## LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$17,789,072)	(\$5,212,141)	(\$1,663,052)	(\$258,773)	(\$24,923,038)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
<b>TOTAL</b>	<b>\$62,568,100</b>	<b>\$75,236,255</b>	<b>\$78,879,031</b>	<b>\$80,379,527</b>	<b>\$297,062,913</b>

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

## FINANCIAL CONSTRAINT

### FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
<b>FEDERAL</b>				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$2,500,666	\$2,271,936	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$23,732,500	\$45,890,807	\$45,921,887	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$0	\$0	\$0
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$31,073,336	\$12,318,375	\$2,368,226	\$761,419
TAP (FHWA)	\$2,933,317	\$4,480,701	\$302,006	\$134,836
Federal Subtotal	\$79,171,591	\$86,726,319	\$49,193,119	\$42,694,055
<b>STATE</b>				
MoDOT	\$15,968,951	\$21,531,310	\$7,332,500	\$12,307,400
MoDOT-AC	\$20,008,200	\$21,469,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$41,481,239	\$48,653,650	\$15,668,222	\$24,514,265
<b>LOCAL/OTHER</b>				
Local	\$17,789,072	\$5,212,141	\$1,663,052	\$258,773
MO-ARPA	\$0	\$1,179,750	\$0	\$0
Other	\$2,962,010	\$245,250	\$0	\$0
Local/Other Subtotal	\$20,751,082	\$6,637,141	\$1,663,052	\$258,773
<b>Total</b>	<b>\$141,403,912</b>	<b>\$142,017,110</b>	<b>\$66,524,393</b>	<b>\$67,467,093</b>

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$20,751,082	\$6,637,141	\$1,663,052	\$258,773	\$29,310,048
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$40,786,088</b>	<b>\$116,705,574</b>	<b>\$148,423,827</b>	<b>\$82,434,567</b>	<b>\$83,147,998</b>	<b>\$471,498,054</b>
Carryover		\$40,786,088	\$16,087,749	\$22,494,466	\$38,404,641	--
Programmed State and Federal Funding		(\$141,403,912)	(\$142,017,110)	(\$66,524,393)	(\$67,467,093)	(\$417,412,508)
<b>TOTAL REMAINING</b>	<b>\$40,786,088</b>	<b>\$16,087,749</b>	<b>\$22,494,466</b>	<b>\$38,404,641</b>	<b>\$54,085,545</b>	<b>\$54,085,545</b>



**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.D.**

**Annual Listing of Obligated Projects (ALOP)**

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

**AGENDA DESCRIPTION:**

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

**§ 450.334 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(s) 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 §450.326(g)(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.

The Ozarks Transportation Organization Program Year 2024 Annual Listing of Obligated Projects is available in the Agenda for member review. Please note that Program Year 2024 includes the time period from July 1, 2023 to June 30, 2024.

Please note that this is required to be published by September 28, 2024.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 21, 2024, the Technical Planning Committee recommended the Board of Directors accept the Annual Listing of Obligated Projects.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to accept the Annual Listing of Obligated Projects.”

OR

“Move to accept the Annual Listing of Obligated Projects with the following corrections...”

# FY 2024 Annual Listing of Obligated Projects



**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION

# Introduction

Each year, the Ozarks Transportation Organization develops a list of all funding obligated during the preceding program year, which runs from July 1 to June 30. This is known as the Annual Listing of Obligated Projects (ALOP). An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligation is a key step in financing and obligated funds are considered "used" even though no cash is transferred.

## Annual Listing of Obligated Projects (ALOP)

The ALOP is a requirement of metropolitan planning areas, per § 450.334:

- (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(s) 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 §450.326(g)(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.

## TIP (Transportation Improvement Program)

The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for area transportation projects, carrying out the goals and vision of *Destination 2045*, the OTO's long range transportation plan. It serves to allocate limited financial resources among the various transportation needs of the community and to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP. The TIP is developed through a collaborative process in which each jurisdiction or federal recipient of transportation funds is given the opportunity to submit projects to be considered for placement in the TIP. No project can receive federal funds unless it appears in the TIP.

## Ozarks Transportation Organization (OTO)

The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area. Metropolitan planning organizations serve to conduct and lead a continuing, cooperative, and comprehensive transportation planning process. In an effort to make the transportation planning process cooperative and collaborative, elected officials from jurisdictions within the urban area and major transportation providers are members of the Ozarks Transportation Organization. The mission of the OTO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system.

## The Report

As stated in federal law, the ALOP has a number of required elements. Below is an explanation of each column included in the report.

### PROJECT NO

This is the Federal Number assigned to a project when it is entered into the federal financial management system.

### JOB NO

This is an ID assigned by MoDOT (Missouri Department of Transportation) for tracking of projects at the state level.

### PROJECT DESCRIPTION

Contains a brief description of the project.

### COUNTY

County where project is to take place.

### SPONSOR

This references the agency responsible for implementing the project.

### TIP NUMBER

The OTO assigns each project a unique identifier to track it through the local process. This number is often assigned before the state and federal IDs are known.

### TIP YEARS

The TIP is developed annually with a four-year time horizon. This column indicates each edition of the TIP where the project appears. An additional qualifier, like "A1" or "AM2," indicates if the project was part of an amendment or administrative modification to the TIP.

### PROGRAMMED YEAR

This lists the actual years when funding was planned to be obligated for the project. The (AC) appearing after certain years indicates the expected year of advance construction conversion. MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

### PREVIOUSLY PROGRAMMED FEDERAL FUNDS

These are the funds that were scheduled to be obligated during or prior to program year 2024.

### FUTURE PROGRAMMED FEDERAL FUNDS

These are funds that are estimated to be obligated after program year 2024.

## PROGRAM CODE

The program code is associated with the category of federal funding that was obligated for the project. The program code changes with each surface transportation bill and extension. A search of this document (<http://www.fhwa.dot.gov/federalaid/projects.cfm>) will provide information on the source of funding for each program code. As a quick reference, the first letter in the code is related to a particular surface transportation bill. Funding from the FAST Act, the most recent bill, starts with the letter “Z,” MAP-21, starts with the letter “M,” while funding that starts with the letter “L” is from SAFETEA-LU. Some funding is still shown for some older projects as having come from TEA-21 (Q) and from an extension of TEA-21 (H). To learn more about the current surface transportation bill, the FAST Act, click here - <http://www.fhwa.dot.gov/fastact/>. The U.S. DOT website is a good source of information on federal funding programs.

## TRANSACTION DATE

This is the date that funding was obligated during the 2024 program year.

## FEDERAL FUNDING CHANGE

This is the amount of money either obligated or de-obligated during the 2024 program year. Values shown in the positive are obligations and values shown in the (negative) are de-obligations. Funding is often de-obligated at the end of a project if costs were less than expected. Zero values may be shown for projects that were newly created or closed out in FY 2024, even if funding itself was not obligated.

## PREVIOUS ALOP(S) FUNDING CHANGE

This shows all obligations prior to the 2024 program year. Current and past funding changes are shown by Program Code.

## REMAINING FUTURE FEDERAL FUNDS

This shows how much money is left to obligate based on the amount of funding programmed in the OTO Transportation Improvement Program. If the project is complete, the amount is left at \$0.00, which is also the case when the obligated amount has maxed the available programmed funding. Generally, this number is determined by subtracting all obligated funding from all programmed funds, regardless of the year in which funding was programmed.

# FY 2024 Annual Listing of Obligated Projects

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
000S649	N/A	RAIL/GRADE IMPROVEMENT FOR PROTECTIVE DEVICES AT NATIONAL AVE AND DIVISION ST, DOT 664172S, IN SPRINGFIELD, GREENE CO	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	YS40	2/23/2024	991,087.00	0.00	0.00
00FY824	N/A	2024 ANNUAL CPG AGREEMENT FOR OZARK TRANSPORTATION ORGANIZATION.	GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025, 2023-2026, 2024-2027 & SEE FY 2024 UPWP	2024	\$243,101.00	N/A	Y410 Y450 Z230	11/08/2023 -- --	2,372.50 0.00 0.00	12,085.50 1,023,271.00 243,101.00	0.00
00FY825	N/A	FY 2025 ANNUAL CPG AGREEMENT FOR THE OZARKS TRANSPORTATION ORGANIZATION (OTO)	GREENE	OTO	OT1901 STBG-U ONLY	2019-2022 A5, 2020-2023, 2022-2025, 2023-2026, 2024-2027, 2025-2028 & SEE FY 2025 UPWP	2025	\$255,256.00	N/A	23MP M450 M45E Y230 Y410 Y450 Z450 Z77D	6/26/2024 6/26/2024 6/26/2024 6/26/2024 6/26/2024 6/26/2024 6/26/2024	52,367.34 24,139.40 77,664.26 14,968.00 495,868.26 316,294.08 11,594.66	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00
0132090	J8S3165	GREENE CO, MO 13 S, PAVEMENT RESURFACING ON KANSAS EXPRESSWAY FROM N OF I-44 TO RT 60 (JAMES RIVER FREEWAY)	GREENE	MODOT	GR2007	2020-2023, 2022-2025, 2023-2026	2020, 2021, 2022, 2023	\$2,646,400.00	\$0.00	RN94 Y001 Z001	-- 5/08/2024 --	0.00 2,739,577.62 0.00	3,839.99 0.00 47,693.15	0.00
0132091	J8S3173	GREENE CO, MO 13 S, UPGRADE PED FACILITIES TO COMPLY W/ ADA TRANSITION PLAN AT VARIOUS LOCATION ON KS EXPRESSWAY N OF I-44 TO RT 60/JAMES RIVER FREEWA	GREENE	MODOT	EN2003	2020-2023 AM5, 2022-2025, 2023-2026	2020 (AC), 2021 (AC), 2022 (AC), 2023, 2023 (AC)	\$4,376,000.00	\$0.00	Y230 Z0E1	8/22/2023 8/22/2023	718,571.00 (0.01)	0.00 909,818.64	2,747,610.37
0132092	J8P3087F	MO 13 S, GREENE CO, INTERSECTION IMPROVEMENTS ON KANSAS EXPRESSWAY AT WALNUT LAWN ST IN SPRINGFIELD.	GREENE	MODOT	SP1817	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025, 2023-2026	2018, 2019, 2020, 2021, 2022, 2023	\$2,706,800.00	\$0.00	Y001 Y230 Z001 Z0E1 Z230 Z23E Z972	7/21/2023 7/21/2023 -- -- -- -- --	60,808.86 49,305.04 0.00 0.00 0.00 134,930.67 0.00	1,054,017.43 731,915.71 280,800.00 148,800.00 87,600.00 13,869.33 573,750.00	0.00
0132093	J8P3087E	MO 13 S, GREENE CO, ADD LANES, IMPROVE PEDESTRIAN ACCESS AND REPLACE SIGNAL ON KANSAS EXPRESSWAY AT SUNSET STREET IN SPRINGFIELD.	GREENE	MODOT	SP1816	2018-2021 A2, 2019-2022, 2020-2023 A6, 2022-2025, 2023-2026	2018, 2019, 2020, 2021, 2022, 2023	\$2,225,600.00	\$0.00	Y001 Y230 YS30 Z001 Z0E1 Z230 Z919	7/19/2023 7/19/2023 7/19/2023 8/22/2023 7/19/2023 -- 8/22/2023 7/19/2023	757,229.32 902,460.65 5,450.54 (199,749.47) (73,600.00) 0.00 0.01 102,682.55	0.00 0.00 0.00 389,606.54 87,600.00 87,600.00 0.00	166,319.86
0141027	J8P3096	MO 14, CHRISTIAN CO, ADD LANES, SIDEWALK & PED SIGNAL ON JACKSON ST FROM 16TH ST TO 2 MILE OF RT NN IN OZARK.	CHRISTIAN	MODOT	OK1701	2017-2020, 2018-2021, 2019-2022, 2020-2023 A2	2017, 2018, 2019, 2020	\$3,316,570.00	\$0.00	YS31 Z232 ZS30 ZS31	5/01/2024 5/01/2024 5/01/2024 --	2,300.00 247,897.96 12,300.00 0.00	0.00 2,262,109.76 60,100.35 774,899.65	0.00
0141032	J8P0588I	MO 14, CHRISTIAN CO, ROADWAY IMPROVEMENTS FROM 32ND RD TO 22ND ST IN OZARK	CHRISTIAN	MODOT	OK1803	2018-2021, 2019-2022, 2020-2023	2018, 2019, 2020	\$2,968,000.00	\$0.00	Y001 Z001 Z230	-- 12/01/2023 --	0.00 19,307.69 0.00	209,436.99 3,343,786.58 130,000.00	0.00
0442319	J8S3155	LP 44, GREENE CO; REBUILD PAVEMENT ON CHESTNUT EXPRESSWAY FROM I-44 TO EAST OF BROADVIEW PLACE IN SPRINGFIELD.	GREENE	MODOT	GR1906	2019-2022, 2020-2023	2019, 2020, 2021	\$1,256,000.00	\$0.00	Z001 Z0E1	-- 8/28/2023	0.00 443,156.80	79,200.00 1,756,743.69	0.00
0442324	J8S3167	LP 44 E, GREENE, PAVEMENT RESURFACING ON CHESTNUT EXPRESSWAY FROM 0.1 MILE WEST OF BUS. 65 (GLENSTONE AVENUE) TO 0.1 MILE EAST OF EASTGATE AVENUE AND	GREENE	MODOT	SP2002	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$1,169,600.00	\$0.00	Y001 Z001	7/10/2024 7/10/2024	1,111,013.52 32,778.09	0.00 462.90	25,345.49
0442335	J8I3225	IS 44, GREENE CO, PAVEMENT RESURFACING .6 MI W OF RT 266(CHESTNUT EXPRESS) TO RT H(GLENSTONE AVE) IN SPRINGFIELD AND RT 65 SPRINGFIELD, .5 MI E OF RT 1	GREENE	MODOT	GR2201	2022-2025, 2023-2026, 2024-2027, 2025-2028	2022, 2023, 2024, 2025	\$375,500.00	\$8,372,000.00	Y001 Z0E1	5/17/2024 --	68,875.99 0.00	48,276.05 96,300.00	8,534,047.96
0443345	JSU0058	IS 44, GREENE CO, ADD HIGH FRICTION SURFACE TREATMENT ON WESTBOUND LANES IN STRAFFORD, 60 IN SPRINGFIELD, RTS NN AND 125 IN CHRISTIAN CO AND PAVEMENT	CHRISTIAN, GREENE	MODOT	MO2309	2023-2026, 2024-2027	2023, 2024	\$2,474,100.00	\$0.00	YS31	7/10/2024	12,719.16	0.00	2,461,380.84
0602110	J8P3122B	US 60 E, GREENE, PAVEMENT RESURFACING FROM HIGHLAND SPRINGS BOULEVARD EAST OF SPRINGFIELD TO WEST OF RTE. 125 IN ROGERSVILLE.	GREENE	MODOT	GR1907	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$1,812,800.00	\$0.00	Y001 Y002 YS30 Z002	-- -- 5/01/2024 --	0.00 0.00 110,061.00 0.00	1,675,438.68 1,026.90 0.00 38,699.56	0.00
0602112	J8P3068B	GREENE CO, US 60, BRIDGE DECK SEALING ON MULTIPLE BRIDGES AT RT 65/60 INTERCHANGE IN SPRINGFIELD	GREENE	MODOT	SP2004	2020-2023	2020	\$1,221,600.00	\$0.00	Z001	4/04/2024	343,962.00	1,074,920.10	0.00
0602114	J8P3207	GREENE COUNTY, US 60, ADD ITS FOR OZARK TRAFFIC AT VARIOUS LOCATIONS ON RTE 60 (JAMES RIVER FREEWAY) IN SPRINGFIELD, RT FF (WEST BYPASS) NEAR BATTLEFI	CHRISTIAN, GREENE	MODOT	MO2106	2020-2023 A7, 2022-2025	2021 (AC), 2022 (AC)	\$847,200.00	\$0.00	Y240	1/03/2024	(13,238.31)	1,086,011.85	COMPLETE

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
0602115	J8P3032C	GREENE CO, US 60, ADD LANES & SOUND ABATEMENT ON JAMES RIVER FREEWAY FROM W OF RT 160(CAMPBELL AVE)TO NATIONAL AVE IN SPRINGFIELD.	GREENE	MODOT	SP2205	2022-2025	2022	\$7,818,400.00	\$0.00	Y001	--	0.00	10,885,780.50	0.00
										YS30	6/20/2024	57,428.46	0.00	
										Z0E1	--	0.00	4,000.00	
0602116	J8P3032D	US 60, GREENE CO; ADD LANES ON JAMES RIVER FREEWAY FROM RT 13 (KANSAS EXP) TO W/O RT 160 (CAMPBELL AVE) IN SPRINGFIELD	GREENE	MODOT	SP2204	2022-2025	2022	\$5,475,200.00	\$0.00	Y001	--	0.00	7,297,251.88	0.00
										ZS30	5/01/2024	30,656.47	0.00	
										Y240	7/21/2023	12,532.42	275,949.08	
0602120	J8P3198	GREENE CO, US 60, PAVE RESURF FROM CO RD 194 TO .7 MI W OF ILLINOIS ST IN REPUBLIC.	GREENE	MODOT	RP2202	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$196,000.00	\$0.00	Z0E1	--	0.00	8,000.00	0.00
0651082	J8P0605I	US 65, CHRISTIAN CO; ADD LANES FROM RT CC TO RT 14 IN OZARK	CHRISTIAN	MODOT	CC1901	2022-2025, 2023-2026	2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023	\$10,300,800.00	\$0.00	Y001	7/10/2024	12,809,566.09	40,000.00	0.00
0651083	J8P0605J	US 65, CHRISTIAN CO; ADD LANES FROM RT 14 TO RT F AND BRIDGE REHAB OVER THE FINLEY RIVER IN OZARK	CHRISTIAN	MODOT	CC1902	2022-2025, 2023-2026	2019, 2020 (AC), 2021 (AC), 2022 (AC), 2023	\$8,232,800.00	\$0.00	Y001	7/25/2023	6,345.57	42,638.40	2,219,913.01
										YS30	4/08/2024	260,255.22	0.00	
										Z0E1	9/01/2023	(6,345.57)	0.00	
0652087	J8P2196	BUS 65 GREENE CO; RAILROAD CROSSING GRADE SEP AT CHESTNUT EXPRESSWAY & BNSF 0.2 MI W/O RTE 65; 0.23 MI	GREENE	MODOT	SP1017, SP1109	2010-2013 (SP1017), 2012-2015 (SP1109), 2013-2016 (SP1109), 2014-2017 (SP1109), 2015-2018 AM4 (SP1109), 2017-2020 (SP1109)	<2012, 2012, 2013, 2014, 2015, 2015 (AC), 2016, 2017	\$7,727,110.00	\$0.00	Z922	4/08/2024	5,703,647.80	0.00	COMPLETE
										L23E	--	0.00	1,805,389.96	
										L23R	--	0.00	190,111.86	
										M0E1	--	0.00	1,995,500.82	
										M230	--	0.00	0.00	
										M23E	--	0.00	1,486,740.21	
										MS40	--	0.00	- 0.00	
Z001	10/24/2023	(249,722.22)	2,664,502.07											
0652099	J8P2196B	BU 65, GREENE CO; UTILITY RELOCATE & ACCESS IMPROVES FOR RR CROSSING GRADE SEPERATION AT CHESTNUT EXPWY & BNSF RR 0.2 MI W/O RT 65	GREENE	MODOT	SP1603 (SPLIT FROM SPT1109)	2015-2018 AM6	2016	\$2,316,510.00	\$0.00	M230	10/17/2023	(26,678.57)	1,108,035.39	COMPLETE
										Z001	10/17/2023	(38,707.15)	1,380,017.82	
0652108	J8S3112	BU 65, GREENE CO, PAVEMENT RESURFACING ON GLENSTONE AVE FROM BATTLEFIELD RD TO RT 60 (JAMES RIVER FREEWAY) & ON NATURE CENTER WAY AT REED AVE IN SPRIN	GREENE	MODOT	SP1903	2019-2022, 2020-2023, 2022-2025, 2023-2026	2019, 2020, 2021, 2022, 2023	\$710,400.00	\$0.00	Y240	--	0.00	795,663.98	0.00
										YS30	4/25/2024	6,961.00	0.00	
										Z001	--	0.00	12,800.00	
0652112	J8S3160	BUS 65, GREEN CO; MODIFY ACCESS, SIGNALS, ADA IMPROVEMENS AND REPLACE BUS STOP PADS FROM VALLEY WATER MILL RD TO RT 60 IN SPRINGFIELD	GREENE	MODOT	SP2003	2020-2023 A7, 2022-2025, 2023-2026	2020, 2021, 2022, 2023	\$7,392,300.00	\$0.00	Y001	--	0.00	141,811.76	0.00
										Y240	8/22/2023	0.01	5,705,362.36	
										YS30	8/22/2023	308.91	183,290.33	
										YS31	8/22/2023	(15,940.80)	692,940.80	
										Z001	--	0.00	1,645,648.74	
										Z0E1	--	0.00	354,432.14	
										Z230	--	0.00	315,434.00	
0652114	J8P3164	GREENE CO, US 65, PAVEMENT RESURFACING ON NORTHBOUND LANES FROM NORTH OF I-44 TO RT KK	GREENE	MODOT	GR2003	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023	\$1,802,400.00	\$0.00	Y001	7/10/2024	1,198,865.47	0.00	566,825.33
										YS31	7/10/2024	17,790.00	0.00	
										Z001	11/14/2023	(8,280.80)	27,200.00	
1601052	J8P2389	US 160, GREENE COUNTY, INTERSECTION IMPROVEMENTS AT RTE. AB AND AT MILLER ROAD IN WILLARD. 0.20 MI	GREENE	MODOT	W11301	2013-2016, 2014-2017, 2015-2018, 2017-2020	2013, 2014, 2015, 2016, 2017	\$44,800.00	\$0.00	Z231	10/17/2023	0.00	2,426.68	COMPLETE
1601074	J8P3170	GREENE CO, US 160 E, PAVEMENT RESURFACING FROM I-44 TO RT 413 (SUNSHINE ST)	GREENE	MODOT	SP2008	2020-2023, 2022-2025, 2023-2026	2020, 2021, 2022	\$1,367,200.00	\$0.00	Y001	2/09/2024	147,475.17	0.00	1,183.48
										Z001	--	0.00	24,605.47	
										Z0E1	2/09/2024	10,631.16	1,183,304.72	
4131009	J8S3157	GREENE CO, MO 413, BRIDGE REPLACEMENT, ADD SIDEWALKS, AND ADA TRANS PLAN IMPROVE ON SUNSHINE ST .1M E/O SCENIC AVE TO RT 13 (KANSAS EXPRESSWAY) IN SPR	GREENE	MODOT	SP1908	2019-2022 A2, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2019, 2020, 2021, 2022, 2023, 2024	\$5,495,200.00	\$0.00	Y001	8/08/2023	36,303.55	106,600.00	4,820,296.45
										Z001	--	0.00	261,600.00	
										Z0E1	--	0.00	270,400.00	
5900849	N/A	MILL/FILL AND ADA UPGRADES ON FARM RD 135(GOLDEN AVE) FROM REPUBLIC RD TO CITY LIMITS AND FARM RD 102(VALLEY WATER MILL) FROM FARM RD 171 TO FARM RD	GREENE	GREENE	GR2106	2020-2023 A5, 2022-2025	2022	\$560,000.00	\$0.00	H230	11/28/2023	(0.01)	21,308.22	COMPLETE
										L23E	--	0.00	262,442.91	
										L23R	--	0.00	234,340.01	
										Y230	11/28/2023	(0.01)	40,193.00	
5900850	N/A	CITY OF SPRINGFIELD; GREENE CO; TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS IN SPRINGFIELD AT VARIOUS LOCATIONS, INCLUDING TRAFFIC SIGNAL CONTROLLERS	GREENE	SPRINGFIELD	SP2404	2024-2027, 2025-2028	2025	\$0.00	\$2,450,000.00	Y230	9/12/2023	2,450,000.00	0.00	0.00
5900851	N/A	CITY OF SPRINGFIELD, GREENE CO; RESURFACING OF VARIOUS PRIMARY ARTERIAL, SECONDARY ARTERIAL, AND COLLECTOR STREETS IN SPRINGFIELD ON THE FEDERAL AID	GREENE	SPRINGFIELD	SP2405	2024-2027, 2025-2028	2025	\$0.00	\$3,885,000.00	Y230	6/06/2024	3,548,353.60	0.00	336,646.40

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
5901817	N/A	CITY OF SPRINGFIELD, GREENE CO; CONST APPROX 1.650 LINEAR FT OF FASSNIGHT CREEK GREENWAY, EXTENDING TRAIL FROM CLAY ST THROUGH PHELPS GROVE PARK TO BR	GREENE	SPRINGFIELD	EN2009	2020-2023 A3, 2022-2025, 2023-2026	2023	\$217,461.00	\$0.00	Z230	1/3/2024	0.00	217,461.00	COMPLETE
5901821	N/A	CITY OF SPRINGFIELD, TRAFFIC SIGNAL SYSTEM IMPROVE IN SPRINGFIELD AT VARIOUS LOCATIONS, INCLUDING CABINET REPLACE AND ADVANCED VEHICLE DETECTION INSTA	GREENE	SPRINGFIELD	SP2016	2020-2023 AM6, 2022-2025	2022	\$760,000.00	\$0.00	Z230	1/3/2024	0.00	620,000.00	COMPLETE
5901827	N/A	CITY OF SPRINGFIELD; GREENE CO; JORDAN CREEK TRAIL THROUGH SMITH PARK; CONSTRUCT MULTI-USE PATH THROUGH SMITH PARK TO DIVISION STREET, INCLUDING THE A	GREENE	SPRINGFIELD	EN2410	2024-2027, 2025-2028	2024, 2025	\$15,032.00	\$100,210.00	Y301	1/09/2024	14,800.77	0.00	100,441.23
5901828	N/A	CITY OF SPRINGFIELD; GREENE CO; SHERMAN PARKWAY LINK; CONSTRUCT THE LINK ALONG SHERMAN PKWY FROM JORDAN VALLEY PARK TO CHESTNUT EXPRESSWAY, INCLUDING	GREENE	SPRINGFIELD	EN2411	2024-2027, 2025-2028	2024, 2025	\$61,295.00	\$408,635.00	Y601	3/18/2024	58,722.86	0.00	411,207.14
5901829	N/A	CITY OF SPRINGFIELD; GREENE CO; MOUNT VERNON AND MILLER SIDEWALKS; PEDESTRIAN AND ASSOCIATED IMPROVEMENTS ALONG MT VERNON ST AND MILLER AVENUE	GREENE	SPRINGFIELD	EN2412	2024-2027, 2025-2028	2024, 2025	\$130,385.00	\$869,236.00	Y301	5/15/2024	124,798.92	0.00	750,023.16
5901830	N/A	CITY OF SPRINGFIELD; GREENE CO; SOUTH CREEK GREENWAY FREMONT TO GLENSTONE; CONSTRUCT PEDESTRIAN PATHWAY FROM FREMONT TO GLENSTONE	GREENE	SPRINGFIELD	EN2413	2024-2027, 2025-2028	2024, 2025	\$96,641.00	\$644,270.00	Y601	5/15/2024	96,641.00	0.00	644,270.00
5905811	N/A	CITY OF SPRINGFIELD, GREEN CO; CITY/MODOT TMC SALARIES FOR FY2023	GREENE	MODOT	MO2301	2022-2025 AM5, 2023-2026	2023, 2023 (AC)	\$988,000.00	\$0.00	Y230	11/28/2023 8/28/2023	(2,390.15) 16,000.00	360,000.00	COMPLETE
5909802	N/A	GREENE CO; PUBLIC IMPROVEMENTS FOR THE EXTENSION OF KANSAS EXPRESSWAY FROM REPUBLIC RD TO THE FUTURE EAST/WEST ARTERIAL.	GREENE	GREENE	GR1501, GR1901, GR1902	2015-2018 A1, 2017-2020, 2018-2021, 2019-2022, 2020-2023 AM6, 2022-2025, 2023-2026, 2024-2027	2016, 2017, 2018, 2019, 2020, 2021, 2022, 2024	\$31,827,460.00	\$0.00	H230 HY10 L230 L23R LY10 M230 Y230 Z230 Z23E Z905 Z910	-- -- -- -- -- -- 12/01/2023 9/15/2023 12/01/2023 9/15/2023 12/01/2023 9/15/2023 -- --	0.00 0.00 0.00 0.00 0.00 0.00 (41,040.72) 6,575,516.11 0.01 3,686,085.19 (2,138,827.85) 2,303,580.57 0.00 0.00	41,436.78 273,751.00 352,977.68 59,968.80 1,166,058.00 0.00 12,968.61 13,178,798.18 0.00 1,625,285.00 408,019.70	1,279,424.40
5916808	N/A	CITY OF SPRINGFIELD, ADA IMPROVE IN CONJUNCTION W/ OVERLAY NATIONAL AVE BETWEEN KEARNEY ST AND SUNSET ST, BATTLEFIELD RD BETWEEN GOLDEN AVE AND	GREENE	SPRINGFIELD	SP2014	2020-2023 A7, 2022-2025, 2023-2026	2023	\$1,288,000.00	\$0.00	Y230 Z230	9/01/2023 --	162,856.16 0.00	329,463.00 295,001.60	500,679.24
5944805	N/A	CITY OF WILLARD; GREENE CO; RESURFACING ON JACKSON ST FROM HIGHWAY 160 TO TOWER ROAD	GREENE	WILLARD	WI2301	2023-2026, 2024-2027, 2025-2028	2024, 2025	\$30,253.00	\$327,060.00	Y230	3/06/2024	14,415.60	0.00	342,897.40
7441016	J8S3162	GREENE CO, MO 744 E, PAVEMENT RESURFACING FROM EAST OF LOOP 44 (GLENSTONE AVENUE) TO MULROY ROAD AND ON MULROY ROAD FROM RTE. 00 TO I-44.	GREENE	MODOT	GR2004	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$1,316,800.00	\$0.00	Y001 Z001	6/14/2024 8/01/2023 --	85,900.15 (245.00) 0.00	1,617,815.45	0.00
7441017	J8S3172	MO 744E, GREENE CO, UPGRADE PED FACIL TO COMPLY W/ADA TRANS PLAN VARIOUS LOCATIONS KEARNEY ST FROM E OF LOOP 44(GLENSTONEAVE) TO LECOMPTE RD	GREENE	MODOT	EN2005	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$1,812,800.00	\$0.00	Y001 Y600 Z001	8/01/2023 5/10/2024 --	(43,099.36) 49,069.91 0.00	1,753,558.92	0.00
7441018	J8S3190	GREENE CO, MO 744 W, UPGRADE PED FAC COMPLY W/ ADA TRANS PLAN KEARNEY ST FROM RT 160 (W BYPASS) TO RT 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD.	GREENE	MODOT	EN2006	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$2,019,200.00	\$0.00	Y001 Y600 Z001	8/09/2023 5/10/2024 --	0.03 355,816.83 0.00	2,587,233.47	0.00
7441019	J8S3149	MO 744 E, GREENE CO, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN ON KEARNEY STREET AT VARIOUS LOCATIONS BETWEEN RTE. 13 (KANS	GREENE	MODOT	EN1901	2019-2022, 2020-2023, 2022-2025, 2023-2026, 2024-2027	2019 (AC), 2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$2,303,200.00	\$0.00	Y001 Y600 Z001	-- 5/01/2024 --	0.00 340,078.55 0.00	3,247,399.02	0.00
7441020	J8P3050C	GREENE CO, MO 744 E, PAVEMENT RESURFACING ON KEARNEY STREET FROM RTE. 13 (KANSAS EXPRESSWAY) TO LOOP 44 (GLENSTONE AVENUE).	GREENE	MODOT	SP1708	2022-2025, 2023-2026, 2024-2027	2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024	\$636,000.00	\$0.00	Y001	6/14/2024 8/01/2023	224,837.39 (416.25)	1,118,347.07	0.00
7441022	JSU0085	MO 744 E, GREENE, ADD LANES AND MODIFY SIGNALS ON KEARNEY STREET FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO LECOMPTE AVENUE.	GREENE	MODOT	SP2307	2023-2026, 2024-2027	2023, 2024	\$1,817,600.00	\$0.00	Y001 YS31	8/03/2023 8/03/2023	(76,016.40) (57.05)	551,650.01	760,952.65



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9901827	N/A	CITY OF OZARK, CONST 3,200 FT CHADWICK FLYER TRAIL BETWEEN CLAY ST AND JACKSON ST, 500FT TRAIL RUNNING NW FROM JACKSON, W OF 12TH ST, TO DIANE ST, 2 P	CHRISTIAN	OZARK	EN2008	2020-2023 AM6, 2022-2025	2021, 2022	\$870,949.00	\$0.00	Y230	--	0.00	54,307.00	37,568.64
										Z230	12/19/2023	5,927.20	79,874.23	
										Z23E	9/15/2023	13,085.60	680,183.33	
9901828	N/A	CITY OF BATTLEFIELD, CONSTRUCT TRAIL CONNECTING ELM ST AND SOMERSET ST THROUGH TRAIL OF TEARS PARK, INCLUDING WIDENING PARTS OF TRAIL.	GREENE	BATTLEFIELD	EN2011	2020-2023 A3, 2022-2025	2020, 2022	\$286,886.00	\$0.00	Y230	--	0.00	32,786.61	COMPLETE
										Z230	11/28/2023	(18,939.37)	199,219.08	
9901830	N/A	CHRISTIAN CO; REHAB, WIDING AND REDECKING OF BRIDGE ALONG WITH WIDENING THE APPROACH ROADWAY TO MATCH NEW BRIDGE ON NELSON MILL RD BRIDGE	CHRISTIAN	CHRISTIAN	CC2103	2022-2025, 2023-2026 A6	2023	\$800,000.00	\$0.00	Y230	8/22/2023	400,800.00	0.00	7,200.00
										Z230	--	0.00	392,000.00	
9901831	N/A	CITY OF NIXA, CHRISTIAN CO, NORTH MAIN ST WIDENING, SIDEWALKS, & ASSOCIATED IMPROVEMENTS FROM NORTH OF TRACKER TO SOUTH OF RT CC	CHRISTIAN	NIXA	NX2101	2022-2025, 2023-2026 AM4, 2024-2027, 2025-2028	2023, 2024, 2025	\$249,317.00	\$1,623,829.00	Y230	2/14/2024	113,524.01	131,584.31	1,623,828.23
										Z23E	10/30/2023	4,209.45	0.00	
9901835	N/A	OTO, PREPARATION OF CONCEPTUAL REPORT FOR THE I-44/MO 13 INTERCHANGE, INCLUDING MO 13 FROM FARM RD 94 TO MO 744.	GREENE	OTO	SP2216	2022-2025	2022	\$240,000.00	\$0.00	Z23E	11/28/2023	(184.95)	236,004.19	COMPLETE
9901837	N/A	CITY OF OZARK, CHRISTIAN CO; CONSTRUCT A SECTION OF CHADWICK FLYER TRAIL FROM THE TERMINUS OF EXISTING TRAIL LOCATED ON THE SE CORNER OF THE OLDE WORL	CHRISTIAN	OZARK	EN2204	2022-2025 AM1, 2023-2026 AM7, 2024-2027	2023, 2024	\$742,848.00	\$0.00	Y230	6/07/2024	(200,994.41)	58,716.29	212,427.76
											3/18/2024	672,698.36	0.00	
9901849	N/A	US 65, CHRISTIAN CO, CONSTRUCT A TRAIL PEDESTRIAN CROSSING (BRIDGE) AND APPROACHES OVER US 65 IN THE CITY OF OZARK NEAR WHERE THE ORIGINAL BNSF -	CHRISTIAN	OZARK	OK2304	2023-2026 AM6, 2024-2027 AM7, 2025-2028	2024, 2025	\$288,360.00	\$1,787,634.00	Y300	10/27/2023	230,687.54	0.00	1,787,634.57
										Z23E	10/27/2023	57,671.89	0.00	
9901851	N/A	CITY OF OZARK IN CHRISTIAN COUNTY, CONSTRUCT A 10' WIDE MULTIUSE TRAIL TO EXISTING SIDEWALK ALONG PARKVIEW ST. THEN CONSTRUCT AN ADDITIONAL 10' TRAIL	CHRISTIAN	OZARK	OK2302	2023-2026 A3, 2024-2027 A3, 2025-2028	2024, 2025	\$39,088.00	\$229,369.00	Y300	11/02/2023	39,088.45	0.00	229,368.55
9901858	N/A	CITY OF STRAFFORD, GREENE COUNTY; SIDEWALK ALONG ROUTE 00 FROM ROUTE 125 TO JUST EAST OF DOLLAR GENERAL	GREENE	STRAFFORD	ST2302	2023-2026 A4, 2024-2027, 2025-2028	2024, 2025	\$20,783.00	\$175,223.00	Z303	2/14/2024	20,782.65	0.00	175,223.35
9901859	N/A	CITY OF BATTLEFIELD, GREENE CO; TRAIL OF TEARS CONNECTOR; TRAIL/SIDEWALK CONSTRUCTION FROM CITY PARK TRAIL IN CLOVERDALE TO FARM RD 131	GREENE	BATTLEFIELD	EN2401	2024-2027, 2025-2028	2024, 2025	\$38,133.00	\$284,718.00	Y301	2/14/2024	38,132.61	0.00	284,718.39
9901860	N/A	CITY OF NIXA; CHRISTIAN CO; CHEYENNE RD MULTI-USE PATH; MULTI-USE PATH CONSTRUCTION FROM NORTH ST, FROM CHEYENNE RD TO SUMMIT ELEMENTARY, CHEYENNE VAL	CHRISTIAN	NIXA	EN2403	2024-2027, 2025-2028	2024, 2025	\$102,057.00	\$602,134.00	Y300	1/03/2024	102,057.00	0.00	602,134.00
9901862	N/A	CITY OF OZARK, CHRISTIAN CO, CHADWICK FLYER PHASE V; CONSTRUCT 10-FT WIDE TRAIL ALONG N 20TH ST IN OZARK FROM BIAGIO -	CHRISTIAN	OZARK	EN2405	2024-2027 AM7, 2025-2028	2024, 2025	\$42,705.00	\$586,095.00	Y601	4/01/2024	42,705.03	0.00	586,094.97
B039040	N/A	GREENE CO, BRIDGE REPLACEMENT AND ROADWAY REALIGNMENT FOR BRIDGE 2230071 ON FARM RD 223 OVER LITTLE SAC RIVER	GREENE	GREENE	GR2210	2022-2025 A4, 2023-2026	2023	\$560,000.00	\$0.00	Y233	3/18/2024	22,834.92	642,799.00	0.00
NB19797	N/A	2024 CONTRACT UNDERWATER INSPECTIONS FOR FEDERAL AID ROUTES	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Y240	6/20/2024	27,885.02	0.00	0.00
NB19798	N/A	GREENE COUNTY; 2024 CONTRACT UNDERWATER INSPECTIONS FOR NON-FEDERAL AID ROUTES	GREENE	MODOT	N/A	N/A	N/A	N/A	N/A	Y240	5/08/2024	25,571.93	0.00	0.00
S601057	J8P0601	US 160, GREENE CO, TO IMPROVE CAPACITY & SAFETY FROM RT 123 IN WILLARD TO I-44 IN SPRINGFIELD	GREENE	MODOT	WI1001	2017-2020 A2, 2018-2021, 2019-2022	2017, 2018, 2019	\$99,200.00	\$0.00	Z240	10/17/2023	0.00	84,935.40	COMPLETE
S601061	J8P3088D, J8P3088D	RT M, GREENE CO, ADD ROUNDABOUT AT CO RD 103 & REPMO DR IN REPUBLIC.	GREENE	MODOT	RP1801	2017-2020 A1, 2018-2021 AM1, 2019-2022	2017, 2018, 2019	\$1,985,600.00	\$0.00	M230	4/02/2024	(13,962.87)	959,126.13	COMPLETE
										ZS30	4/02/2024	(15,731.53)	1,119,353.28	
S601065	J8P3104, J8P3104	MO 14, CHRISTIAN CO, PEDESTRIAN IMPROVEMENTS ON MT VERNON ST FROM CEDAR HEIGHTS DR TO ELLEN AVE IN NIXA	CHRISTIAN	MODOT	EN1708	2017-2020 A3, 2018-2021, 2019-2022 A5	2017, 2018, 2019	\$338,586.00	\$0.00	M230	--	0.00	100,286.00	COMPLETE
										Z231	11/07/2023	(25,847.37)	119,054.42	
										Z240	11/07/2023	(11,050.80)	18,101.32	
S602027	J8P3087C	CITY OF SPRINGFIELD, GREENE CO; REPUBLIC RD PHASE 5, WIDEN LANES, ADD CURB/GUTTER, SIDEWALKS & ACCESS CONTROL AS NEEDED AT CAMPBELL AVE	GREENE	MODOT	SP1818	2018-2021 A4, 2019-2022 A3, 2020-2023 AM5, 2022-2025 AM4	2018, 2019, 2022	\$3,532,000.00	\$0.00	Y001	--	0.00	275,084.34	0.00
										Y230	11/21/2023	10,154.76	0.00	
										Z001	11/21/2023	10,154.76	1,887,686.04	
										Z0E1	7/21/2023	(119,639.74)	0.00	
										Z230	7/21/2023	(262,614.97)	1,877,111.73	
S602065	J8P3150	GREENE CO, US 160, BRIDGE REHABILITATION OVER THE FRISCO HIGHLINE TRAIL NEAR WILLARD	GREENE	MODOT	GR1904	2019-2022	2019	\$369,600.00	\$0.00	Z001	1/31/2024	(7,714.76)	27,830.40	COMPLETE
										Z002	1/31/2024	(21,833.10)	161,515.11	

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S603057	J8S3169	GREENE CO, MO 744 W, PAVEMENT RESURFACING ON KEARNEY STREET FROM SPRINGFIELD-BRANSON NATIONAL AIRPORT TO WEST OF RTE. 13 (KANSAS EXPRESSWAY) IN SPRING	GREENE	MODOT	SP2006	2020-2026, 2022-2025, 2023-2026, 2024-2027	2020 (AC), 2021 (AC), 2022 (AC), 2023 (AC), 2024 (AC)	\$726,400.00	\$0.00	Y001	7/02/2024	85,929.44	1,225,225.76	0.00	
											8/03/2023	(226.25)			
										Y240	5/17/2024	2,231.46	1,204.73		
									Z24E	--	0.00	20,800.00			
S603070	J8S3171	BU 65 N, GREENE, UPGRADE PED FACILITIES TO COMPLY W ADA TRANSITION PLAN AT VARIOUS LOCATIONS ON CHESTNUT EXPRESSWAY FROM E BUS 65 TO E OF BELCREST AVE	GREENE	MODOT	EN2007	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$1,785,800.00	\$0.00	Y600	5/30/2024	99,227.28	0.00	354,402.70	
											3/04/2024	1,161,768.45			
										Z001	--	0.00	12,800.00		
									Z0E1	--	0.00	157,601.57			
S603071	J8S3179	CST NORTON RD, GREENE CO, UPGRADE PED FACILITIES FOR ADA PLAN ON NORTON RD NEAR RT 13 IN SPRINGFIELD	GREENE	MODOT	EN2103	2020-2023 A5, 2022-2025	2021 (AC), 2022 (AC)	\$252,800.00	\$0.00	Z24E	8/15/2023	(25,052.59)	296,487.31	COMPLETE	
S603073	J8S3194	GREENE CO, RT ZZ S, ADD ROUNDABOUT ON WILSON'S CREEK BLVD AT COUNTY RD 182.	GREENE	MODOT	GR2010	2020-2023 A1, 2022-2025, 2023-2026	2020, 2021, 2022, 2023, 2023 (AC)	\$1,275,600.00	\$0.00	Y700	6/26/2024	41,699.00	0.00	142,642.26	
											9/12/2023	100,000.00			
										Z21E	9/12/2023	870,000.00	0.00		
										Z230	9/12/2023	(13,941.26)	135,200.00		
S604037	J8S3199	GREENE CO, RT P, PAVEMENT RESURFING FROM RT 60 TO COUNTY RD 194 IN REPUBLIC.	GREENE	MODOT	RP2203	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$158,400.00	\$0.00	Y237	--	0.00	2,864.35	0.00	
											Y240	7/21/2023	27,692.10		161,802.90
											Z2E1	7/21/2023	630.27		8,000.00
S604038	J8S3200	RT P N, GREENE, UPGRADE PEDESTRIAN FACILITIES TO COMPLY WITH THE ADA TRANSITION PLAN FROM RTE. 60 TO GRACE STREET AND ON RTE. 174 FROM LINDSEY	GREENE	MODOT	EN2202	2022-2025, 2023-2026	2022 (AC), 2023 (AC)	\$281,600.00	\$0.00	Y607	5/10/2024	380,929.88	0.00	0.00	
											Z2E1	--	0.00		60,957.32
S604043	J8S3239	RT MM, GREENE CO, ADD SIGNALS AT RAMPS AND RECONFIGURE LANES AT I-44	GREENE	MODOT	RP2201	2022-2025, 2023-2026, 2024-2027 AM2	2022 (AC), 2023 (AC), 2024 (AC)	\$577,600.00	\$0.00	Y240	5/08/2024	366,537.12	621,553.66	0.00	
											Z03E	--	0.00		159,793.29
											Z24E	--	0.00		48,000.00
S604069	J8S3224	LP 44 E, GREENE, PAVEMENT RESURFACING ON CHESTNUT EXPRESSWAY FROM LULLWOOD AVENUE TO SCENIC AVENUE AND FROM EAST OF RTE. 13 (KANSAS EXPRESSWAY) TO 0.1	GREENE	MODOT	SP2206	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024	\$2,278,400.00	\$0.00	Y001	7/02/2024	2,244,294.53	0.00	0.00	
									Z0E1	7/02/2024	8,312.22	29,600.00			
S604070	J8S3228	GREENE CO, RT DD, PAVEMENT RESURFACING FROM RT 125 IN STRAFFORD TO THE WEBSTER CO LINE.	GREENE	MODOT	GR2204	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$239,200.00	\$0.00	Z2E2	--	0.00	8,000.00	180,868.48	
									Z921	2/14/2024	50,331.52	0.00			
S604071	J8S3227	RT WW, GREENE CO, PAVEMENT RESURFACING FROM RT 13 TO RT H.	GREENE	MODOT	GR2207	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$622,400.00	\$0.00	Y237	6/07/2024	466,309.94	0.00	156,090.06	
S604073	J8S3226	GREENE CO, RT C, PAVEMENT RESURFACING FROM RT 65 TO RT 125 N OF STRAFFORD.	GREENE	MODOT	GR2202	2022-2025, 2023-2026, 2024-2027	2022 (AC), 2023 (AC), 2024 (AC)	\$313,600.00	\$0.00	Y237	6/07/2024	261,522.61	0.00	52,077.39	
S604085	J8S3240	CST REPUBLIC ST E, GREENE, BRIDGE REHABILITATION OVER RTE. 60 (JAMES RIVER FREEWAY) 0.5 MILE EAST OF RTE. 13 (KANSAS EXPRESSWAY) IN SPRINGFIELD.	GREENE	MODOT	SP2211	2022-2025, 2023-2026, 2024-2027	2022, 2023, 2024	\$951,200.00	\$0.00	Y001	3/07/2024	(40,947.39)	96,000.00	896,147.39	
S604093	J8S0736F	RT CC, CHRISTIAN CO; SCOPING FOR INTERSECTION IMPROVEMENTS AT MAIN STREET IN NIXA	CHRISTIAN	MODOT	NX2202	2022-2025, 2023-2026, 2024-2027, 2025-2028	2022 (AC), 2023 (AC), 2024 (AC), 2025 (AC)	\$472,000.00	\$3,663,200.00	Y237	4/30/2024	44,186.41	404,890.08	3,686,123.51	
S605003	JSU0101	US 65, GREENE CO, ADD J-TURN AT BLUEGRASS ROAD (COUNTY ROAD 94)	GREENE	MODOT	SP2308	2023-2026 AM1, 2024-2027	2023, 2024	\$3,042,900.00	\$0.00	YS30	5/15/2024	1,505,799.13	0.00	697,100.87	
											YS31	5/15/2024	840,000.00		0.00
S605022	JSU0054	RT ZZ N, GREENE, ADD BICYCLE AND PEDESTRIAN TRAIL FROM RTE. M TO COUNTY ROAD 182 IN REPUBLIC.	GREENE	MODOT	EN2205	2022-2025 AM1, 2023-2026 AM1	2023, 2023 (AC), 2023, 2023 (AC)	\$1,747,330.00	\$0.00	L23R	--	0.00	13,829.74	452,400.78	
										M23E	7/28/2023	0.02	5,405.81		
										Z230	--	0.00	23,973.95		
										Z23E	7/28/2023	(240,605.26)	245,494.96		
										Z972	--	0.00	1,246,730.00		
S605040	J8S3166	LP 44 E, GREENE, PAVEMENT RESURFACING ON CHESTNUT EXPRESSWAY FROM SCENIC AVENUE TO WEST OF RTE. 13 (KANSAS EXPRESSWAY).	GREENE	MODOT	SP2013	2020-2023, 2022-2025, 2023-2026, 2024-2027	2020, 2021, 2022, 2023, 2024	\$540,800.00	\$0.00	Y001	5/30/2024	91,784.35	0.00	0.00	
											5/15/2024	453,416.94			
											5/30/2024	30,697.56			
									YS30	5/15/2024	143,559.20	0.00			
S605047	JSU0210	CST WEAVER RD E, GREENE, SCOPING FOR ROADWAY IMPROVEMENTS FROM EAST OF RTE. FF TO CLOVERDALE LANE.	GREENE	MODOT	BA2402	2024-2027 A3	2024	\$141,082.00	\$0.00	M23E	2/29/2024	80,000.00	0.00	61,082.00	
MO16X093	MO-2023-022	FY 2021 5310 ADMINISTRATION	CHRISTIAN, GREENE	MODOT	MO1901	2017-2020 A5, 2018-2021, 2019-2022 A4, 2020-2023, 2022-2025, 2023-2026, 2024-2027, 2025-2028	2019, 2023, 2025	\$53,479.00	\$52,379.00	ADMIN	7/20/2023	16,599.00	0.00	N/A	
													9/9/2023		1,845.00
		FY 2021 5310 PROJECTS			MO1729	2023-2026, 2024-2027, 2025-2028	2023, 2024, 2025	\$616,044.00	\$21,358.00	CAPITAL	7/20/2023	165,994.00			
MO16X094	MO-2023-023	FY 2021-2022 5310 PROJECTS	GREENE	CITY UTILITIES	CU2205	2022-2025, 2023-2026 A4, 2024-2027, 2025-2028	2024, 2025	\$178,200.00	\$272,488.00	CAPITAL	7/20/2023	117,369.00	0.00	N/A	
												7/20/2023	60,831.00		

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	SPONSOR	TIP NUMBER	TIP YEARS	PROGRAMMED YEAR*	PREVIOUSLY PROGRAMMED FEDERAL FUNDS	FUTURE PROGRAMMED FEDERAL FUNDS	PROGRAM CODE	TRANS DATE	FED FUND CHANGE	PREVIOUS ALOP(S) FUNDING CHANGE	REMAINING FEDERAL FUNDS
MO16X095	MO-2024-009	FY2022-2023 5310 ADMINISTRATION	CHRISTIAN, GREENE	MODOT	MO1901	2017-2020 A5, 2018-2021, 2019-2022 A4, 2020-2023, 2022-2025, 2023-2026, 2024-2027, 2025-2028	2019, 2023, 2025	\$53,479.00	\$52,379.00	ADMIN	2/23/2024	147,178.00	0.00	N/A
									6/18/2024	147,389.00				
		FY2022-2023 5310 PROJECTS	CHRISTIAN, GREENE	MODOT	MO1729	2023, 2024, 2025		\$616,044.00	\$21,358.00	CAPITAL	2/23/2024	1,324,601.00	0.00	N/A
									6/18/2024	1,326,497.00				
MO160039	MO-2024-016	FY 2023 5310 ADMINISTRATION	CHRISTIAN, GREENE	MODOT	MO1901	2017-2020 A5, 2018-2021, 2019-2022 A4, 2020-2023, 2022-2025, 2023-2026, 2024-2027, 2025-2028	2019, 2023, 2025	\$53,479.00	\$52,379.00	ADMIN	6/18/2024	26,110.00	0.00	N/A
											6/18/2024	26,269.00		
		FY 2023 5310 PROJECTS	CHRISTIAN, GREENE	MODOT	MO1729	2023, 2024, 2025		\$616,044.00	\$21,358.00	CAPITAL	6/18/2024	234,990.00		
									6/18/2024	236,418.00				
MO904002	MO-2024-011	OTHER CAPITAL ITEMS (BUS) OPERATING ASSISTANCE	GREENE	CITY UTILITIES	CU2304	2023-2026 A4	2023	\$4,447,855.00	\$0.00	CAPITAL	6/14/2024	1,100,000.00	0.00	N/A
			GREENE	CITY UTILITIES	CU2407	2024-2027	2025	\$0.00	\$3,895,855.00	OPERATING	6/14/2024	2,795,855.00		
MO340035	MO-2024-012	BUS - ROLLING STOCK	GREENE	CITY UTILITIES	CU2204	2022-2025, 2023-2026	2023	\$311,756.00	\$0.00	CAPITAL	6/18/2024	50,000.00	0.00	161,756.00
										CAPITAL	6/18/2024	100,000.00		
MO340032	MO-2022-018	BUS - ROLLING STOCK	GREENE	CITY UTILITIES	CU2401	2022-2025, 2023-2026, 2024-2027	2024	\$720,000.00	\$0.00	CAPITAL	6/26/2026	16,955.00	781,756.00	0.00

\*Note: (AC) indicates Advanced Construction, which means MoDOT funds the project during the initial completion and then requests reimbursement with federal funds at a projected later date.



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

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

## Ozarks Transportation Organization

2208 W. Chesterfield Boulevard, Suite 101  
Springfield, Missouri 65807  
(417) 865-3042  
(417) 862-6013 Fax  
[www.OzarksTransportation.org](http://www.OzarksTransportation.org)

**TAB 2**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM I.H.**

**Federal Funds Obligation Status – September 2024**

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

**AGENDA DESCRIPTION:**

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations is based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance.

**THE OTO AREA MUST OBLIGATE \$11.5 MILLION BY SEPTEMBER 30, 2024 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS.** In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year, with 100 percent as the minimum amount to be obligated. As OTO received \$10.4 million for FY 2024, the minimum amount to be obligated is \$11.5 million, with a goal of \$12.5 million.

As of September 11, 2024, OTO has obligated \$6,426,979. Another \$7,459,731 has been submitted to MoDOT and is pending obligation. These two actions will obligate 132 percent of OTO's annual allocation.

Staff has developed a status report which documents Federal Fiscal Year obligations to date, as well as the amount that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

# Federal Funds Balance Report

## FY 2024 Status

FY 2023 Ending Balance	All Funds	4,444,316.10
FY 2024 Allocations (100%)	All Funds	10,481,073.00
<u>FY 2024 Obligations/Deobligations</u>	All Funds	<u>(6,426,979.33)</u>
Balance as of 9/11/2024	All Funds	8,498,409.77
<u>Pending Obligations/Deobligations</u>		<u>(7,459,731.00)</u>
Pending Balance		1,038,678.77
Percent Obligated/Pending Obligation	All Funds	<b>132%</b>

**List of FY 2024 Obligations/Deobligations**

0652099 Chestnut RR Utilities	STBG-Urban	26,678.57
9901849 Chadwick Flyer 65 Overpass	STBG-Urban	(57,671.89)
9901849 Chadwick Flyer 65 Overpass	TAP	(230,687.54)
9901831 N. Main Street	STBG-Urban	(4,209.45)
9901851 Chadwick Spur	TAP	(39,088.45)
S602027 Campbell and Republic	STBG-Urban	(10,154.76)
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5905811 TMC Staff 2023	STBG-Urban	2,350.15
9901828 Trail of Tears Elm SmrSet	STBG-Urban	18,939.37
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
5909802 KS Extension	STBG-Urban	2,138,827.85
5909802 KS Extension	STBG-Urban	41,040.72
5909802 KS Extension	STBG-Urban	(0.01)
9901827 ChadwickFlyr Jackson/Clay	STBG-Urban	(5,927.20)
9901860 Cheyenne Multi-Use Path	TAP	(102,057.00)
5901827 Jordan Creek Smith Park	TAP	(14,800.77)
9901858 Stratford East SW	TAP	(20,782.65)
9901859 Battlefield ToT Extension	TAP	(38,132.61)
9901831 N. Main Street	STBG-Urban	(113,524.01)
S605047 Battlefield Weaver Scoping	STBG-Urban	(80,000.00)
5944805 Jackson Street Resurfacing	STBG-Urban	(14,415.60)
9901837 Chadwick Flyer Phase II	STBG-Urban	(672,698.36)
5901828 Sherman Parkway Link	CRP	(58,722.86)
9901862 Chadwick Phase V	CRP	(42,705.30)
S601061 FR 103/Repmo Roundabout	STBG-Urban	13,962.87
5901830 South Ck Fremont/Glenstone	CRP	(96,641.00)
5901829 Mt. Vernon/Miller Sidewalks	TAP	(124,798.92)
5900851 Pavement Resurfacing	STBG-Urban	(3,548,353.60)
9901837 Chadwick Flyer Phase II	STBG-Urban	200,994.41
00FY825 UPWP FY 2025	STBG-Urban	(255,256.00)
5944805 Jackson Street Resurfacing	STBG-Urban	(342,897.40)
6900813 Shuyler Creek Trail	STBG-Urban	(177,737.97)
6900813 Shuyler Creek Trail	TAP	(1,264,015.09)
S605047 Weaver Road Improvements	STBG-Urban	(197,600.00)
9901864 Finley River Trail	CRP	(79,508.46)
5905812 FY 2025 TMC Staff	STBG-Urban	(480,000.00)
5944805 Jackson Street Resurfacing	STBG-Urban	15,684.84
5901831 Grand Street Design	CRP	(240,000.00)
5901834 South Creek ESC	CRP	(128,303.00)
9901877 Blue Stem ESC	CRP	(57,811.23)
9901876 Kali Springs ESC	CRP	(25,910.00)
9901875 CFT Jackson ESC	CRP	(9,470.86)
5901837 Bennett ESC	CRP	(351,761.09)

**Amount subtracted from balance** **(6,426,979.33)**

**MODOT MANDATED MINIMUM**

FY 2024 Allocations @ 110%	All Funds	11,529,180.30
FY 2024 Obligations/Deobligations	All Funds	(6,426,979.33)
<b>110% Goal Obligations Remaining</b>	All Funds	<b>5,102,200.97</b>
<b>Max Balance on 9/30/24 to Prevent MoDOT Rescinding Funds</b>		<b>3,396,208.80</b>

**MODOT MANDATED GOAL**

FY 2024 Allocations @ 120%	All Funds	12,577,287.60
FY 2024 Obligations/Deobligations	All Funds	(6,426,979.33)
<b>120% Goal Obligations Remaining</b>	All Funds	<b>6,150,308.27</b>
<b>Max Balance on 9/30/24 to Achieve MoDOT's Mandated Goal</b>		<b>2,348,101.50</b>

# Pending Obligations

Name	Responsible Agency	Transactions	Total Obligations
<b>PENDING OBLIGATIONS</b>			
<i>S605031 CC Cost Share</i>	<i>Ozark/MoDOT</i>	<i>(441,198.00)</i>	<b>(441,198.00)</b>
<i>S605063 N. Main Street</i>	<i>Nixa</i>	<i>(2,089,336.00)</i>	<b>(2,530,534.00)</b>
<i>0442344 I-44 STBG-U</i>	<i>Springfield</i>	<i>(1,628,207.00)</i>	<b>(4,158,741.00)</b>
<i>0442344 I-44 TAP</i>	<i>MoDOT</i>	<i>(302,006.00)</i>	<b>(4,460,747.00)</b>
<i>5901832 EV Chargers</i>	<i>OTO</i>	<i>(592,800.00)</i>	<b>(5,053,547.00)</b>
<i>5901836 Fasnigh ESC</i>	<i>OTO</i>	<i>(135,030.00)</i>	<b>(5,188,577.00)</b>
<i>9901849 Chadwick Flyer Overpass</i>	<i>Ozark</i>	<i>(1,787,634.00)</i>	<b>(6,976,211.00)</b>
<i>9901851 Chadwick Flyer Spur to OHS</i>	<i>Ozark</i>	<i>(229,369.00)</i>	<b>(7,205,580.00)</b>
<i>S604064 Strafford 125 West SW</i>	<i>Strafford</i>	<i>(219,600.00)</i>	<b>(7,425,180.00)</b>
<i>5936804 Ward Branch ESC</i>	<i>OTO</i>	<i>(34,551.00)</i>	<b>(7,459,731.00)</b>
<b>Total Pending Obligations</b>			<b>(7,459,731.00)</b>

## MODOT MANDATED MINIMUM

110% Goal Obligations Remaining	All Funds	<b>5,102,200.97</b>
Critical Obligations	All Funds	<b>(7,459,731.00)</b>
Obligations over MoDOT Mandated Minimum		<b>(2,357,530.03)</b>

## MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	<b>6,150,308.27</b>
Critical Obligations	All Funds	<b>(7,459,731.00)</b>
Obligations over MoDOT Mandated Goal		<b>(1,309,422.73)</b>



**TAB 3**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.A.**

**FRA Long Distance Service Study Resolution of Support**

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

**AGENDA DESCRIPTION:**

The Federal Railroad Administration (FRA) is conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily long-distance intercity rail passenger service and the potential for new Amtrak long-distance routes. This study will ultimately create a long-term vision for long-distance passenger rail service and identify capital projects and funding needed to implement that vision.

As a result of this planning process, a long distance route between New York and Dallas has been identified on the proposed network of preferred routes. This route would bring passenger rail through Springfield and the OTO region, however further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

OTO has developed a resolution to show support of this route and the next steps to fund and implement the FRA Long-Distance Service Study. Excerpts from a presentation on the study are included in the agenda.

More on the study and the presentation of recommendations can be found at this link:  
<https://fralongdistancerailstudy.org/meeting-materials/#:~:text=June%202024-,Presentation,-The%20PowerPoint%20presentation>

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 21, 2024, the Technical Planning Committee recommended the Board of Directors approve the Resolution of Support for passenger rail through the OTO region.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the Resolution of Support for the recommendations of the FRA Long Distance Service Study.”

OR

“Move to approve the Resolution of Support for the recommendations of the FRA Long Distance Service Study with the following changes...”



**RESOLUTION OF THE BOARD OF DIRECTORS  
OF  
Ozarks Transportation Organization  
A Missouri Nonprofit Corporation**

*September 19, 2024*

**RESOLUTION OF SUPPORT FOR PASSENGER RAIL SERVICE THROUGH THE OTO REGION**

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

WHEREAS, the Ozarks Transportation Organization is the Springfield, Missouri metropolitan planning organization; and

WHEREAS, the Ozarks Transportation Organization's Long Range Transportation Plan, *Destination 2045*, identified the public's desire for passenger rail through the OTO region; and

WHEREAS, the Federal Rail Administration is conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily long-distance intercity rail passenger service and the potential for new Amtrak long-distance routes; and

WHEREAS, a long distance route between New York and Dallas has been identified on the proposed network of preferred routes, with service passing through the OTO region.

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to express support for the recommendations of the Long Distance Service Study; and

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization Board of Directors encourages the Federal Rail Administration and Congress to provide funding, planning, and support required to implement this study and its recommendations; and

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization Board of Directors directs staff to write a letter of support to the Federal Rail Administration.

IN WITNESS WHEREOF, the undersigned, Board of the Organization have duly executed this Written Consent as of the date set forth above.

The above resolution is hereby Adopted on this 19<sup>th</sup> day of September 2024.

ATTEST:

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Mr. Derek Lee  
OTO Board of Directors Chair

---

Ms. Martha Smartt  
OTO Board of Directors Secretary



## Regional Working Group Meeting 4

# STUDY OVERVIEW

# About the FRA Long-Distance Service Study

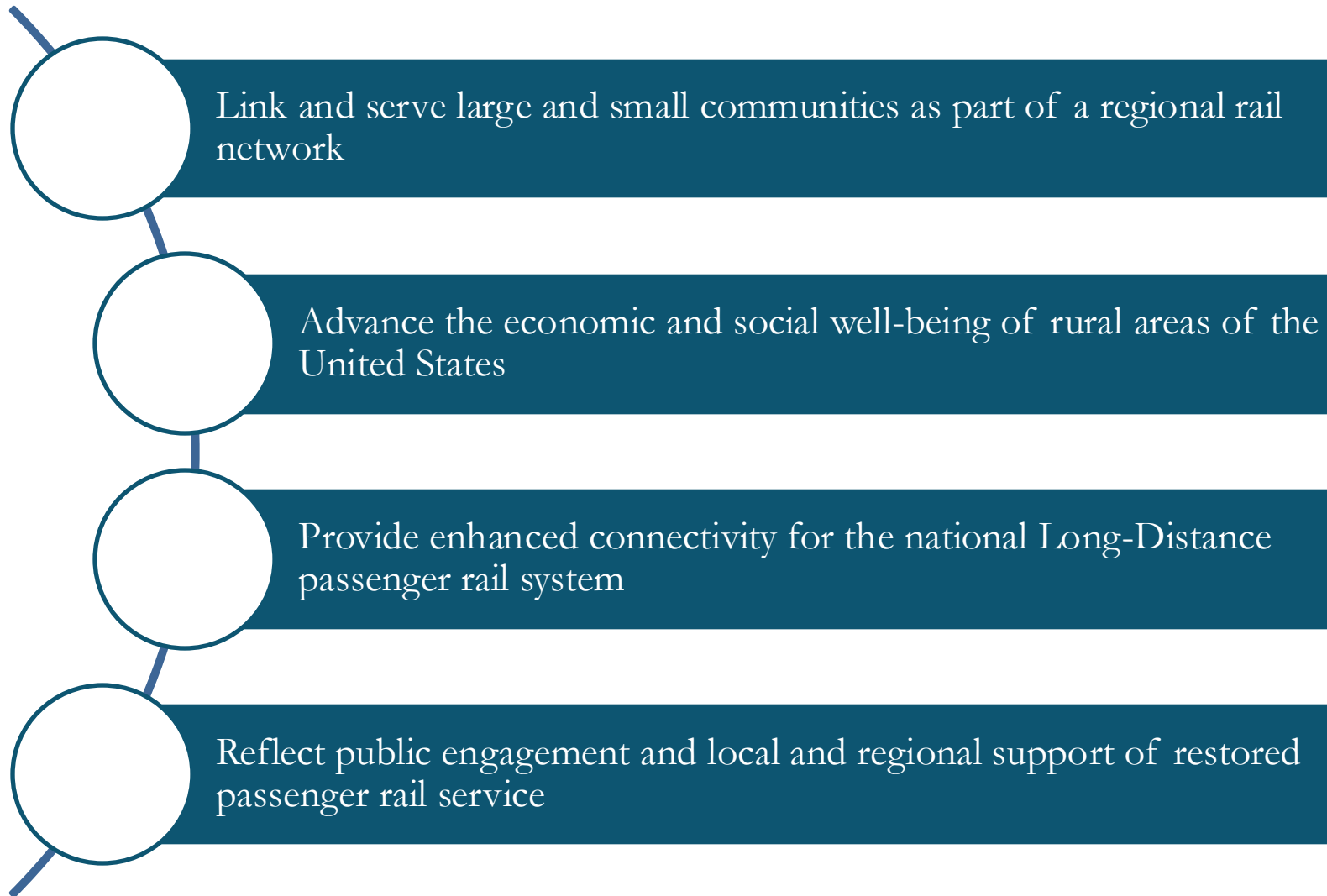
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The Infrastructure Investment and Jobs Act (IIJA) of 2021 requires the FRA to conduct a study to evaluate the restoration of daily intercity rail passenger service along —

- any Amtrak Long-Distance routes that were discontinued; and
- any Amtrak Long-Distance routes that occur on a nondaily basis.
- FRA may also evaluate potential new Amtrak Long-Distance routes, including with specific attention provided to routes in service as of April 1971 but not continued by Amtrak.

# Legislative Considerations for Long-Distance Service Expansion

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# FRA Long-Distance Service Study – Report to Congress

---

**Preferred options** for restoring or enhancing Long-Distance service

**Prioritized inventory of capital projects** to restore or enhance service

**Federal and non-Federal funding sources**

**Estimated costs and public benefits** of restoring or enhancing intercity rail passenger transportation in the region impacted for each relevant Amtrak route

**Recommendations for methods** by which Amtrak could work with local communities and organizations to develop activities and programs to continuously improve public use of intercity passenger rail service along each route.



# Amtrak Passenger Rail Service

---

- Amtrak provides passenger rail service across the nation, serving more than 500 destinations in 46 states.
- The current Amtrak network provides passenger rail service across three service lines:
  - **Northeast Corridor (NEC)** provides service between Boston, Massachusetts, and Washington, DC on the Northeast Regional and Acela routes; Amtrak owns most of the NEC main line, and provides high-speed service on Acela.
  - **State-Supported** provides service on 30 routes of not more than 750 miles through cost-sharing agreements with state partners.
  - **Long-Distance** provides service on 15 Amtrak routes over 750 miles. The federal government provides significant financial support to Amtrak for these routes.
- Both state-supported and long-distance routes primarily operate on host railroad tracks, which are not owned by Amtrak.

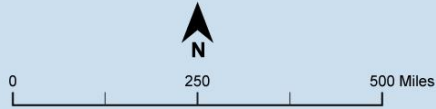
# Existing Network



**Legend**

**Existing Network**

- Amtrak Routes
- Long-Distance
- Northeast Corridor
- State-Supported



# What are Amtrak Long-Distance (LD) Routes?

## Frequency and Service

Amtrak operates 15 LD routes. By statute, LD routes are over 750 miles; they typically operate once per day in each direction (except Cardinal and Sunset Limited), with end-to-end travel times of 12+ hours, and have coach and sleeper accommodations.

## Rural Connections

Less than 10 percent of LD riders travel end-to-end; many different origin-destination pairs in each route,\* connecting urban and rural markets. Approximately 20 percent of LD riders connect to another Amtrak service.

## Geography

LD routes are the only passenger rail service in 22 of the 46 states in the passenger rail network; on average, an LD route serves 29 stations and 8 states.\* LD routes help form a “backbone” of the national passenger rail network.

## Funding

Congress, through an annual grant to Amtrak, provides funds to offset the adjusted operating loss for LD routes – projected to be approximately \$495M in FY25.\*\* Amtrak is prohibited from discontinuing LD routes in any year it receives adequate federal funding.

## Passengers

LD routes carried over 4 million passengers in 2023, who traveled 2 billion passenger miles – more than a third of total passenger miles traveled in the Amtrak system.

\*Station data excludes the Auto Train; state data includes Washington, DC

\*\*Amtrak General and Legislative Annual Report & Fiscal Year 2025 Grant Request

# Overview of Long-Distance Service Study Scope

---

- Plan and execute agency, stakeholder and public engagement
- Review previous Long-Distance services
- Assess current Long-Distance services and travel market
- Develop study methods and tools
- Develop restoration and expansion concepts
- Identify preferred options and prioritization
- Develop costs, benefits, and financing information
- Identify final recommendations and implementation strategies
- Issue final report

# Long-Distance Service Study Expectations

<u>What this Study IS</u>	<u>What this Study IS NOT</u>
Focused on Long-Distance Network	A “National Rail Plan”
Assessment of routes over 750 miles	Assessment of State-Supported routes
Focused on Amtrak as service provider	Identifying other service providers
Service frequencies to meet Long-Distance markets	High frequency service
Utilization of existing rail corridors	Identifying new “greenfield” alignments
Conventional rail/technology	High-speed or other emerging technologies

# Long-Distance Service Study Technical Outputs

---

- **Develop market demand and operations and maintenance (O&M) costs that emphasize the benefits and costs of both the existing and an expanded long-distance network**
  - Includes developing demand, revenue, and O&M cost estimates for specific routes under consideration
- **Identify certain types of passenger service-required projects**
  - Passenger service-required projects identified for this study include track upgrades to track class 4 and supporting signalization and PTC, passenger stations, maintenance facilities, and rolling stock
  - Projects will be included as part of “prioritized inventory” required by the legislation
  - Decision to focus on identifying these types of projects was based on feedback from host railroads during initial outreach
  - Estimated cost ranges of passenger service-required projects will be identified
  - Total capital costs for preferred routes will **not** be identified

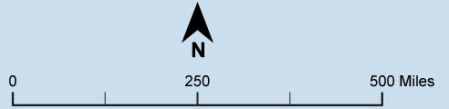
# NETWORK DEVELOPMENT

# Existing Network



**Legend**

- Existing Network**
- Amtrak Routes
  - Long-Distance
  - Northeast Corridor
  - State-Supported





# Baseline Network



## Legend

### Baseline Network

#### Amtrak Routes

- Long-Distance
- Northeast Corridor
- State-Supported

#### Baseline Projects

- Brightline
- Gulf Coast Passenger Rail
- CAHSR MOS

Existing Route and Station Data provided by Amtrak 2024; Baseline Projects Data provided by FRA 2024

# Conceptual Enhanced Network

Conceptual segments for future route development consideration  
 Not an FRA proposal for service



**Presented at Regional Working Group Meetings July 2023**

Segments are conceptual building blocks for consideration in developing potential new long-distance routes

**Legend**

**Baseline Network**

*Amtrak Routes*

- Long-Distance
- Northeast Corridor
- State-Supported

*Baseline Projects*

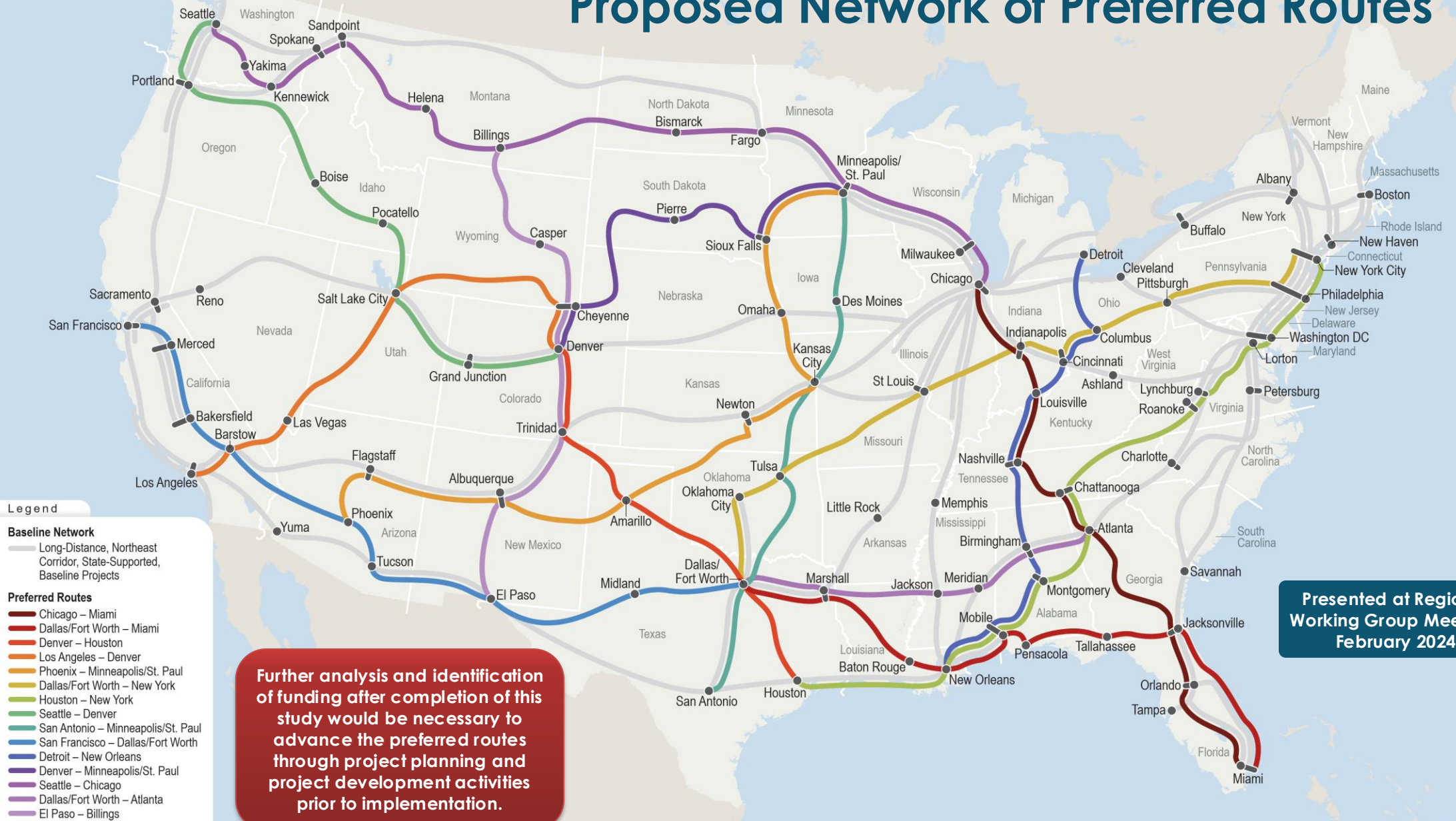
- Brightline
- Gulf Coast Passenger Rail
- CAHSR MOS

**Enhanced Network**

- Segments
- Segment Options



# Proposed Network of Preferred Routes



Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

Presented at Regional Working Group Meetings February 2024

# DALLAS/FORT WORTH - NEW YORK

# Dallas/Fort Worth - New York

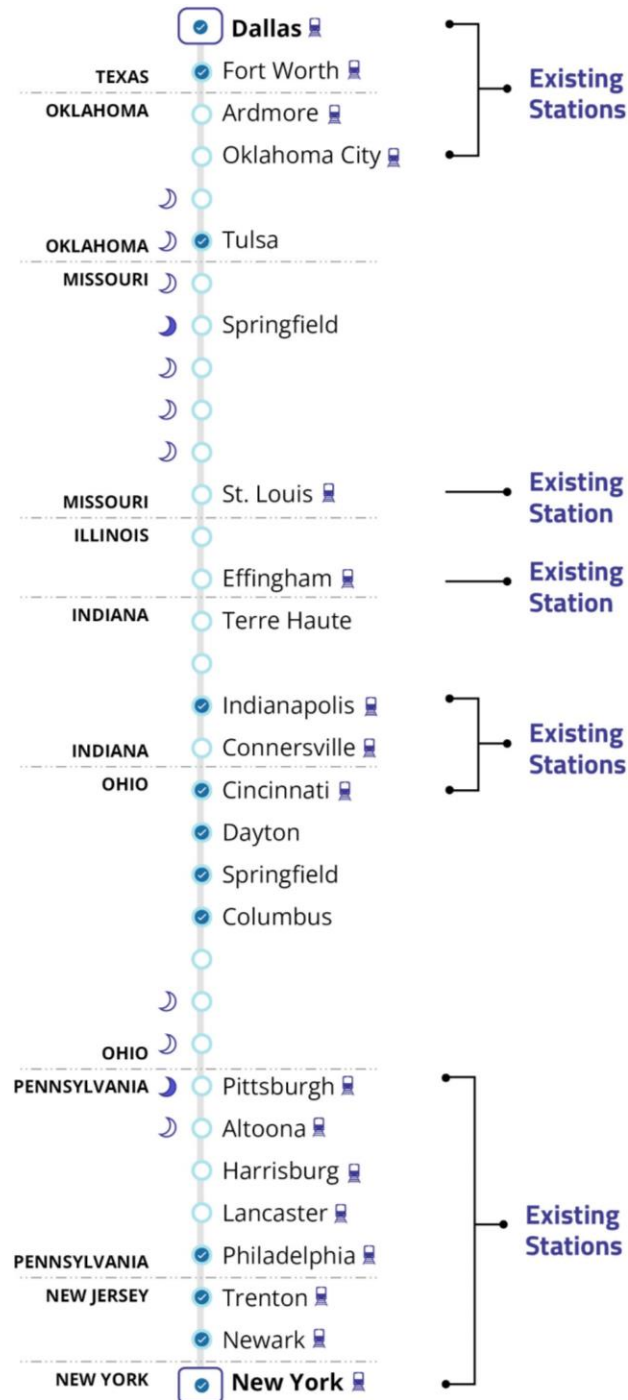
## Conceptual Service Overview

Not an FRA proposal for service

Route Service Metrics		
Scheduled run time	avg. of both directions	approx. 44 hours
Route length	avg. of both directions	1,907 miles
Dallas, TX departure time	local time	midday
New York, NY arrival time	local time	late morning <sup>+2</sup>
New York, NY departure time	local time	late afternoon
Dallas, TX arrival time	local time	midday <sup>+2</sup>
Average travel time improvements	hours	7
Route Stations		
Total number of stations	count of stations	33
Stations in small communities	count of stations	3
Existing stations adding new service	count of stations	17

Average travel time improvements are for existing OD pairs when using a new route compared to an existing route

Daytime = 5:00 a.m.-10:59 p.m. (5 a.m.-7:59 a.m. early morning; 8 a.m.-10:59 a.m. late morning; 11 a.m.-12:59 p.m. midday; 1 p.m.-3:59 p.m. early afternoon; 4 p.m.-5:59 p.m. late afternoon; 6 p.m.-8:59 p.m. early evening; 9 p.m.-10:59 p.m. late evening). Nighttime = 11 p.m.-4:59 a.m.



**Legend**

- ☾ Some Arrivals at Night
- 🌙 All Arrivals at Night
- Station
- ▭ Terminal
- 🚂 Connecting Existing Amtrak Rail Service
- ✓ Connecting Preferred Route

Some arrivals at night depends on direction. All existing stations and new stations in cities with over 50K people are labeled.

These conceptual schedules are not FRA proposals for service. This study selected conceptual departure times to maximize daytime service for highest population market pairs on a preferred route.

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities, including detailed schedule development.

# Dallas/Fort Worth - New York

## Equity and Accessibility

Additional Populations Served		
Population served	in thousands of people	5,820
Rural population	in thousands of people	990
Rural population in areas of persistent poverty	in thousands of people	280
Rural population that is transportation disadvantaged	in thousands of people	630
Rural population that is health disadvantaged	in thousands of people	378
Population on tribal lands	in thousands of people	1,025

**524 miles** of discontinued long-distance routes restored

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities, including detailed schedule development.

**Not an FRA proposal for service**

Additional Institutions Served		
Medical centers	count of centers	13
Higher education institutions	count of institutions	104
Historically black colleges and universities	count of institutions	3
Military installations	count of installations	12
NPS Lands	count of NPS units measured	0

**Legend**

**Baseline Network**  
 - Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

**Preferred Routes**  
 - Preferred Routes  
 - Preferred Route: Dallas/Fort Worth - New York

○ Stations in Cities with Populations over 50K: Dallas/Fort Worth - New York

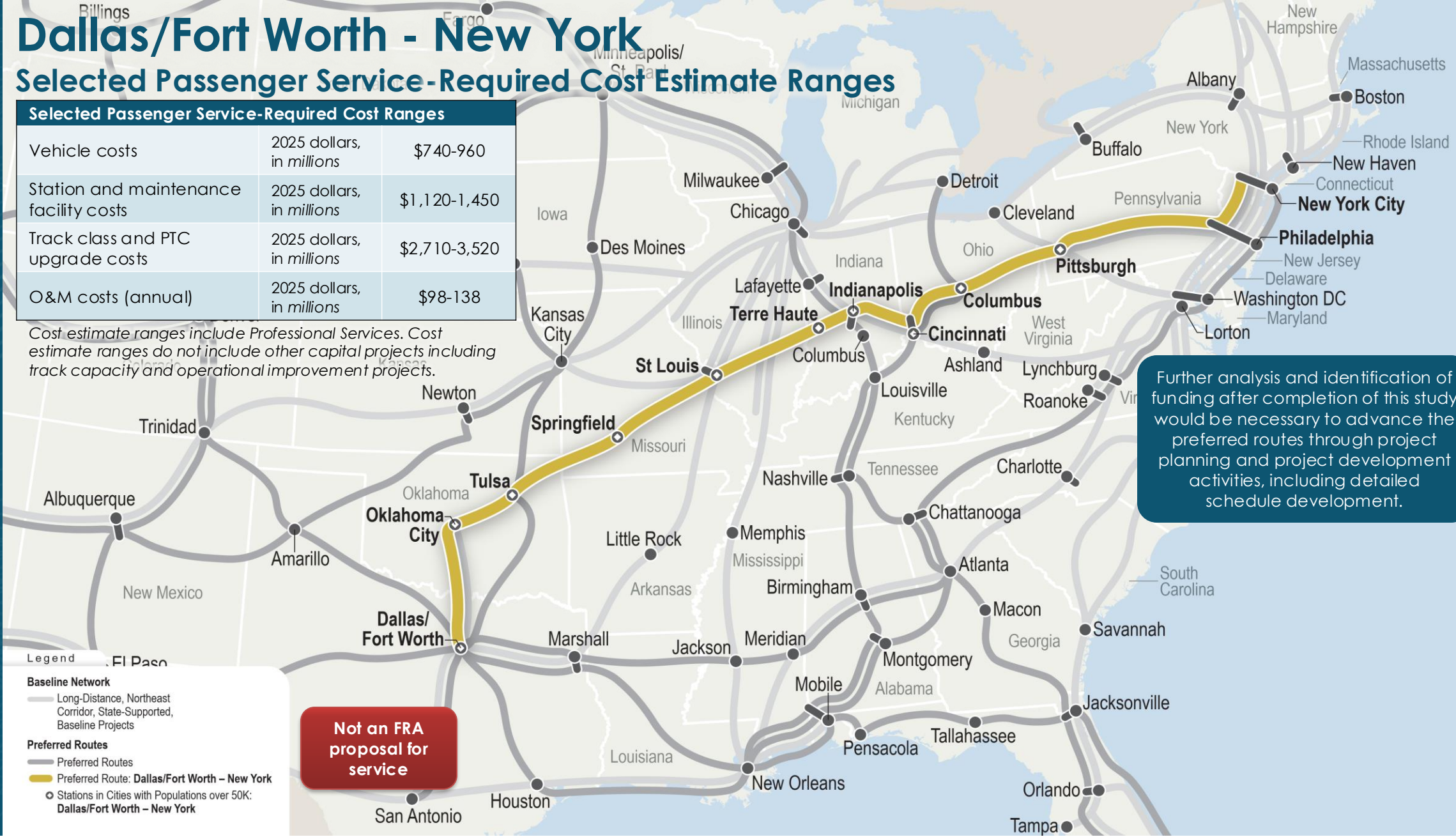
# Dallas/Fort Worth - New York

## Selected Passenger Service-Required Cost Estimate Ranges

Selected Passenger Service-Required Cost Ranges		
Vehicle costs	2025 dollars, in millions	\$740-960
Station and maintenance facility costs	2025 dollars, in millions	\$1,120-1,450
Track class and PTC upgrade costs	2025 dollars, in millions	\$2,710-3,520
O&M costs (annual)	2025 dollars, in millions	\$98-138

Cost estimate ranges include Professional Services. Cost estimate ranges do not include other capital projects including track capacity and operational improvement projects.

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities, including detailed schedule development.



**Legend**

- Baseline Network**
  - Long-Distance, Northeast Corridor, State-Supported, Baseline Projects
- Preferred Routes**
  - Preferred Routes
  - Preferred Route: Dallas/Fort Worth - New York
- Stations in Cities with Populations over 50K: Dallas/Fort Worth - New York

# Dallas/Fort Worth - New York

## Safety, Jobs, and Earnings

### Estimated Jobs and Earnings

Jobs supported by construction	count of jobs, in thousands	56.3 - 73.1
Earnings supported by construction	2025 dollars, in millions	\$3,769-4,900
Jobs supported by operations (annual)	count of jobs, in thousands	1.7 - 2.5
Earning supported by operations (annual)	2025 dollars, in millions	\$90-127



Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities, including detailed schedule development.

### Legend

#### Baseline Network

- Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

#### Preferred Routes

- Preferred Routes
- Preferred Route: Dallas/Fort Worth – New York
- Stations in Cities with Populations over 50K: Dallas/Fort Worth – New York

**Not an FRA proposal for service**

### Route Travel Changes and Impacts

Travel shifted from vehicle to rail (annual)	vehicles miles traveled, in millions	70
Total crashes avoided (annual)	number of crashes (decrease)	149



# CLOSING AND NEXT STEPS

# Final Report Elements

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- Elements of the final report:
  - IIJA Study Requirements
  - Opportunities, Challenges, and Study Limitations
  - Study Approach
  - Summary of Public and Stakeholder Engagement
  - Preferred Route Options for Restoring or Enhancing Long-Distance Service
  - Inventory of Selected Capital Projects
  - Estimated Costs and Public Benefits; potential federal and non-federal funding sources
  - Recommendations for methods by which Amtrak could work with communities and organizations to improve public use of intercity passenger rail service along each route
- Final report to Congress later in 2024

# Opportunities and Challenges

## Opportunities

- Establishes options for potential future long-distance service, in response to legislative requirements, examining broad needs, challenges, and opportunities.
- Identifies regions where potential new service could provide economic and social benefits.
- Demonstrates support for restoring long-distance intercity passenger rail services and exploring the creation of new long-distance routes.
- Satisfies an early step in the FRA project lifecycle to identify actions needed to enhance long-distance service

- Documents high-level analysis. Substantial additional analysis and resources are required prior to implementation.
- Identifies only certain passenger service-required capital projects. Future identification and analysis of additional capital projects, including those related to capacity, requires additional time and resources, including coordination with host railroads and other stakeholders.
- Requires significant unidentified funding for planning, infrastructure improvements, fleet needs, and ongoing operating support.

## Challenges

# Moving Forward



## Report to Congress

- Complete later in 2024
- Establish options for restoring and expanding long-distance service
- Include ideas for ongoing collaboration and planning
- Acknowledge the need for additional analysis, coordination, funding



## Corridor ID

- Provides sustained support for new or improved passenger corridors through planning and project development stages
- Includes some long-distance routes
  - Daily Cardinal
  - Daily Sunset Limited
  - North Coast Hiawatha



## Comments Received

- Maintain a database of comments for reference in future planning processes



# Thank You!

- After the final report is submitted to Congress, it will be published on the study and FRA websites.
- [www.fralongdistancerailstudy.org](http://www.fralongdistancerailstudy.org)



**TAB 4**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.B.**

**Congestion Management Process: Congestion Monitoring and Strategy Evaluation**

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

**AGENDA DESCRIPTION:**

The *Congestion Management Process: Congestion Monitoring and Strategy Evaluation* can be found here - <https://www.ozarkstransportation.org/uploads/documents/Draft-CMP-Report-2024.pdf>.

All MPO's that serve a metropolitan area with a population greater than 200,000 are required by federal law to develop a Congestion Management Process (CMP). The CMP is a multi-phased program that monitors congestion and tracks efforts to mitigate that congestion. Mitigation includes operational improvements, behavioral changes, and added capacity.

The OTO began its Congestion Management Process in 2005. The CMP Subcommittee and staff have completed expansions and updates to the process in 2008, 2012, 2017, 2020, and now 2024. The process evaluates congestion based on (1) volume-to-capacity ratios, (2) crash frequencies, (3) peak travel delay, and (4) intersection level of service. The process also tracks capacity and operational improvements completed in the OTO area. Completed projects can be compared to changes in congestion to measure the success of the completed projects.

The effectiveness of congestion mitigation activities was also evaluated. The current analysis focuses on evaluating the system's performance across time and before and after improvements. Operational improvements and adding capacity seem to be the most effective mitigation strategies.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 21, 2024, the Technical Planning Committee recommended the Board of Directors accept the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation*.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

"Move to accept the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation*."

OR

"Move to accept the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation* with the following revisions..."

OTO Congestion Management Process Phase III:  
Congestion Monitoring and Strategy Evaluation 2024



OZARKS TRANSPORTATION  
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Draft

August 21, 2024



## Executive Summary

The Congestion Management Process (CMP) consists of three main phases. Phase I was a methodology to identify congestion and designate specific strategies to address congestion. Phase II was the identification of where congestion is occurring or is expected to occur. Phase III is the development of a monitoring program to determine if selected strategies are effective in dealing with congestion. The OTO monitors the CMP network with four performance metrics: volume to capacity ratio, crash frequency, peak travel delay, and intersection level of service (LOS). In 2024, these metrics were compared to the previous CMP completed in 2019 resulting in the following findings:

- 2023 per capita VMT for the OTO area has rebounded to the 2019 level after the decline due to COVID 19 in 2020. Data shows the VMT increase of 331,477 miles traveled daily, or 5.9%, since 2019. The OTO area population estimate has increased by 19,003 people, or 5.7%, since 2019.
- There was an increase in crashes at 134 intersections and a decrease at 93. Compared to MPO averages, 18% (44 of 240) signalized intersections had an acceptable number of crashes in 2024. This is a significant improvement compared to 25% (54 of 220) of intersections having an above-average crash frequency in 2019.
- A total of 32 intersections saw improved LOS and 21 intersections saw deteriorated LOS during morning commutes between 2019-2024. The PM commute saw similar movements, with 33 improving and 16 deteriorating.
- Overall improvement in intersection LOS demonstrates the effectiveness of roadway operations and signalization improvements in the OTO. Prioritized projects including fiber connections and further investment in Traffic Management Center resources have proven effective.
- Adding lanes has lowered volume to capacity ratios on roads that were considered over capacity in 2019. Conversion of US 160 from Springfield to Willard to a four lane expressway from a super-two lane road, adding lanes and turn lanes on Hwy 14 east and west of US 65, six laning US 65 from US 60 to Rte CC, and adding lanes on James River Freeway from US 65 to National Ave are examples where lower volume to capacity ratios have improved travel speeds.

To summarize, there have been numerous geometric improvements and additions of capacity. Extensive work has been done to improve coordination of the traffic signal system. Incident management remains a priority as crashes have increased since 2019. Great strides have been made increasing the bicycle and pedestrian network. These strategies have proven effective by reducing the percentage of severe delays during the AM and PM peaks.

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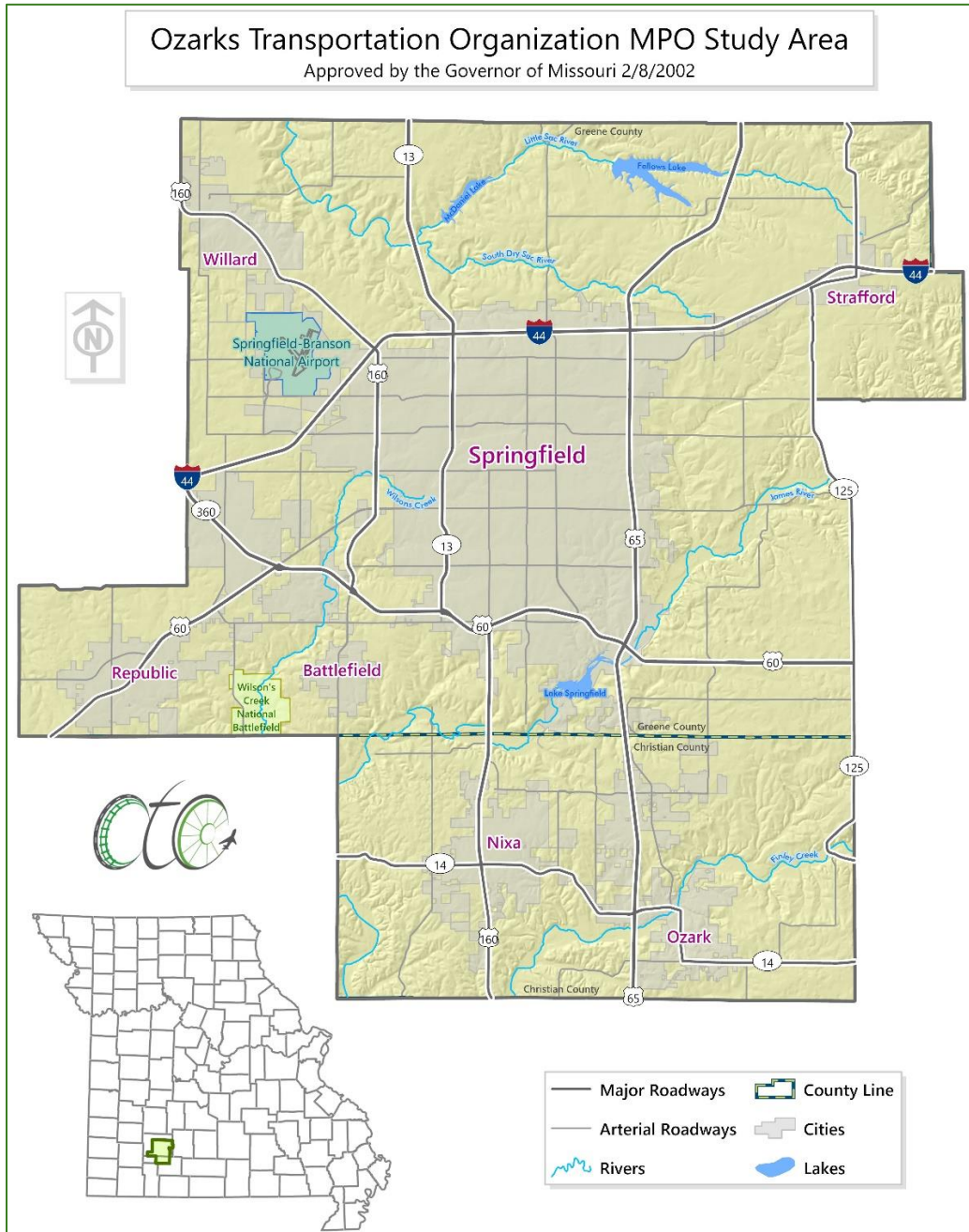
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## Introduction

The Congestion Management Process (CMP) is a systematic approach to addressing congestion within the Ozarks Transportation Organization's (OTO) planning area, shown in Map 1. The process was developed through a collaborative effort involving local government and technical experts. The intent of the CMP is to improve the efficiency and effectiveness of both the existing and future transportation system through the implementation of Transportation System Management (TSM), which includes Intelligent Transportation Systems (ITS) and Travel Demand Management (TDM) techniques.



Map 1. OTO Study Area in Southwest Missouri

## Background and Process Overview

The CMP consists of three main phases. Phase I is a methodology to identify congestion and designate specific strategies to address congestion. Phase II is the identification of where congestion is occurring or is expected to occur. Phase III is the development of a monitoring program to determine if selected strategies are effective in dealing with congestion at identified locations, and if not, identify other strategies to alleviate congestion. Phases I and II were completed in 2002 and 2008. The initial Phase III was completed in 2012 and updated in 2016 and again in 2020. This 2024 Congestion Monitoring report is an update to Phase III and should be updated every three to five years.

## Overview of CMP Network

Phase I and II of the CMP identified the CMP network as OTO-area roadways that are part of the National Highway System (NHS). With passage of MAP-21, the CMP network was expanded in Phase III to include the Enhanced-NHS, the traditional NHS, and principal arterials. In addition, committee members chose to include segments of some principal arterials not included in the Enhanced-NHS, such as National north of Chestnut Expressway and Kearney west of I-44. In 2024, the CMP committee elected to include more routes that are expected to become congested to monitor where HERE speed probe data is now available. The CMP network defined in 2024 can be seen in Map 2 below.



Map 2. 2024 Revised CMP Network

## Congestion Monitoring

The following four measures are the indicators the OTO has elected to monitor to determine where congestion is occurring. These measures are Roadway Volume-to-Capacity Ratio, Crash Frequency, Peak Travel Delay, and Intersection Level of Service (LOS). The maps for these indicators can be found at the end of the report.

### Roadway Volume-to-Capacity Ratio

The first measure OTO utilizes to monitor congestion is roadway volume-to-capacity ratio. This ratio is used to determine which roads have an average annual daily volume (AADT) that exceeds the road's daily capacity and which roads are approaching capacity. Traffic volumes that are used in the ratios are based on MoDOT AADT. An important indicator of traffic volumes is Vehicle Miles Traveled (VMT). The indicator represents the total number of miles driven by the OTO population each day. If VMT is rising, it is likely associated with increased traffic volumes. Recent trends indicate a concomitant rise in VMT and population growth.

Table 1 shows the 2023 per capita VMT for the OTO area has rebounded to the 2019 level after the decline due to COVID 19 in 2020. Data shows the VMT increase of 331,477 miles traveled daily, or 5.9%, since 2019. The OTO area population estimate has increased by 19,003 people, or 5.7%, since 2019. A nearly identical VMT per capita in 2019 & 2023 further demonstrates the colinear relation between VMT and population growth.

Table 1 OTO Daily Vehicle Miles Travelled

Year	VMT	OTO Population	VMT per Capita
<b>2023</b>	<b>5,923,899</b>	<b>353,503</b>	<b>16.76</b>
<b>2022</b>	5,705,465	351,277	16.24
<b>2021</b>	5,482,804	346,710	15.81
<b>2020</b>	5,025,591	343,141	14.65
<b>2019</b>	<b>5,592,422</b>	<b>334,485</b>	<b>16.72</b>
<b>2018</b>	5,460,495	332,321	16.43
<b>2017</b>	5,502,936	329,330	16.71

Map 3 includes volume-to-capacity ratios divided into three categories: *below capacity*, *nearing capacity*, and *at or above capacity*. Segments with a volume-to-capacity ratio of 0 to 0.77 are *below capacity* and offer an LOS of A, B, or C. Segments with a ratio of .78 to .86 are *nearing capacity* and offer a LOS of D. Ratios of 0.86 or above offer LOS E or F and are *at or above capacity*. For purposes of this study, LOS A, B, C, or D are acceptable. The Volume to Capacity status of roads can be reviewed in Table 2.

Table 2 Volume-to-Capacity Status 2019 - 2024

Remained Above Capacity	Moved to Above Capacity from Below Capacity	Moved Below Capacity from Above Capacity
Kansas Expressway - I-44 to Kearney	I-44 - Glenstone to West Bypass	US 160 - Jackson St to I-44

<b>Remained Above Capacity</b>	<b>Moved to Above Capacity from Below Capacity</b>	<b>Moved Below Capacity from Above Capacity</b>
Kansas Expressway - Nichols to Battlefield	Chestnut Expressway - Cedarbrooke to US 65	US 60 - County Line to Illinois
Kearney - Kansas Expwy to Benton	Campbell - Primrose to Republic	US 60 - Hines to Rte 174
JRF - National to Campbell	Campbell - Sunshine to Battlefield	US 60 - Rte MM to JRF
US 60 - FR 189 to Rte NN	US 60 - US 65 to FR 189	JRF - National to JRF EB to US 65 SB ramp
US 60 - Rte MM to Rte 174	US 160 - Rte AA to Rte CC	Republic Rd - Rte FF to Kansas Expwy
Campbell - Battlefield to Primrose	Rte CC - Fremont to Cheyenne	Republic Rd - Fremont to Glenstone
Battlefield National to Campbell		National Ave - Chestnut Expwy to Walnut Lawn
Sunshine - Fort to Campbell		Division - Glenstone to US 65
Sunshine - Kimbrough to US 65		Battlefield - Fort to Campbell
Rte CC - Fremont to US 65		Battlefield - National to Glenstone
Rte J - US 65 to Rte NN		Sunshine - Scenic to Fort
Hwy 14 - 12th St to Church		Sunshine - Campbell to Kimbrough
Hwy 14 - Selmore to Rte W		Glenstone - Evergreen to Kearney
South/BU 65 - 9th to Selmore		Kansas Expwy - Nichols to Division

### Crash Frequency

Crash frequency is important to consider because it affects the reliability of the transportation system. A fender bender may only cause traffic to back up for a few minutes, but for every minute a lane is blocked, it takes four minutes for traffic to return to normal flows. This slow recovery helps contribute to congestion. Crash data used in this analysis was exported from MoDOT's Crash Statistics Map TMS Application. Crash frequencies are analyzed for both intersections and along roadways. For comparison purposes, intersections are divided into major intersections (*over 30,000 entering volume*) and minor intersections (*under 30,000*). Roadway crashes per mile are compared to same year MPO crashes per mile for each roadway type name, such as freeway, expressway, 5-lane, or 3-lane. Map 4.1 and 4.2 contains crashes per mile for segments and crash frequencies for intersections for the CMP Network in the OTO area.

### Segment Crashes per Mile

The roadway segment crash frequency is calculated by using the formula below. The 3-year crash frequency for each segment is then compared to the MPO average crash frequency for

that period for that roadway type, i.e. freeway or 5-lane section. Crash frequencies for segments is calculated as follows:

Segment Crash Frequency = Number of Crashes (3yr)/Length of Segment

Below Average: Crash frequency for that segment is 50% or less of the MPO average crash frequency for that type of road during the same period.

Average: Crash frequency for that segment is between 50.1% and 150% of the MPO average crash frequency for that type of road during the same period.

Above Average: Crash frequency for that segment exceeds 150% of the MPO average crash frequency for that type of road during the same period.

Table 3 shows the change in crash frequency along CMP road segments. Four segments along three roads experienced decreased crash frequency relative to the average, and 8 segments along eight roads experienced increases relative to the average.

Table 3 Segment Crash Frequency 2019 - 2024

<b>From Average or Below Average to Above Average</b>	<b>From Above Average to Average or Below Average</b>	<b>Remained Above Average</b>
Glenstone - Sunset to Battlefield	Kansas Expwy - Kearney to Division	I-44 - Glenstone to Kansas Expwy
Kansas Expwy - Evergreen to Kearney	Sunshine - US 65 to Lone Pine	US 65 - Kearney to Division
Sunshine - Kansas Expwy to Scenic	Sunshine - From Campbell to Kansas Expwy	US 60 - National to Campbell
JRF - US 65 to Campbell	Glenstone - Battlefield to US 60	
US 60 - Hwy 174 to Oakwood		
Republic Rd - Campbell to National		
Rte CC - Fremont to US 65		
I-44 - From Kansas Expwy to Glenstone		

### Intersection Crash Frequency

The intersection crash frequency is calculated by using the formula below. The 3-year crash frequency for each intersection is then compared to MPO average intersection crash frequency for that period. Two values are calculated for MPO intersection crash averages, intersections at or above 30,000 entering volumes and intersections below 30,000 entering volumes.

Intersection Crash Frequency = Number of Crashes (3yr)

Below Average: An intersection is considered to have a below average crash frequency if the three-year crash frequency is 50.0 percent or less of the MPO average crash frequency for signalized intersections during the same period.



Average: Intersection is considered to have an average crash frequency if the three-year average crash frequency for that segment is between 50.1 percent and 150.0 percent of the MPO's average crash frequency for signalized intersections during the same period.

Above Average: An intersection is considered to have an above average crash frequency if the three-year crash frequency for that segment exceeds 150.0 percent of the MPO's average crash frequency for signalized intersections during the same period.

Table 4 shows changes in crash frequency at CMP intersections by type from 2019 to 2024. There was no change in the number of crashes at 13 intersections. There was an increase in crashes at 134 intersections and a decrease at 93. Compared to MPO averages, 18% (44 of 240) signalized intersections had an above average number of crashes in 2024. This is a significant improvement compared to 25% (54 of 220) of intersections having an above-average crash frequency in 2019.

Table 4 Intersection Crash Frequencies 2019 - 2024

<b>From Average or Below Average to Above Average</b>	<b>From Above Average to Average or Below Average</b>
National Ave & Commercial St	Republic Rd & Cox
US 60 & Oakwood Ave	US 60 & Hamilton
Campbell Ave & Battlefield	Glenstone Ave & Chestnut Expwy
Campbell Ave & Sunshine St	Rte J & Farmer Branch
National Ave & Sunshine St	Kearney St & US 60 NB Ramp
West Bypass & Division St	National Ave & Sunset St
Campbell Ave & James River Freeway WB Ramp	Glenstone & I-44 EB Ramp
Rte CC & Rte J	Battlefield Rd & Delaware Ave
Hwy 14 & South (BU 65)	Battlefield Rd & Ingram Mill
Glenstone Ave & Evergreen St	US 160 & Rte AA
US 160 & South (Nixa)	US 160 & I-44 EB Ramp
US 160 & Wasson Dr	Kearney St & National Ave
Kansas Expwy & Republic Rd	Rte J & 17th St
	Glenstone Ave & Bennett St
	Glenstone Ave & James River Freeway WB Ramp
	Kansas Expwy & Nichols St
	Chestnut Expwy & Benton St
	Sunshine St & Ventura Ave
	National Ave & Walnut St
	Battlefield Rd & Moulder Ave

Peak Travel Delay

Historical HERE speed data collected through RITIS®, commonly referred to as probe data, was used to calculate travel speeds along the CMP network in 2019 and 2024. Data from the

morning rush, 7:15 am-8:15 am, and evening rush, 5:00 pm-6:00 pm in Springfield and 5:30 pm -6:30 pm outside of Springfield, was exported for weekdays during March, April, and May 2019 and 2024. To better represent the range in delay experienced, 25<sup>th</sup> percentile speeds were used in delay calculations. These 25<sup>th</sup> percentile speeds are then compared to posted speed limits to calculate delay. A road is considered severely delayed if the travel speed is greater than 20 mph below the posted speed limit. Maps 5.1 and 5.2 shows travel delay for the AM and PM peaks, respectively.

### Travel Speed Summary

The corridors experiencing severe delays in 2024 are many of the same corridors identified in 2019. Many of these are urban primary arterials or expressways that carry significant traffic volumes. However, there has been a reduction in the percentage of roadways experiencing peak hour congestion from 2019 to 2024. In 2019, the percentage of roadways congested during the AM peak was 7% and 16.8% during the PM peak. In 2024, the percentage of congested roadways was 3.5% during the AM peak and 7.8% for the PM peak. Table 5 lists the roadways that remained congested from 2019 to 2024 during the AM and PM peaks.

*Table 5 Severely Delayed Roadways 2019 & 2024*

<b>Remained Above Average AM</b>	<b>Remained Above Average PM</b>
Rte CC - Eastbound from Fremont to US 65	Kansas Expwy - SB & NB Republic Rd to JRF
US 160 - Northbound from Rte AA to Plainview	Kansas Expwy - Northbound from Kearney to Evergreen
US 60 - Eastbound from Rte P to Hwy 174	Kansas Expwy - Southbound from Grand to Sunshine
Kansas Expwy - Northbound from Kearney to Evergreen	Hwy 413 - Westbound from West Bypass to FR 129
Kansas Expwy - Northbound from Republic Rd to Battlefield	Glenstone - Southbound from McClernon to I-44
National Ave - Northbound from Republic Rd to JRF	Glenstone - SB & NB Evergreen to Kearney
Battlefield Rd - Eastbound from Ingram Mill to US 65	Kearney - Westbound from Neergard to Glenstone
Chestnut Expwy - Westbound from US 65 to BNSF	Kearney - Eastbound from East Ave to National
Chestnut Expwy - Eastbound from Campbell to Jefferson	Kearney Eastbound from Neergard to US 65
Glenstone Ave - Southbound from McClernon to Kearney	Kearney - Westbound from Le Compte to US 65
Kearney St - Westbound from LeCompte Rd to US 65	Rte B - Northbound from I-44 to Hwy 266
	West Bypass - Southbound from Chestnut Expwy to Hwy 413
	Sunshine St - Westbound from Campbell to Kansas Expwy
	Sunshine St - EB & WB National to Glenstone

<b>Remained Above Average AM</b>	<b>Remained Above Average PM</b>
	Sunshine St - Eastbound from Deeswood to Oak Grove
	Sunshine St - EB & WB Deeswood to US 65
	Chestnut Expwy - Westbound from US 65 to BNSF
	Glenstone Ave - Northbound from St Louis to Chestnut Expwy
	Glenstone Ave - Southbound from Grand to Sunshine
	Glenstone Ave - Northbound from Seminole to Sunshine
	Battlefield Rd - Westbound US 65 to Ingram Mill Rd
	Battlefield Rd - EB & WB National to Glenstone
	Battlefield Rd - Westbound from National to Campbell
	National Ave - Northbound from Republic Rd to JRF
	Campbell Ave - Southbound from Battlefield to Republic
	US 60 - Eastbound from Rte P to Hwy 174
	US 160 - SB & NB from Rte CC to Plainview Rd
	Rte CC - Eastbound from Fremont to US 65

Intersection Level of Service

Intersection level of service is a function of delay. Accordingly, an intersection with LOS A would have a shorter delay than an intersection with LOS F. The longer traffic is delayed at an intersection, the lower/worse the level of service for that intersection. Maps 6.1 and 6.2 show changes in intersection LOS for the entire OTO region from 2019 to 2024. Intersection LOS data was provided by City of Springfield and MoDOT Southwest District staff via the Traffic Management Center.

Level of Service Scale:

- LOS A, B, C - Acceptable
- LOS D - Approaching Congested
- LOS E & F - Congested

Table 6 and Table 7 contain summaries of intersection LOS for the AM and PM commutes. All intersections with 2019 data are represented in the totals included in each table.

Table 6 AM Intersection LOS Summary

2024 LOS	Total	No Change	LOS Improved			LOS Declined		
			From LOS D	From LOS E	From LOS F	From LOS ABC	From LOS D	From LOS E
<b>LOS A, B, C</b>	153	143	7	2	1	-	-	-
<b>LOS D</b>	21	16	-	2	0	3	-	-
<b>LOS E</b>	7	4	-	-	2	-	1	-
<b>LOS F</b>	2	2	-	-	-	-	-	-

Table 7 PM Intersection LOS Summary

2024 LOS	Total	No Change	LOS Improved			LOS Declined		
			From LOS D	From LOS E	From LOS F	From LOS ABC	From LOS D	From LOS E
<b>LOS A, B, C</b>	137	124	12	1	-	-	-	-
<b>LOS D</b>	40	31	-	6	-	3	-	-
<b>LOS E</b>	6	3	-	-	-	1	2	-
<b>LOS F</b>	0	-	-	-	-	-	-	-

Intersection LOS Summary

Overall, OTO’s intersections provide acceptable service. A total of 32 intersections saw improved LOS and 21 intersections saw deteriorated LOS during morning commutes between 2019-2024. The PM commute saw similar movements, with 33 improving and 16 deteriorating.

**Strategies for Recurring Congestion Mitigation**

Phase I of the adopted Congestion Management Process outlined five main strategies on which to focus the OTO Congestion Management Process. Recent projects related to the five strategies are outlined below.

Strategy #1 Improve Roadway Operations

Intersection Geometric Improvements: Table 8 contains a selection of major interchange and intersection improvements that were made to improve overall efficiency and operation of the CMP Network. Improvements are listed for Congested Corridors and for other corridors in the CMP Network.

Table 8 Geometric Intersection/Interchange Improvements 2019 - 2024

Roadway	Improvements
<b>Hwy 14</b>	Add turn lanes and replace signal on Jackson St at Rte NN
	Add turn lanes and replace signal on BU 65 (South) at Hwy 14 (3rd St)
<b>US 160</b>	Add intersection turn lanes on Massey Blvd at South St in Nixa

<b>Roadway</b>	<b>Improvements</b>
	Add intersection turn lanes and upgrade signals on Massey Blvd at Tracker Rd
	Add J-turn at FR 157 and add turn lanes at FR 192
	Add J-turn at Westgate
	Add intersection turn lanes on West Bypass at Rte 744
<b>Kansas Expwy</b>	Upgrade signals and add turn lanes at Sunset and Walnut Lawn
<b>US 60</b>	Reconfigure interchange at Glenstone
<b>Rte M</b>	Add roundabout at FR 103 and Repmo Dr in Republic
<b>Rte MM</b>	Ramp intersection improvements at I-44
<b>Glenstone</b>	Modify access, signals, and replace bus stop pads from Valley Water Mill to US 60
<b>US 65</b>	Add J-turn at Bluegrass Road (FR 94)

*Intersection Signalization Improvements:* Traffic engineers at the TMC of the Ozarks regularly observe individual intersections and corridors and make timing adjustments based on actual functionality. As technology allows, these improvements might be refined signal offsets, adjusted cycle lengths, changes to coordination status, creation of optional timing plans, or even peer-to-peer operations. Table 9 contains a selection of signalization improvements made over the last few years.

Table 9 Signalization Improvements 2019 - 2024

<b>Roadway</b>	<b>Improvements</b>
<b>Republic Rd</b>	Republic Rd & Kansas Expressway signal retiming reconstruction
<b>Jefferson Ave</b>	Downtown Jefferson signals' coordination adjusted to slow traffic down
<b>Campbell Ave</b>	Campbell & Primrose and Campbell & Walnut lawn (AM Peak only) coordinated with Campbell to south (rather than north)
	Campbell & Battlefield changed to operate in Red Rest in overnight hours
	Campbell & Republic signal retiming reconstruction
	Sunshine & Campbell changed to operate in Red Rest in overnight hours
<b>National Ave</b>	Battlefield & National changed to operate in Red Rest in overnight hours
	Republic & National changed to operate in Red Rest in overnight hours
<b>Fremont Ave</b>	Peer-to-peer operation put into effect on South Fremont between Primrose and Republic outside of peak hour coordinated plans
<b>Central Ave</b>	Central street cycle length lowered between 14:30 and 16:30 on weekdays
	peer-to-peer operation set up for Central & Benton

<b>Roadway</b>	<b>Improvements</b>
<b>Glenstone Ave</b>	coordination improvements on Saturdays on Glenstone btwn 12:00 and 16:00
<b>Battlefield Rd</b>	improvements to Battlefield & Carver school signal operation
<b>Springfield Arterials</b>	Where possible, detector settings were changed for detectors in lanes with protected only movements to lock vehicle detector calls until a green light is serviced Previously, if the detector “dropped” a call (meaning it only detected a vehicle for a moment), the controller retains a call for green until the green is serviced
<b>Springfield Arterials</b>	Advanced Walk activated at several more intersections. Up to 87, or 61% of intersections.
<b>Springfield Arterials</b>	holiday timing in retail areas changed significantly

Incident Management - Detection, Response & Clearance: The OTO region continues to make great strides with its incident management program. The region’s TIM committee meets quarterly and hosts an annual regional TIM exercise. Major incidents are debriefed at these quarterly meetings and actions are identified to address issues experienced during response efforts. The TMC of the Ozarks also continues to make progress in its ability to detect and track incidents. The TMC can deploy warnings on the region’s digital message signs and make alterations to signal timing if needed.

Bus Turnout Construction: City Utilities of Springfield does not plan to add additional turnouts to its routes.

Strategy #2 Reduce Vehicle Miles Traveled (VMT) at Peak Travel Times

Land Use Policies/Regulations: OTO communities have land use policies and regulations that support mixed use developments. These developments create the opportunity to live and work in the same location. Existing mixed-use developments include Farmers Park and Quarry Town in Springfield. Planned developments include Iron Grain Mixed-Use Development in Republic and Gauge Crossing in Willard.

Employer Flextime Benefits/Compressed Work Week: Encouraging employers to consider allowing employees to maintain a flexible schedule allowing the employee the option to commute during non-peak hours.

Strategy #3 Shift Trips from Automobile to Other Modes

This strategy includes improvements beyond those made adjacent to roadways that are included in the Congestion Management Process network. Improvements made anywhere in the OTO study area that encourage people to use alternative modes may lessen the impacts of traffic system area wide.

Fleet Expansion/Bus Service Expansion: City Utilities Transit has no plans to make any major fleet expansions in the next couple years. The utility purchased two electric buses in 2022 and recently received 6 vehicles for their paratransit services. These new buses were replacement vehicles. The utility completed a transit improvement study in 2024 that recommended route

modifications to increase productivity while still serving their current customer base. The route modifications include some reductions of the service area on less productive routes and increased service frequency on routes servicing the transit center during weekdays.

Improve/Expand Bicycle and Pedestrian Networks: The region’s overall bicycle and pedestrian network is growing each year, as shown in Table 10. The City of Ozark and OTO have completed portions of the Chadwick Flyer Trail. Greene County constructed a multi-use path along the Kansas Expressway extension and the City of Springfield completed sections of the Grant Avenue Parkway, Galloway Creek Greenway, and Fassnight Creek Greenway. As new subdivisions are built, the region’s sidewalk network is expanded. Additionally, the municipalities are actively completing and implementing ADA Transition Plans on public rights-of-way and the Missouri Department of Transportation is working on improving pedestrian facilities along major arterials, such as Kansas Expressway, Kearney St, Glenstone Ave and State Highway 14 in Nixa and Ozark. The construction work associated with these plans is improving the accessibility of the region’s sidewalks. The OTO has also invested over \$11 million in TAP and CRP funding towards sidewalk and trail projects that will be completed during 2022, 2023 and 2024.

Table 10 Bicycle/Pedestrian Network Improvements

Type of Network	2018	2022
Bike-Lane	29.44	22.7
Shared Lanes	29.58	37.32
Trails	64.51	71.32
Sidewalks	1,115	1,299
Percent of Roads with Sidewalks	32.07	33.54

Increased Micromobility options: In 2022 the City of Springfield established regulations for micromobility devices and since approved two permits for operations to companies renting e-scooters (electric scooters) on public right of way. The operation permits are limited to areas in the greater downtown area which stretches from Kearney St in the north to Cherokee St in the south and Kansas Expressway in the west to Glenstone Ave in the east. Most ridership in the first years occurs in the downtown core and around the campus of Missouri State University, which also launched a scooter sharing program on campus.

Strategy #4 Shift Trips from SOV to HOV Automobile/Van

Rideshare Matching Services: The OTO continues to offer carpool services through OzarksCommute.com. In 2023 the service had 2,856 registered users.

Vanpool/Employer Shuttle Programs: Several area employers and multifamily housing complexes implemented vanpool or shuttle programs in the past. Examples included Mercy Medical Center, TLC Properties, Missouri State University, and Prime Trucking. During the COVID-19 pandemic, most vanpool programs discontinued service and programs experienced a decline in ridership with a change of commute patterns.

Improved/Increased Park-and-Ride Facilities & Capital Improvements: There is one MoDOT park-and-ride lot at US 65 and Evans Road. The lot has 50 spaces and is currently underutilized. No expansions are planned.

### Strategy #5 Add Capacity

The OTO recognizes that added roadway capacity is often not a long-term fix for a congestion problem. Induced demand and the continuation of existing development patterns often result in increased traffic volumes. However, additional capacity is often needed to serve growing traffic volumes. Capacity has been added to corridors that are identified as congested and to non-congested corridors that have a volume-to-capacity problem. Projects aiming to add capacity to congested CMP roads are listed in Table 11.

Table 11 Capacity Improvements 2019 - 2024

Roadway	Planned or programmed improvements
<b>Hwy 14</b>	Add lanes, turn lanes from Fort St to 0.2 miles east of Tiffany Blvd
	Add lanes from 32nd St to 22nd St
	Add lanes and pedestrian signal on Jackson St from 16th St to 0.1 mile west of Rte NN
	Add turn lane from 6th to 14th
<b>US 160</b>	Add lanes for four-lane expressway from 0.3 miles west of FR 94 to west of I-44
	Reconfigure intersection at Rte CC
<b>BU 65 (South St)</b>	Add lanes and pedestrian signals on South St. from Rte 65 to Rte 14 (3rd Street)
<b>US 60</b>	Operational and safety improvements on James River Freeway from 0.5 miles west Glenstone to US 65
	Interchange improvements at Hwy 125
	Add lanes on JRF, improve ramps from National to Rte 65
	Add lanes on James River Freeway from Campbell to National
<b>Rte MM</b>	Add lanes on James River Freeway from Kansas Expwy to Campbell
	Add lanes, realignment, and at-grade RR separation from US 60 to FR 160
<b>I-44</b>	Add lanes from I-44 to MO 360
	Add lanes from MO 13 to US 65 in Springfield
<b>MO 744</b>	Add lanes and modify signals on Kearney from Springfield-Branson National Airport to LeCompte Rd
<b>US 65</b>	Add lanes from Rte CC to Hwy 14
	Add lanes from Hwy 14 to Rte F

### Strategy Effectiveness

Efforts to maintain or improve congested conditions have had successes. Observable successes are primarily the result of two mitigation strategies: *Improving Roadway Operations* and *Adding Capacity*. Despite rising volumes, the region has improved acceptable Intersection LOS at signalized intersections and has seen improved travel times associated with capacity projects. Apart from expansion of the bicycle/pedestrian network that rely on people using their automobiles less have been less effective. In addition, while strategies to get businesses



to alter work schedules have been unsuccessful, the Springfield school district has staggered start times for grade levels and increased school bus ridership, alleviating peak travel delays in some areas.

Strategy #1: Improve Roadway Operations

Overall improvement in intersection LOS demonstrates the effectiveness of roadway operations and signalization improvements in the OTO. Prioritized projects including fiber connections and further investment in Traffic Management Center resources have proven effective. In addition, geometric improvements at some intersections have been effective in reducing peak hour delays. Table 12 lists other operational improvements listed in the 2025 - 2029 State Transportation Improvement Program (STIP).

Table 12 Planned Roadway Operational Improvements

Roadway	Planned or programmed improvements
<b>ITS</b>	Add ITS for Ozarks Traffic on Massey Blvd from FR 192 to South St. in Nixa
	Add ITS for Ozarks Traffic at various locations on James River Freeway, Rte FF, and in Ozark
	Add ITS equipment and software on Chestnut Expwy from Lullwood Ave to Scenic and from east of Hwy 13 to Delaware Ave
	Add ITS equipment and software on Chestnut Expwy from West Bypass to Kansas Expwy
<b>Glenstone</b>	Modify access, signals, and replace bus stop pads from Valley Water Mill to US 60
<b>Rte D</b>	Safety and operational improvements from Glenstone to 0.3 miles east of FR 199

Strategy #2: Reduce Vehicle Miles Traveled (VMT) At Peak Travel Times

The OTO will continue to encourage local business to offer flex time and move shift changes to non-peak travel times. The OTO will also work with area communities to encourage land use patterns that facilitate transit service and walking/biking. Behavioral strategies, such as this, rely on expanded cooperation between elected officials in OTO communities and business leaders to implement these local level decisions.

Strategy #3: Shift Trips from Automobile to Other Modes

The OTO will continue to pursue policies that encourage and facilitate alternative modes of transportation. The OTO Board of Directors adopted [Towards A Regional Trail System](#) as its new regional trail plan in July 2021. This new plan lays out a vision for 45 by 45, or 45 miles of new trail by 2045. The OTO has prioritized sidewalk construction with all MoDOT sponsored projects. The OTO wants to see sidewalks built alongside road projects. The OTO is also involved with *Let's Go Smart: Transportation Collaborative*, a community partnership designed to encourage residents to consider their transportation choices every day. The organization encourages walking, biking, riding the bus, and other forms of active transportation. The City of Springfield's Sustainability Office helps coordinate city activities related to environmental sustainability, including the sustainability of transportation choices. This office is involved with

many area transportation initiatives. These actions all make it easier for OTO residents to shift to other modes of travel.

#### Strategy #4: Shift Trips from SOV to HOV Automobile/Van

The OTO is partnering with MoDOT to offer a rideshare matching portal, locally available through the Ozarks Commute website. This site offers opportunities for area businesses to encourage carpooling and for residents to find rides on their own. Facilitating the creation of rideshare groups is an important way the OTO can encourage shifts in people's commuting behaviors.

#### Strategy #5: Add Capacity

Adding lanes has lowered volume to capacity ratios on roads that were considered over capacity in 2019. Conversion of US 160 from Springfield to Willard to a four lane expressway from a super two lane road, adding lanes and turn lanes on Hwy 14 east and west of US 65, six laning US 65 from US 60 to Rte CC, and adding lanes on James River Freeway from US 65 to National Ave are examples where lower volume to capacity ratios have improved travel speeds.

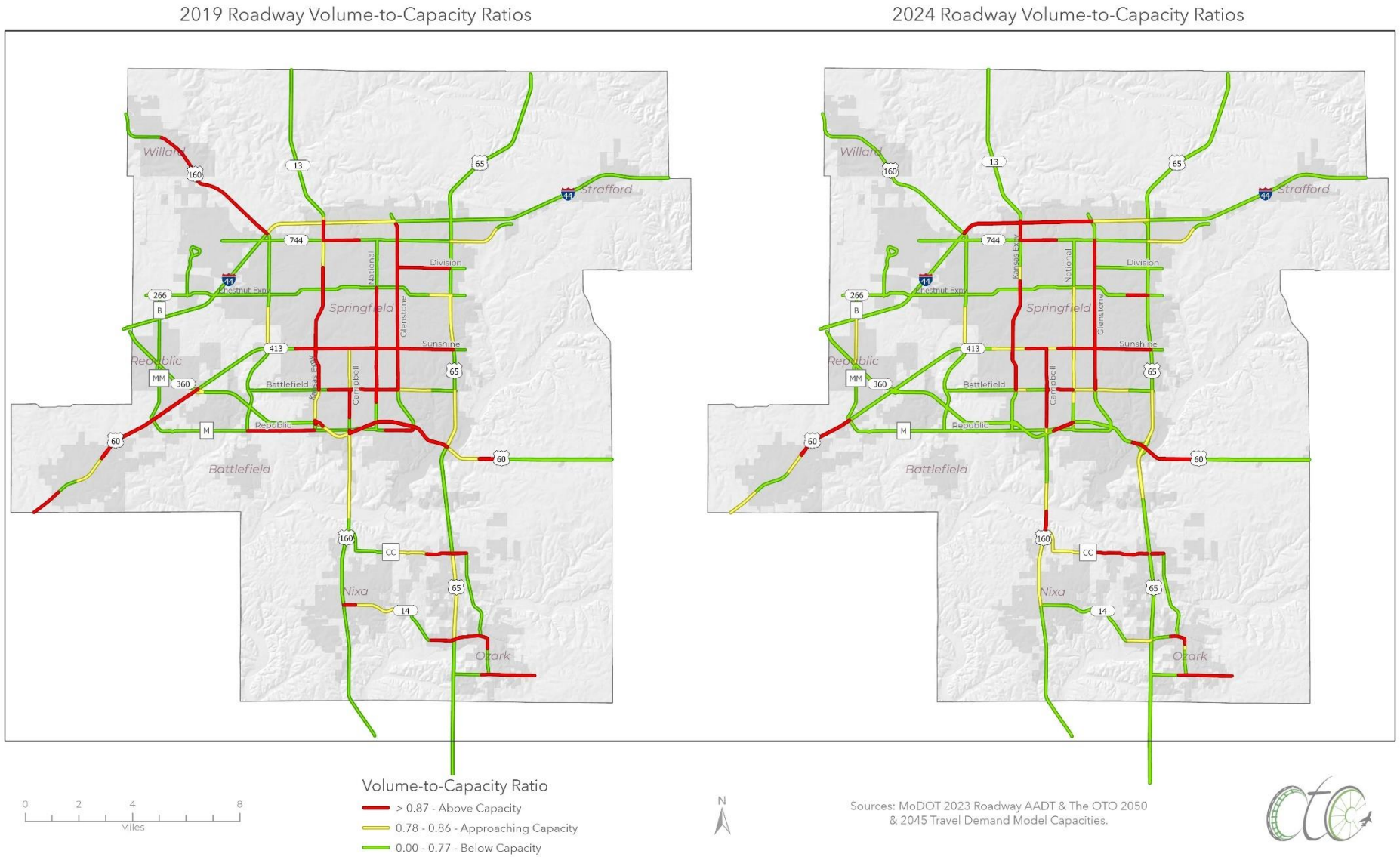
#### Conclusion

This congestion monitoring report looks at the identified network and the efforts taken to address congestion. There have been extensive efforts undertaken in the past three years which are outlined in the implementation strategies section of the report. To summarize, there have been numerous geometric improvements and additions of capacity. Extensive work has been done to improve coordination of the traffic signal system. Incident management remains a priority as crashes have increased since 2019. Great strides have been made increasing the bicycle and pedestrian network. These strategies have proven effective by reducing the percentage of severe delays during the AM and PM peaks.

The OTO will continue to pursue the five strategies for recurring congestion mitigation. The strategies include important engineering and behavior solutions for congestion. Early priorities for the 2025-2029 STIP include several projects drawing from these strategies.

The maps comparing the four-performance metrics included in this report, volume to capacity ratio, crash frequency, peak hour travel delay, and intersection level of service are included on the following pages. They provide clear evidence of improvements in congestion on much of the CMP network. While much has been done, the CMP committee has selected several roadways to be added to the CMP network to monitor in anticipation of congestion occurring over the next 20 years. These include areas in Ozark east of US 65, Rtes M and MM in Republic, Division St and Rte YY east of US 65, and Rte 266 west of I44 to Rte AB. By being proactive, the OTO remains committed to providing a useful and continuous effort to monitor and address congestion in the OTO area.

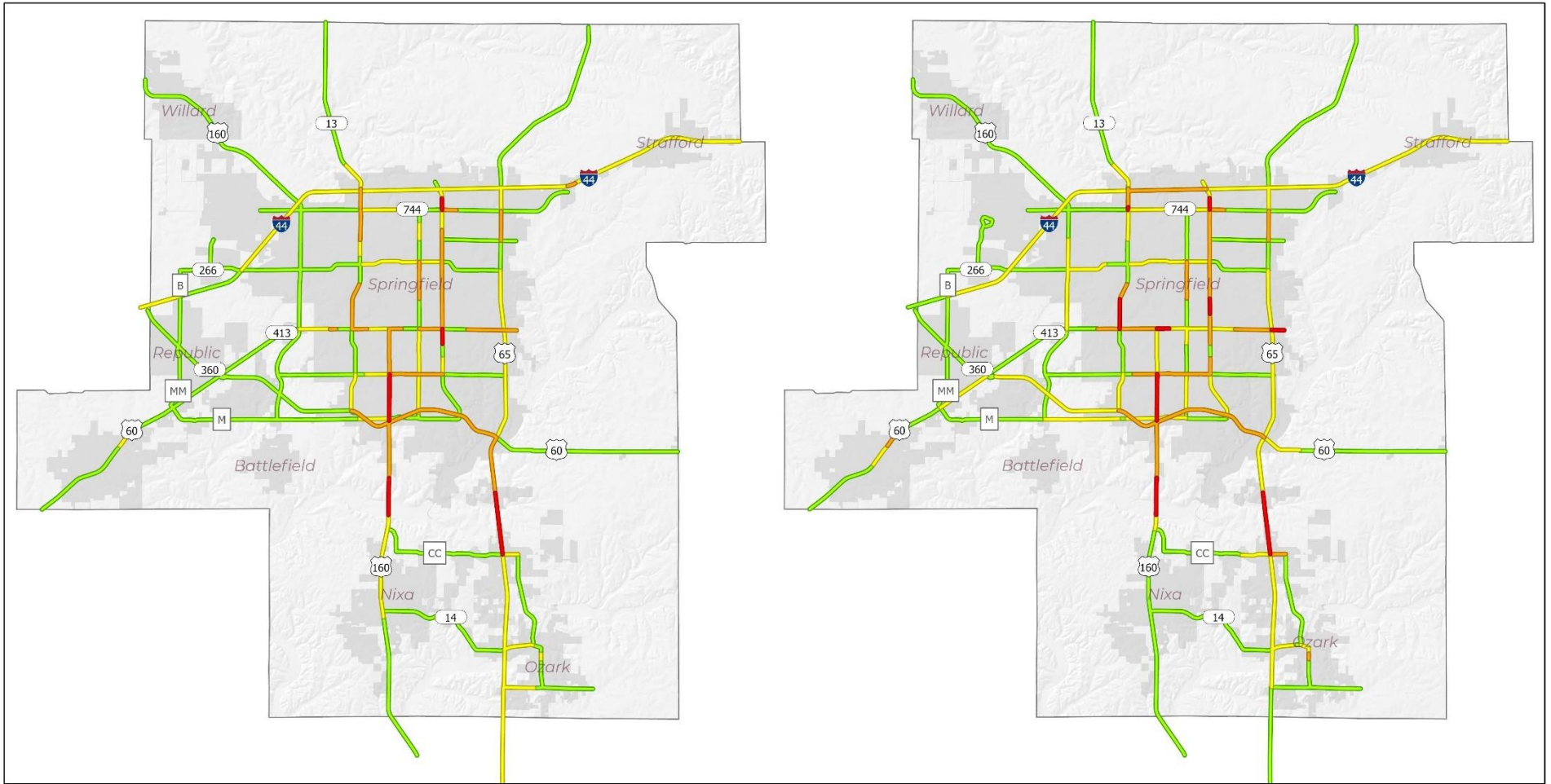
Map 3. Volume-to-Capacity Ratio



Map 4.1. Crashes per Mile 2019 - 2024

Crashes per Mile 2019

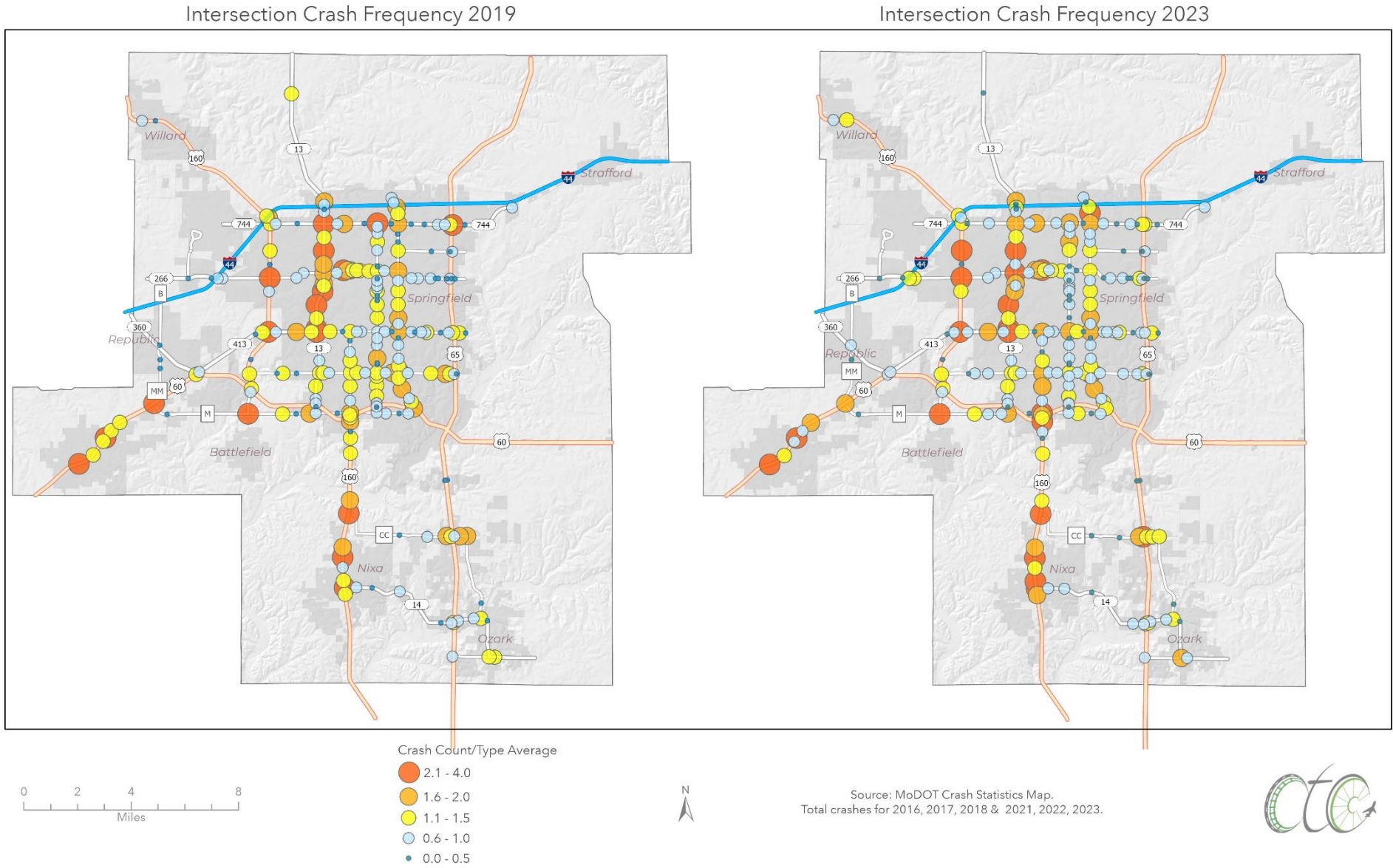
Crashes per Mile 2024



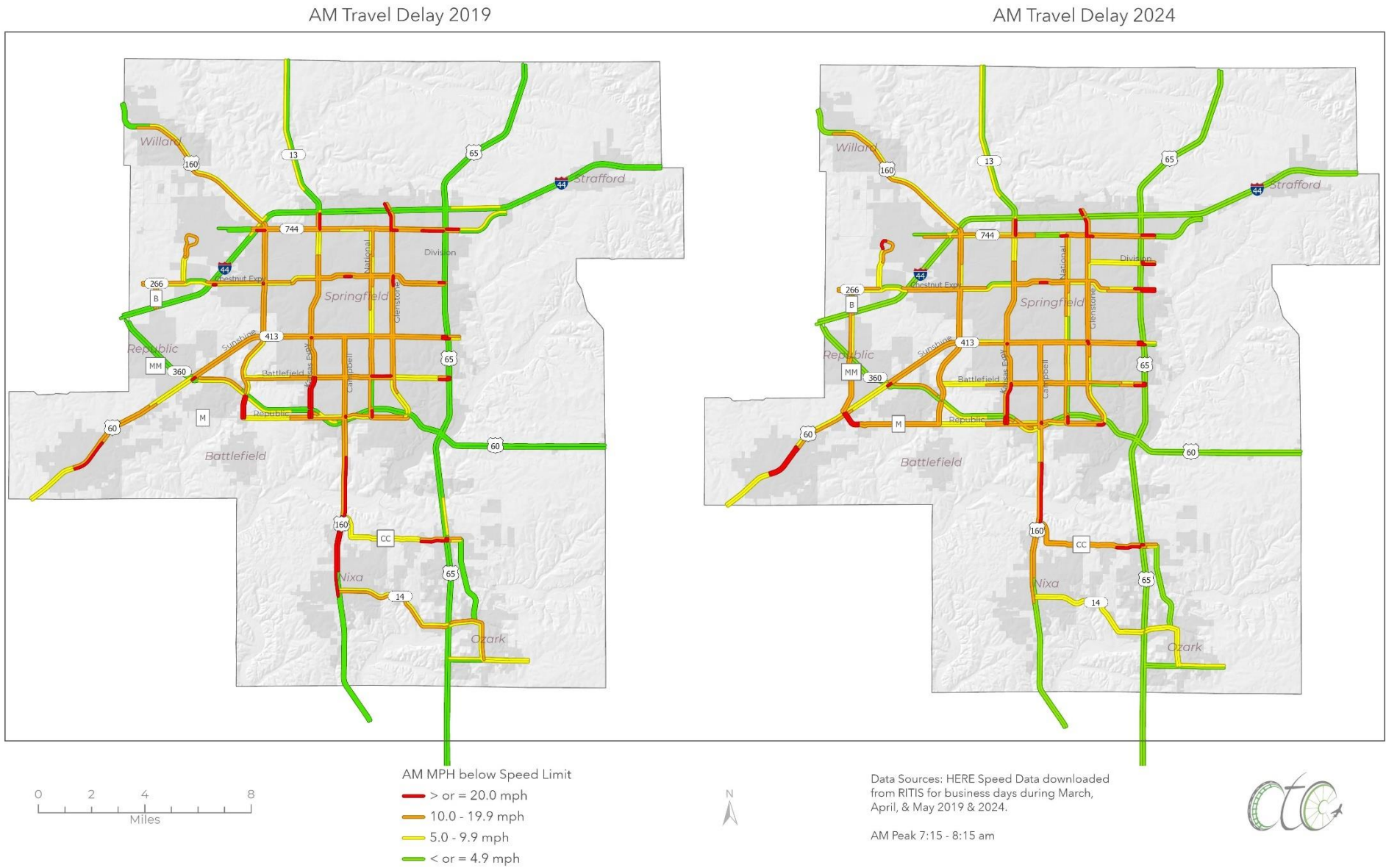
Data Source: MoDOT Crash Statistics Map, Total Crashes for 2017, 2018, 2019 & 2021, 2022, 2023



Map 4 .2. Intersection Crash Frequency 2019 - 2024

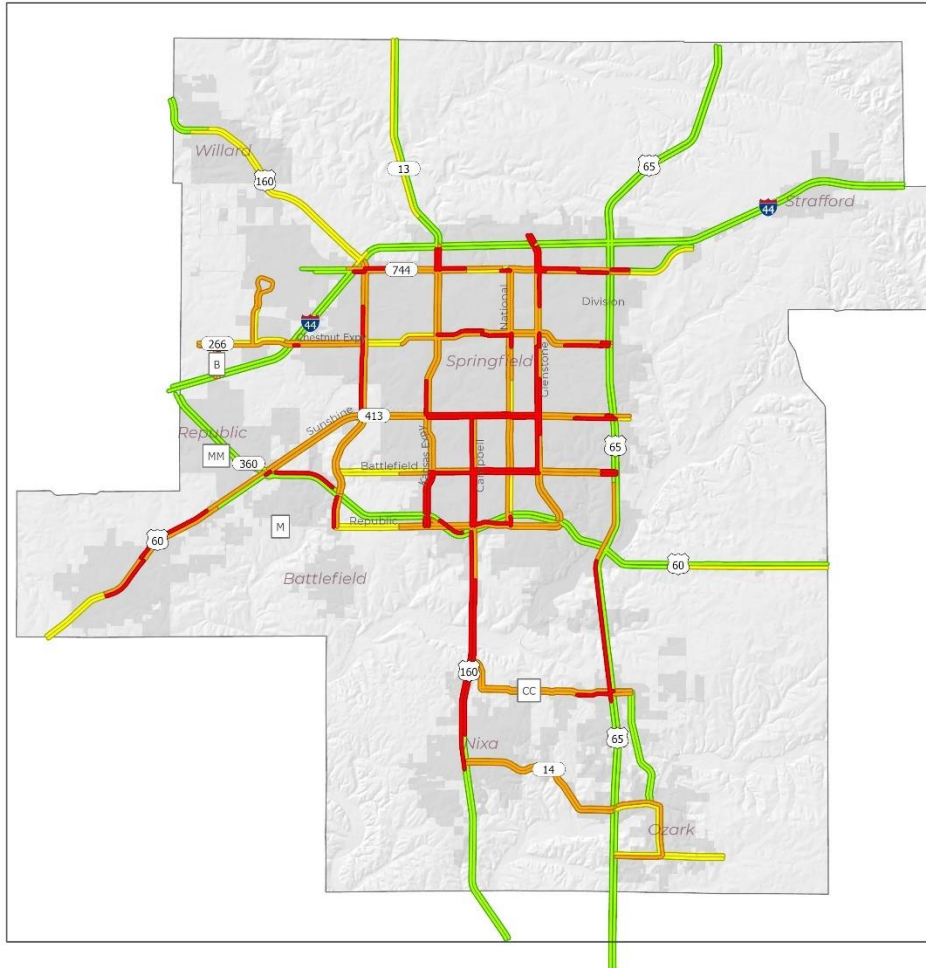


Map 5.1. AM Peak Travel Delay 2019 - 2024

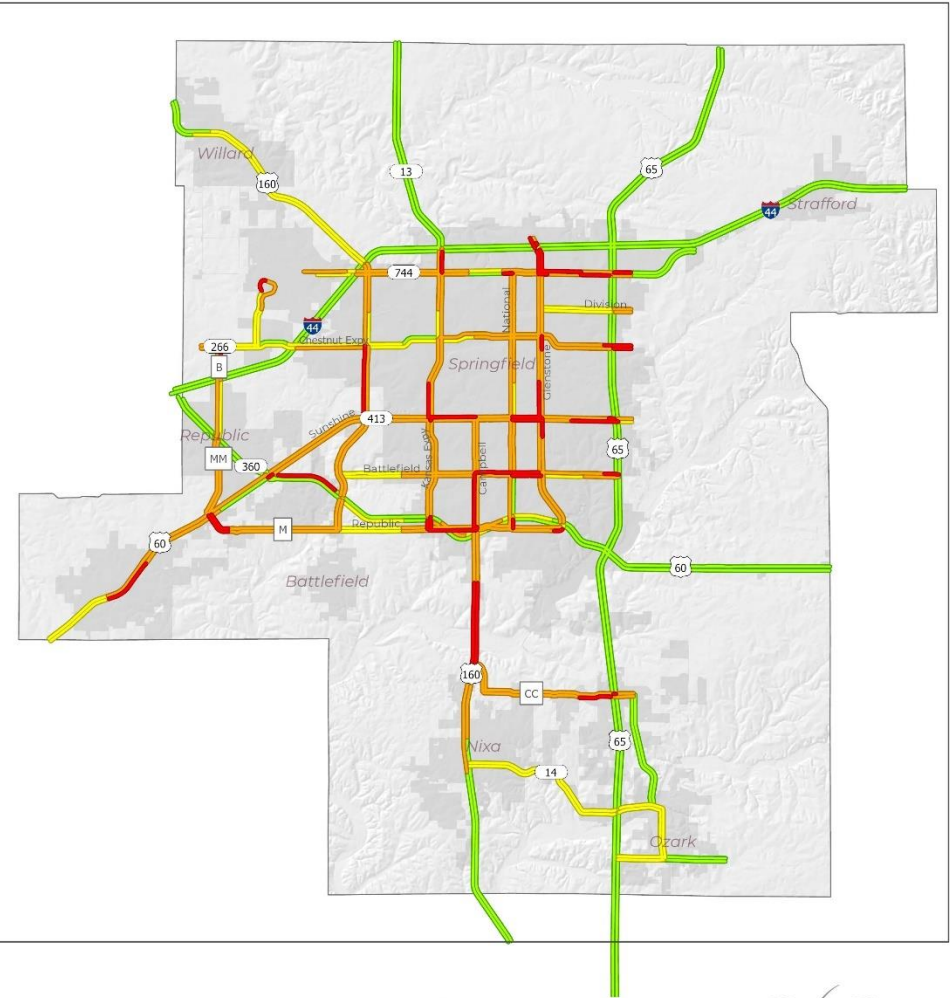


Map 5.2. PM Travel Delay 2019 - 2024

PM Travel Delay 2019



PM Travel Delay 2024



PM MPH below Speed Limit

- > or = 20.0 mph
- 10.0 - 19.9 mph
- 5.0 - 9.9 mph
- < or = 4.9 mph

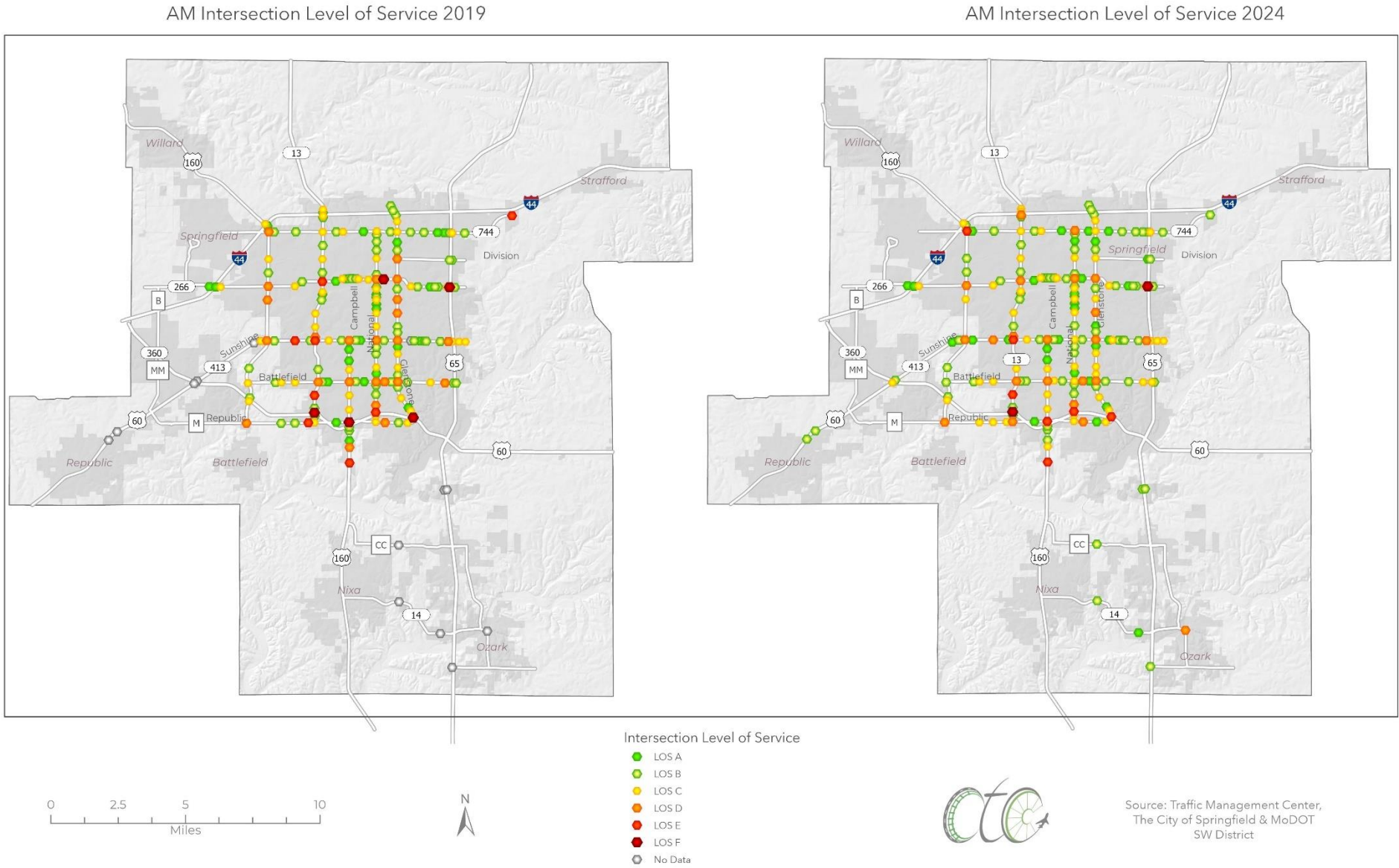


Data Sources: HERE Speed Data downloaded from RITIS for business days during March, April, & May 2019 & 2024.

PM Peak 5:00 - 6:30 pm



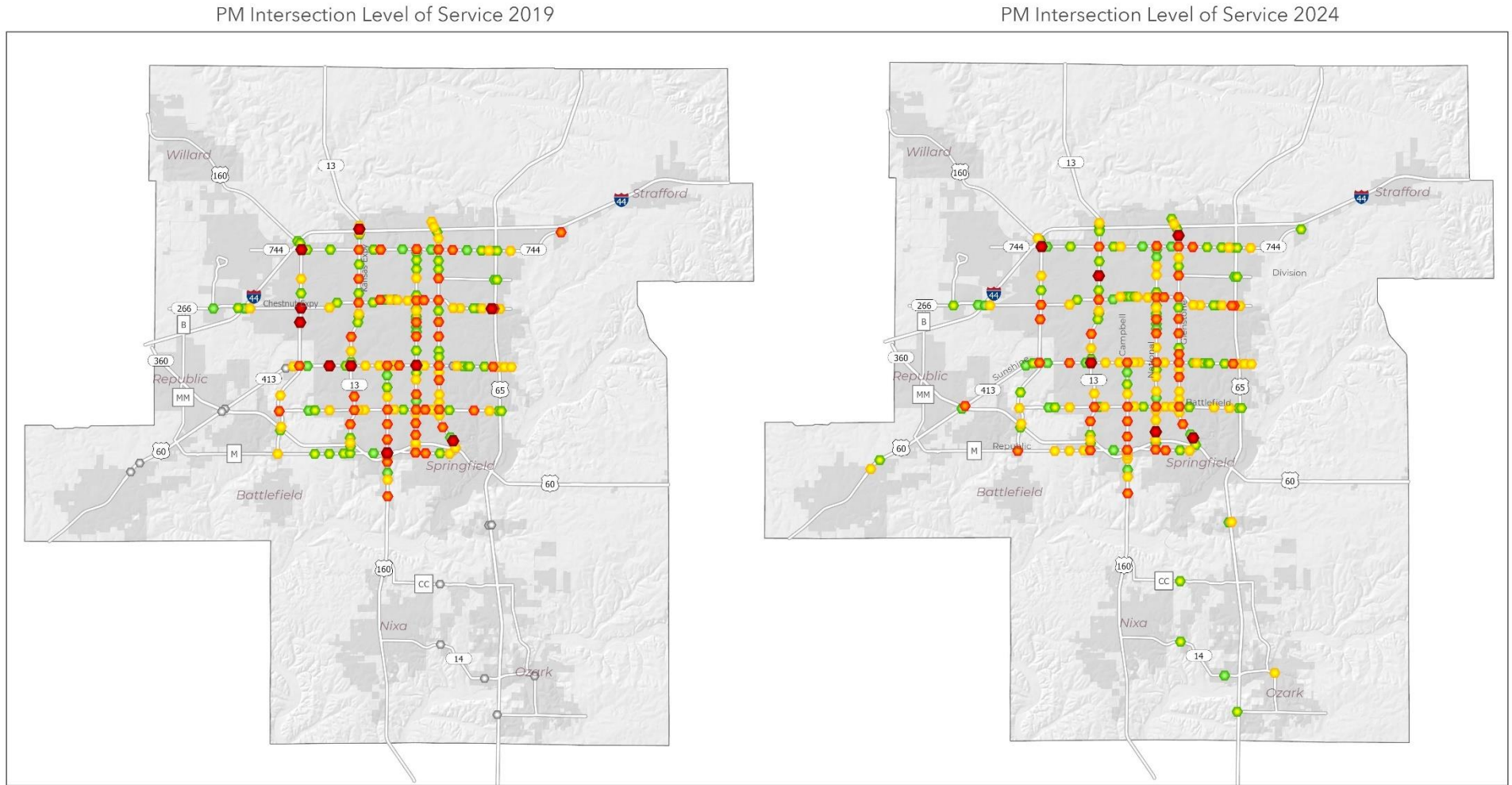
Table 6.1. AM Intersection Level of Service 2019 - 2024



Source: Traffic Management Center, The City of Springfield & MoDOT SW District



Table 6.2. PM Intersection Level of Service 2019 - 2024



Intersection Level of Service

● A

● B

● C

● D

● E

○ No Data

Street\_Centerline



Source: Traffic Management Center,  
The City of Springfield & MoDOT SW  
District

**TAB 5**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.C.**

**FTA 5310 Program Administration**

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

**AGENDA DESCRIPTION:**

The Board of Directors approved a resolution requesting the Governor of Missouri to designate OTO and City Utilities as the Designated Recipient for FTA Section 5310 funding and to approve the Memorandum of Understanding between OTO and CU Transit for the designated recipients of FTA 5310 Funding on July 18, 2024. On July 23, 2024, OTO received the signed designation letter from the governor of Missouri. Following the designation from the governor, OTO needs to complete additional steps to finalize the FTA 5310 program administration. The OTO needs to update the Program Management Plan (PMP) to ensure the program outlines the new responsibilities and procedures for allocated and administering the FTA 5310 program for the OTO area. The OTO is also required to pass a resolution authorizing the filings of applications with the Federal Transit Administration.

Federal statutes require the OTO to maintain a Program Management Plan (PMP) which outlines policies for administering the Section 5310 Enhancing Mobility for Seniors and Individuals with Disabilities grant program. The PMP includes information on eligible subrecipients, roles and responsibilities, reporting, and selection criteria.

Changes in this update include, designating the Ozarks Transportation Organization (OTO) as a designated recipient for FTA 5310 funding starting with fiscal year 2025, removing the Missouri Department of Transportation (MoDOT) as a designated recipient for FTA 5310 funding for the OTO area, meaning that OTO will be responsible for the administration and oversight of sub-recipients as outlined in the updated PMP and authorizing the Executive Director of the OTO to approve significant revisions, amendments or updates to the PMP. As part of the update, the 5310-funding allocation within the OTO area will allocate 55% of the annual allocation for traditional projects to the OTO, 35% for non-traditional projects to CU Transit, and 10% for administration to OTO and CU-Transit. OTO will suballocate the funding for traditional projects through a competitive grant opportunity to sub-recipients.

Per federal guidance and OTO's public participation plan, the updated plan has been made available for public comment for a 15-day comment period on August 13<sup>th</sup>, 2024.

The Resolution Authorizing the Filings of Applications with the Federal Transit Administration is required to give authority to the OTO Executive Director to conduct business with the FTA. The Executive Director will designate signature authority within the FTA electronic systems (TrAMS) as appropriate.

**LOCAL COORDINATING BOARD FOR TRANSIT RECOMMENDATION:**

The Local Coordinating Board for Transit reviewed and approved the update to the Program Management Plan at their August 8, 2024, meeting and recommended approval.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move to approve the Program Management Plan and adopt the resolution authorizing the Executive Director of the OTO to execute and file applications with the Federal Transit Administration”

OR

“Move to...”



**RESOLUTION OF THE BOARD OF DIRECTORS  
OF  
Ozarks Transportation Organization**

**RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH THE FEDERAL TRANSIT ADMINISTRATION, AN OPERATING ADMINISTRATION OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL TRANSPORTATION, FOR FEDERAL TRANSPORTATION ASSISTANCE AUTHORIZED BY 49 U.S.C. CHAPTER 53; TITLE 23, UNITED STATES CODE, OR OTHER FEDERAL STATUTES ADMINISTERED BY THE FEDERAL TRANSIT ADMINISTRATION.**

*September 19, 2024*

WHEREAS, the Federal Transit Administrator has been delegated authority to award federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for federal financial assistance will impose certain obligations upon the applicant, and may require the applicant to provide the local share of the project cost;

WHEREAS, the applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS:

1. That the Executive Director is authorized to execute and file an application for federal assistance on behalf of Ozarks Transportation Organization with the Federal Transit Administration for federal assistance authorized by 49 U.S.C. Chapter 53, title 23, United States Code, or other federal statutes authorizing a project administered by the Federal Transit Administration.
2. That the Executive Director is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transportation Administration requires before awarding a federal assistance grant or cooperative agreement.

3. That Executive Director is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of Ozarks Transportation Organization.
4. The Executive Director shall designate a representative and assign responsibility as appropriate to file and execute the applications for federal assistance and annual assurances within the Federal Transit Administration electronic systems.

**IN WITNESS WHEREOF**, the undersigned, Board of the Organization have duly executed this Written Consent as of the date set forth above.

The above resolution is hereby Adopted on this 19<sup>th</sup> day of September 2024.

ATTEST:

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Mr. Derek Lee  
OTO Board of Directors Chair

The undersigned duly qualified Board Secretary acting on behalf of the Ozarks Transportation Organization, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Directors held on September 19, 2024.

Applicant official seal, impress here.

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Ms. Martha Smartt  
OTO Board of Directors Secretary  
Recording Officer

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Date



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

Program Management Plan

Approved \_\_\_\_\_ 2024

PMP

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## Introduction

The Ozarks Transportation Organization (OTO) is the Metropolitan Planning Organization (MPO) for the Springfield, Missouri Metropolitan Area, serves as the planning authority for transportation related issues for communities within the Metropolitan Area. OTO including the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard and parts of Christian and Greene counties.

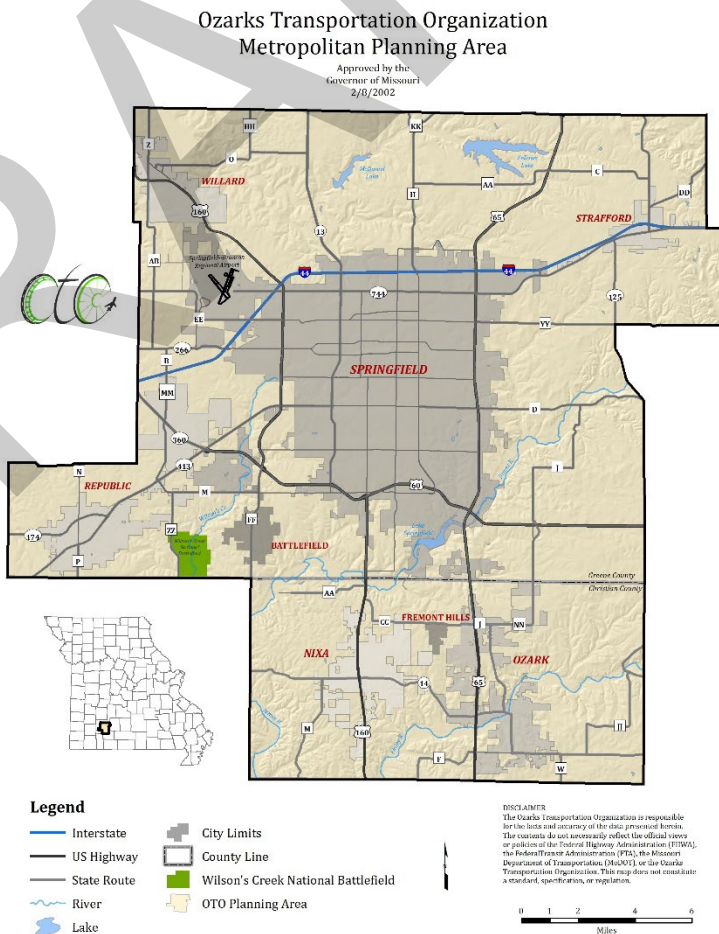
The Moving Ahead for the Progress in the 21<sup>st</sup> Century (MAP-21) legislation brought about many changes to FTA programs when it was signed in July 2012. The Fixing America's Surface Transportation Action (FAST Act) passed in December 2015 and the Infrastructure Investment and Jobs Act (IIJA) passed in November 2021 did not affect policies related to this Program Management Plan PMP. This plan is developed to specifically meet 49 USC § 5310 Enhanced Mobility of Seniors and Individuals with Disabilities. Title 49 of FTA Circular 9070.1G chapter VII requires the development of a Program Management Plan (PMP).

## Summary

Title 49 U.S.C. 5310 establishes the *Enhanced Mobility of Seniors and Individuals with Disabilities* grant program. FTA Circular 9070.1G, Chapter VII requires the development of a Program Management Plan (PMP). The PMP shall describe the designated recipient's policies and procedures for administering the *Enhanced Mobility of Seniors and Individuals with Disabilities* program in OTO Study Area. This plan addresses the following content as outlined under the Management Plan Content and ensures FTA requirements are being met by the designated recipient(s). A final copy of this PMP shall be on file with the Federal Transit Administration Region VII.

## Purpose

The purpose of this Program Management Plan is for documentation of the designated recipient(s) administrative activities of the 5310 program. To continue to create and maintain a safe, accessible, and



energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.

## Program Management Plan Content

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) FTA Circular C9070.1G requires a plan that describes the following elements. No prescribed format for the Program Management Plan is given. This plan addresses the following topics A-O, providing information for each topic as listed below.

### A. Program Goals and Objectives

The MAP-21 Enhanced Mobility of Seniors and Individuals with Disabilities program incorporated two programs from the former SAFETEA-LU legislation, (Elderly Individuals and Individuals with Disabilities Circular 9070.1F and New Freedom Circular 9045.1). FTA has defined the goals of the MAP-21 Enhanced Mobility of Seniors and Individuals with Disabilities Program in the FTA Circular C 9070.1G. The goal of this program is to improve mobility for seniors and individuals with disabilities. It is OTO's goal to fully support this program by providing local agencies opportunity to participate in this program throughout the Metropolitan Planning area. FTA provides financial assistance for transportation services planned, designed, and carried out that meet the special transportation needs of elderly individuals and individuals with disabilities in all areas-urbanized, small urban, and rural.

### B. Roles and Responsibilities

The Missouri Governor is responsible for designating the agencies responsible for administration of this program. A Memorandum of Understanding (MOU) attached as **Appendix-A** has been established between the Ozarks Transportation Organization, and the City Utilities (CU) Transit.

It is understood that OTO will be responsible for notifying entities of funding availability, developing the selection process, determining eligibility, and developing the program of projects. OTO will present the prioritized projects for inclusion in the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). In addition, will certify that projects selected for funding were included in a locally developed coordinated public transit-human services plan, a plan developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, nonprofit transportation and human services providers and other members of the public.

It is understood that CU and OTO will administer portions of this program as listed below:

**RECIPIENT DESIGNATION:** The parties will request the Governor of Missouri to make a joint designation of the recipients of 5310. City Utilities (CU) will be the designated recipient for non-traditional type of projects including New Freedom type projects and OTO will be the designated recipient for traditional 5310 type projects. OTO will administer funding for all subrecipients (this does not include CU).

**FUNDING ALLOCATIONS:** The respective percentages and amounts of funding to be administered by OTO and CU on any given year will be 55% to OTO for traditional section 5310 projects, 35% to CU for non-traditional projects and 10% for program administration funds. The funding split will be communicated annually to FTA in a joint letter from the designated recipients, OTO and CU.

**PROJECT SELECTION:** OTO will be responsible to conduct a fair and impartial project selection process by publishing a notice of funding, soliciting applications and selecting projects based upon pre-approved selection criteria approved by the OTO Board of Directors that is consistent with the approved Human Service Coordinated Plan and FTA Section 5310 program guidance.

**PROGRAM OF PROJECTS:** OTO will publish an approved Program of Projects (POP) as required by the USDOT. OTO will publish the POP as part of its Transportation Improvement Program (TIP).

**PERFORMANCE MEASURES:** CU, will be responsible for reporting performance indicators to OTO for the measures outlined by the United States Department of Transportation (USDOT) for monitoring performance of transit systems. OTO will be responsible for collecting data from area subrecipients for performance reporting.

**PROGRAM MANAGEMENT PLAN AND COORDINATION PLANNING:** OTO will be responsible to document the program procedures in a local Program Management Plan and to publish a Human Services Coordination Plan.

**PLANNING:** OTO will be responsible to plan for future public transportation needs and ensure integration and coordination among diverse transportation modes and providers.

**GRANT MANAGEMENT:** OTO will be responsible for grant management responsibilities for all OTO area subrecipient other than those grants administered by CU. Examples of grant management responsibilities include determining eligibility, ensuring that subrecipients meet federal requirements, project audit and closeout, procurement of vehicles, financial management, reporting to FTA, holding title and recording liens and maintaining required certifications.

**PROGRAM ADMINISTRATION FUNDS:** The Program Administration Funds will be divided between OTO and CU based on the percentage of FTA 5310 project funds that each administers ("Project Funds") in any given year. The administration funds will be split between OTO and CU. OTO will receive 69.5% and CU will receive 30.5% of the administration funds. In the event that CU elects to not utilize the allocated 35% for non-traditional projects and/or the 30.5% of administration funds, it may communicate to OTO the desire to allow OTO to award these funds to other projects and/or administration.

## C. Coordination

OTO has established an active Local Coordinating Board for Transit (LCBT) that meets quarterly and may include additional meetings as needed. The LCBT is comprised of interested stakeholders from human service agencies, transit agencies, advocate groups, individuals with special transportation needs, MoDOT and human service transportation providers. The LCBT looks at existing coordination efforts, and attempts to strategize new ways to coordinate special needs of transportation services.

OTO's Transit Coordination Plan (TCP) serves as the region's coordinated public transit-human services transportation plan. The TCP has been developed through participation of interested stakeholders from human service agencies, transit agencies, advocate groups, individuals with special transportation needs, Missouri Department of Transportation and human service transportation providers. The Transit Coordination Plan (TCP) strategies and actions are identified and further developed as a Five-Year Implementation Plan.

Enhanced Mobility of Seniors and Individuals with Disabilities Program funding must be implemented effectively and efficiently. As part of the 5310 selection criteria a project must be part of a locally developed Transit Coordination Plan.

#### D. Eligible Subrecipients

The OTO administers the project selection process for “traditional” projects of the 5310 program. As a designated recipient for FTA 5310 funding for the OTO Planning Area, City Utilities (CU) Transit will receive the funding for “non-traditional” projects as outlined in the MOU shown in Appendix A. In the event that CU elects not to utilize the allocated funds for “non-traditional” projects, OTO will administer the project selection process for all projects funded through the 5310 program.

According to FTA Circular 9070.1G the following types of agencies are eligible to receive funding through the 5310 program:

- Private non-profit organization – A non-profit organization is a corporation or association determined by the Secretary of Treasury to be an organization described by 26 USC 501(a) or one which has been determined under state law to be non-profit and for which the designated state agency or urbanized area designated recipient has received documentation certifying the status of the non-profit organization.
- State or local governments
- Operators of public transportation services, including private operators of public transportation services

In addition to being classified as one of the listed types of agencies, only sponsors whose projects serve the OTO area for which the funds were apportioned are eligible to receive funding, and certain qualifiers to governmental entities must be met when traditional 5310 project funds are requested.

- The requesting agency must be approved by the state to coordinate services for seniors and individuals with disabilities; or
- Certifies that there are no nonprofit organizations readily available in the area to provide the service.

#### E. Local Share and Local Funding Requirements

Federal transportation Law requires that not less than 55 percent of a recipient’s Section 5310 funds be available for capital projects that are “traditional” Section 5310 projects. OTO has elected to use 35 percent of the Section 5310 funds for other eligible capital and operating projects, including New Freedom type projects and 10 percent shall be used for administrative fees. Grant awards may be used for capital projects or operating expenses as described under FTA Circular 9070.1G Section III eligible projects.

Depending on which type of assistance is being applied for, project sponsors are required to match different percentages to the federal share of eligible expenses. The share for “traditional” capital projects is a minimum of 20 percent local funding with a maximum of 80 percent federal funding of the total eligible cost of the project. Operating expense is 50/50 (federal/local) split. All local match funds must be provided from sources other than the federal Department of Transportation. Matching funds could come from a number of nonfederal sources such as state or local appropriations, tax revenues,

private donations, service revenues, net income generated from advertising and concession, non-cash share such as donations, volunteered services, or other in-kind contributions are eligible as a local match, so long as the value of each is documented and supported, and are a cost that would otherwise be eligible under the program, other Non-department of Transportation federal funds that are eligible to be expended for transportation. Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for Section 5310 operating assistance.

All sources of local match must be identified and described in the grant application at the time of grant award.

#### **Exceptions to Local match requirements**

FTA Circular 9070.1G Section III (b) describes the exceptions for certain projects that relate to the Americans with Disabilities Act and the Clean Air Act.

- Vehicles may receive an 85 percent federal share for the purpose of complying with or maintaining compliance with ADA, 42 U.S.C. 12101 et seq of the CAA. A revenue vehicle that complies with 49 CFR part 38 may be funded at an 85 percent Federal share.
- Vehicle-Related Equipment and facilities including clean-fuel or alternative-fuel vehicle-related equipment of facility for the purpose of complying or maintaining compliance with the CCA, or required by ADA may receive a federal share of 90 percent. FTA considers vehicle-related equipment to be equipment on and attached to the vehicle.

#### **F. Project Selection Criteria and Method of Distributing Funds**

- **Assuring equity of distribution of benefits among eligible groups within the OTO Service Area.**  
The application process is open to all agencies providing service within the OTO service area
- **Assuring projects were included in a locally developed coordination plan**  
Selection Criteria requires all projects to be in alignment with the Transit Coordination Plan (TCP) strategies.
- **Documenting evidence that the local coordinating plan was developed and approved in cooperation with stakeholders, including individuals with disabilities and seniors utilizing transportation services.**  
The TCP was developed through a series of meetings with a subcommittee of stakeholders that participated during the update of the plan.
- **Project Selection Criteria:**
  - This project replaces an existing vehicle to maintain current services (15 points)
  - This project will lead to an increase in the agency's ADA amenities offered (10 points)
  - This project will provide service to an area not previously served (10 points)
  - This project supports services of established agencies (10 points)
  - This project provides for an increased number of passengers served per week (5 points)
  - This project will create new intercity connections (5 points)
  - This project will expand transit access at night and on weekends (5 points)
  - This project expands ADA accessibility to public transportation (5 points)
  - Agency has not been awarded a vehicle in the past two years (5 points)

- This project is in alignment with the themes and strategies identified in the Transit Coordination Plan (5 points)
- This project will offer same day transit service (3 points)
- This project will offer flexible scheduling options (2 points)

#### **Method of Distributing Funds**

OTO administers the project selection process for the 5310 program. An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the listed considerations and ranked by review. The score will be used as a selection tool by the Local Coordinating Board for Transit and selected projects will be recommended for approval by the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for the project selection and decision. Agencies requesting funding from this program must certify eligibility.

### **G. Annual Program of Project Development and Approval Process**

#### **The 5310 program annual program process:**

- Application workshop in conjunction with soliciting for 5310 applications
- Sending letters to all known agencies, public notice is posted on the OTO public board, emails are sent to all known transit agencies and human service agencies
- Agencies notify public and private and paratransit providers in their service area regarding their intent to apply for funding, including project details.
  - Application closes on posted date stated in the application guidelines.
  - OTO prepares application for LCBT review, ranking and project selection
  - LCBT makes recommendation of project to the OTO Board of Directors
  - Public comment period (TIP and POP)
  - OTO BOD approves recommended projects
  - Approved projects are included in the TIP which is approved by the OTO Board of Directors

### **H. Administration, Planning and Technical Assistance**

OTO will allow per federal guidelines that 10 percent of 5310 funding be directed toward support of the administrative activities. OTO and CU Transit will be allowed to apply for portions of the 10 percent administrative funds. The Memorandum of Understanding (MOU) attached as **Appendix-A** spells out the distribution allotment of the administrative fee and is dependent on the activities performed by each agency.

### **I. Transfer of Funds**

Although it may be allowed, OTO has made no provision to transfer 5310 funds to other programs.

### **J. Private Sector Participation**

OTO shares and solicits transit information to public and private agencies on a regular basis through email distribution and LCBT meetings.

It is understood that CU will not use private providers of public transportation, including purchasing service for any portion of its paratransit services or a third party contracted services with 5310 funding.

## K. Civil Rights

Per the MOU between OTO and CU Transit, oversight for grantees will include all required certifications and assurance prior to signing a contract and grantees must comply with all standard federal civil rights requirements including:

- Title VI of the Civil Rights Act of 1964, as amended,
- The Equal Employment Opportunity (EEO) requirements of Executive Order 11375, and
- FTA's Disadvantaged Business Enterprise (DBE) program requirements.

It is understood that OTO will require that subrecipients recommended for federal funding submit all project appropriate FTA certifications and assurances prior to contract execution and annually thereafter. OTO will not execute any grant contract without having first received these items. These include, but are not limited to:

- Standard Assurances
- Nondiscrimination Assurances

Annually, each sub-recipient will be required to submit a signed and dated Standard DOT Title VI Assurance. Subrecipients will also file a yearly Title VI report. This report must detail a list of all complaints or lawsuits, list of federal funding, description of program advisory committee and summary of any civil rights compliance review activities conducted by the recipient.

If applicable as outlined in 49 CFR 26.21, subrecipients must file semi-annual DBE activity report. This report will detail a dollar value of contracting opportunities, expenditures made to certified DBE, and identification of any potential DBE firms in the area. Subrecipients will take all necessary and reasonable steps to:

- Identify contracting opportunities
- Analyze area DBE availability
- Use good faith efforts to utilize DBE firms, and,
- Maintain necessary records to verify steps taken and participation achieved.

It is understood that OTO will exercise an active oversight role with regard to the equipment procurement process. OTO will require that bidding documents for vehicles or other equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE).

It is understood that OTO will require that all operations assistance recipients comply with 49 CFR part 26 and provides assistance to sub-recipients in locating DBE vendors with they are purchasing goods, services, or equipment.

It is understood that CU will monitor CU's Title VI, EEO, and DBE programs with CU's contractors, and OTO will oversee compliance with OTO's subrecipients and their contractors. Reports will be prepared and submitted to the Federal Transit Administration. The appropriate civil rights clauses will be included in contract agreements. The checklist that will be used during sub-recipient and contractor reviews will include a section to verify compliance with Civil Rights issues such as discrimination, employment, complaints, and accessibility of services.

Should a Civil Rights lawsuit or complaint be filed against any of the agency participating in the MOU, the agency involved will properly document the complaint such as the date received, a summary of the action, and the status of the action. The agency staff will work with its' legal counsel as needed and FTA to make sure all legal requirements have been met in resolving the issue.

## L. Section 504 and ADA Reporting

Recipients of federal funds must comply with civil rights requirements including the federal protections for persons with disabilities:

- Section 504 of the Rehabilitation Act of 1973 as amended,
- The Americans with Disabilities Act of 1990, as amended, and
- Code of Federal Regulations Title 49 Parts 37 and 38.

As in other federal assistance programs, special efforts to meet the transportation needs of disabled persons are confirmed through an ongoing process.

OTO will seek, from all approved applicants, a written certification of compliance pertaining to ADA directives. OTO, in turn, will make all documents related to ADA reporting part of the permanent file of the project. This documentation will include information regarding the ADA accessibility of vehicles purchased through the 5310 program and executed, contracted assurances for subrecipients. Each subrecipient will include a procedure for ADA complaints in their Title VI plan and will include a maintenance policy of the ADA accessible features (the lift, securement system, etc) in their written maintenance plan.

It is understood that CU will notify each grant contractor at the time of the grant award that they may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. CU's transportation system is expected to have and follow a comprehensive ADA policy which includes but is not limited to:

- Staff training on accessibility issues
- A service animal policy
- Proper use and maintenance of lifts and securement systems
- Personal Care Attendant policy
- Complaint processes and policies.

## M. Program Measures

**Reporting** – It will be the responsibility of both designated recipients (OTO and CU Transit) to properly collect and report data for the program measures in accordance with FTA requirements described in FTA circular 9070.1G on page II-3.

Two performance measures for traditional 5310 projects include measures for gaps in:

- Service filled
- Ridership

OTO is responsible for traditional 5310 project measures.

Three performance measures are described for non-traditional 5310 projects that:

- Increases or enhancements implemented



- Are additions or changes to physical infrastructure
- Are actual or estimated number of rides for which CU will be responsible

## **N. Program Management**

Per the MOU, it will be the responsibility of both designated recipients (CU Transit and OTO) to properly administer the program management responsibilities as agreed in such areas as procurement, financial management, property management, vehicle use, maintenance and disposition, accounting system, audit closeout as described in FTA Circular 9070.1G VII-3(n).

### **CU Program Management**

CU will maintain a financial management system for financial reporting, accounting records, internal controls, and budgeting control subject to standards specified in state laws enforced by the State Auditor. All systems and procedures for financial management must comply with 49 CFR 18.20, the "Common Rule."

CU is the designated recipient for administration purposes and a potential direct recipient for portions of FTA grant funds and will enter into agreements directly with FTA.

CU will not have any subrecipients to oversee or reimburse.

CU will also maintain spreadsheets for CU's grant projects. These spreadsheets will track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets will be prepared to summarize the total expenditures on each federal grant and will be used to reconcile the grant expenditures and for revisions to the program of projects and budgets.

CU as a designated recipient and potential direct recipient for portions of the Section 5310 grant funding will be required to prepare a variety of reports on a quarterly basis. These would include a project narrative, local matching sources used, number of passenger trips provided, vehicle miles traveled, and revenue service hours provided. CU will also be required to report on an annual basis their efforts in purchasing from DBE vendors and a vehicle condition report.

CU will restrict vehicle use to passenger transportation services. Vehicles must be used in service that is available to the general public. CU may not transfer the operational control of a vehicle purchased under this program to anyone else without prior written approval from FTA.

### **Projects**

CU is responsible for submitting project information to FTA upon purchase and every two years during the Biennial Inventory of Assets and every three years for the Triennial Review. Information kept includes the year; included equipment; location; grant number; federal percentage share; date last inspected and condition; type of funding used for the purchase; and other information used by CU for program review and reporting. The information obtained from these reports will become part of the inventory record. To ensure that the assets are properly maintained, CU's Internal Audit staff and Finance's Plant Accounting staff review records and physically inspect assets including equipment.

CU will follow FTA policy with regard to equipment and asset life cycle and disposition of equipment and assets. Please refer to circular 5010.1C Grant Management Guidelines.

## OTO Program Management

OTO will maintain a financial management system for financial reporting, accounting records, internal controls, and budgeting control subject to standards specified in state laws enforced by the State Auditor. All systems and procedures for financial management must comply with 49 CFR 18.20, the "Common Rule."

OTO will execute grant agreements with other sponsors who are not eligible for direct recipient status. The grant agreements for capital projects will detail the equipment approved for purchase and its intended use and a grant agreement for operations assistance will outline the type of service provided by the agency, the time period covered by the agreement, and the service area.

OTO will oversee all Springfield Section 5310 subrecipients and procure vehicles for the subrecipients with the federal funds based on the proportions identified on the MOU. See **Appendix-A**. The federal share on any project shall not exceed 80 percent for capital projects (85% for ADA Vehicles) and 50 percent for operations projects. Grant expenditures will be identified by federal grant number, grant program and OTO will track subrecipient grant numbers. Additional spreadsheets will be prepared to summarize the total expenditures on each federal grant and will be used to reconcile the grant expenditures and for revisions to the program of projects and budgets.

OTO will maintain spreadsheets for OTO's subrecipients. These spreadsheets will track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets will be prepared to summarize the total expenditures on each federal grant and will be used to reconcile the grant expenditures and for revisions to the program of projects and budgets.

OTO will restrict vehicle use to passenger transportation services. Vehicles must be used in service that is available to the general public. OTO may not transfer the operational control of a vehicle purchased under this program to anyone else without prior written approval from FTA.

## Vehicles

### Inventory

OTO and subrecipients are responsible for submitting vehicle information to FTA upon purchase and every two years during the Biennial Inventory of Assets and every three years for the Triennial Review.

OTO will follow FTA policy on vehicle life cycle and disposition of vehicles as found in FTA Circular 5010.1C Grant Management Guidelines. Information kept on each vehicle includes the year, make, and model; vehicle code, vehicle identification number, agency Vehicle number; age, date accepted, remaining useful life, replacement cost; ADA Access Seating Capacity; fuel type; included equipment; location; grant number; federal percentage share; date last inspected, recorded mileage, and condition; type of funding used for the purchase; and other information used by OTO for program review and reporting. The information obtained from these reports will become part of the inventory record along with the title and certificate of collision insurance coverage.

### Maintenance

Vehicles of sub-recipients need to be maintained in accordance with sub-recipients' written maintenance plan. A maintenance plan is required for Federal Transit Administration (FTA)-funded assets (including vehicles/ vessels, facilities, and maintenance. Maintenance records must be kept for individual items and/or major components (such for each vehicle or the heating/air conditioning system in a building). The records should include both routine (preventive) and demand maintenance. The vehicle maintenance plans need to address timeline of periodic regular inspections and periodic preventive maintenance, including maintenance procedures for wheelchair lifts and other accessibility features and procedures for tracking warranty issues and pursue warranty claims. At a minimum periodic preventative maintenance needs to follow original equipment manufacturers recommendations to assure warranties remain valid.

OTO will review subrecipients' maintenance documents in annual on-site visits. OTO may choose to do a desk review in lieu of the annual on-site visit, if an on-site visit is not feasible.

Subrecipients of 5310 funding are required to comply with the OTO Program Management Plan. Compliance areas include but are not limited to procurement, financial management, and vehicle maintenance and disposition.

### OTO Vehicle Procurement

OTO will comply with the provision of 2 CFR 200 and FTA compliant procedures, including but not limited to Buy America, and documentation related to the procurement of vehicles for subrecipients. Procurement documents will be kept for the life of the vehicle and available for Triennial review.

### **OTO Project Administration**

OTO will initiate grant closeout with FTA within 90 days of completion of all activity in the program of projects. OTO will submit progress reports quarterly by the 30th day of the month following the end of the calendar quarter report on quarterly activities for reach open grant.

The OTO will file Federal Financial Reports (FFR) to FTA.

This report is filed electronically in the electronic grant making system and is prepared on the accrual basis of accounting; that is, income is recorded when earned instead of when received, and expenses are recorded with incurred instead of when paid.

### **OTO Accounting System**

OTO uses QuickBooks nonprofit to maintain records of funds and funding. OTO will utilize FTA's electronic grants management system, which is a complete database that provides information on individual grants, grantees and conditions of awards. OTO will utilize the system to accurately monitor funds in current and past grants, administration monies and to determine reasonable estimates for future funding. OTO will be able to keep in direct contact with FTA through the use of this system and account for budget revision, grants administered, and inventory.

Each 5310 subrecipient should designate a position that serves as a basis of accountability on each vehicle and any funds that are involved with the vehicle(s) throughout its useful life. These accounting

records include original vehicle cost, federal and local share, repair costs, invoices, contracts and any other identifiable accounting documents.

Subrecipients are to follow 2 CFR 200 for requirements associated with equipment use, management and disposition.

### **Audits**

OTO receives an annual Single Audit as required by federal regulations. Grants closure is initiated as soon as all available funds have been drawn. Although grantees do not receive funds directly from OTO, the vehicles received are considered federal financial assistance according to 2 CFR 200. Federal financial assistance is assistance received in the form of grants, loans, loan guarantees, property, cooperative agreements, direct appropriations and other assistance. Grantees that expend the Single Threshold level in their fiscal year are required to obtain a single audit in accordance with 2 CFR 200. All single audits are to be submitted online within nine months of the end of the recipients fiscal year.

### **Sub-Recipient Reporting and Oversight**

Sub-recipients of OTO will be required to prepare a variety of program progress reports on an annual basis. These reports will begin based on the date agreements/contracts are signed with sub-recipients and will continue until the project is closed out. The reports will include vehicle mileage traveled, number of passenger trips provided and vehicle condition. These will include a project narrative, local matching sources used, number of passenger trips provided, vehicle miles traveled and a vehicle condition report. A form will be provided upon award to provide information to OTO for program review and reporting. The information obtained from these reports will become part of the inventory record as outlined in the inventory section. Subrecipients are also required to submit an annual Title VI report as outlined in the civil rights section and have to report all received civil right complaints to OTO, including but not limited to Title VI and ADA. If applicable as outlined in 49 CFR 26.21, sub-recipients will also be required to report on an annual basis their efforts in purchasing from DBE vendors.

New subrecipients will be required to report vehicle mileage information, number of passenger trips provided and maintenance information semi-annually for the first year.

In coordination with subrecipients, OTO will conduct annual on-site visits to review maintenance records and physically inspect vehicles. OTO may choose to do a desk review in lieu of the annual on-site visit, if an on-site visit is not feasible.

It is understood that OTO will coordinate, to the best of its abilities, with the Missouri Department of Transportation (MoDOT) on monitoring and oversight of subrecipients for which there is a shared responsibility, including on-site visits.

## O. Other Provisions

### **Environmental Protection**

OTO anticipates only funding projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA). Therefore, there should be no further documentation necessary.

CU Transit agrees to comply with Federal transit laws, specifically 49 U.S.C § 5323 (c)(2), the National Environmental Policy Act of 1969 (NEPA) , as amended, 42 U.S.C. § 4321-4335; U.S. Council on Environmental Quality regulations pertaining to compliance with NEPA, 40 C.F.R. parts 1500-1508; Joint FHWA and FTA regulations, “Environmental Impact and Related Procedures,” 23 C.F.R. part 771 and 49 C.F.R. part 622, Executive Order No. 11514, as amended, “Protection and Enhancement of Environmental Quality,” 42 U.S.C §4321 note, and U.S. DOT laws, specifically 49 U.S.C. §303.

### **Restriction on Lobbying and Code of Ethics**

It is required to complete FTA’s Certification on Lobbying prior to contract execution. All staff, officers, employees, board members or agents of the grantee are required to comply at a minimum of its agencies (OTO or CU) written code of conduct.

### **Prohibition on Exclusive School Transportation**

Recipients of this program are required by 49 U.S.C. 5323(f) and FTA regulations, “School Bus Operations,” at 49 CFR 605.14, must agree that they will:

- Not engage in school transportation operations in competition with private school transportation operators only to the extent permitted by 49 U.S.C. 5323(f), and Federal regulations; and
- Comply with the requirements of 49 CFR Part 605 before providing any school transportation using equipment or facilities acquired with Federal assistance authorized by 49 U.S.C. Chapter 53 or Title 23 U.S.C. for transportation projects.
- An exception would be the transportation of students with disabilities who are eligible CU passengers. Agencies must understand that a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further federal assistance for transportation.

### **Drug and Alcohol Testing**

Recipients or sub-recipients that only receive 5310 assistance are not subject to FTA Drug and Alcohol testing rules, but must comply with the Federal Motor Carrier Safety Administration rule for employees to hold Commercial Drivers’ Licenses (49 CFR part 382).

Section 5310 recipients and subrecipients that also receive funding under one of the covered FTA programs (Section 5307, 5309, or 5311) should include any employees funded under Section 5310 projects in their testing program (C 9070.1G, p. VIII-9).

### **Worker Eligibility**

Agencies receiving FTA 5310 funds will participate in E-Verify and ensure all workers have legal status. Participation will be verified during the application review process.

**Program Management Plan Update**

Significant revisions, amendments or updates to the Program Management Plan (PMP) will be reviewed by OTO's Local Coordinating Board for Transit (LCBT) and per OTO's public participation plan, posted for public comment period prior to taking effect. Following the review of the LCBT and the public comment period, the Executive Director of the OTO will be authorized to approve significant revisions, amendments or updates to the PMP. In accordance with FTA guidance, revisions/amendments or updates of the PMP that are substantive, but not pervasive, can be approved directly by the Executive Director. It is understood that OTO will submit any revisions, amendments or updates to the PMP to FTA's regional office and that it is OTO's responsibility for ensuring that FTA has a complete copy of the current PMP.

DRAFT

## Appendix-A: MOU

CFDA Number:  
CFDA Title: Enhanced Mobility of Seniors and Individuals with Disabilities  
Program  
Federal Agency: Federal Transit Administration, Department of Transportation

**MEMORANDUM OF UNDERSTANDING FOR THE DESIGNATED RECIPIENTS OF  
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 FUNDING - SPRINGFIELD**

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made between Ozarks Transportation Organization (hereinafter, "OTO") and City Utilities of Springfield, Missouri - Transit (hereinafter, "CU") for the purpose of delineating the responsibilities for meeting the Federal Transit Administration (FTA) requirements with regard to the Section 5310 program, Enhanced Mobility of Seniors and Individuals with Disabilities.

WITNESSETH:

WHEREAS, in 2012 the U.S. Congress enacted the Moving Ahead for Progress in the 21st Century Act, Pub. L. 112-141 ("MAP-21"), a two year transportation authorization that provides funding for public transportation projects; and

WHEREAS, MAP-21 outlined changes to the Section 5310 program which results in the need for this MOU. MAP-21 added new eligibilities to the Section 5310 program which now includes the purchase of vehicles to transport the elderly and disabled and operations of the agencies who provide this transportation service, as well public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit (formerly known as New Freedom Projects).

WHEREAS, changes to federal law have resulted in the need for the governor of the State of Missouri to designate a Springfield urbanized area federal aid recipient specifically for FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities.

WHEREAS, in 2021 the U.S. Congress enacted the Infrastructure Investment and Jobs Act ("IIJA"), a three-year funding bill that provides funds for public transportation projects; and

WHEREAS, the 5310 program is governed by transportation legislation, including but not limited to, MAP-21 and IIJA (collectively, the "Transportation Legislation"); and

WHEREAS, the Transportation Legislation may be revised or extended from time-to-time during the term of this MOU; and

WHEREAS, the Federal Transit Administration ("FTA") is responsible for administering and overseeing the 5310 Program for the U.S. Department of Transportation ("DOT"); and

WHEREAS, the rules, regulations, circulars, and other guidance issued by DOT or FTA for the 5310 Program (collectively "DOT/ FTA Guidance) and the Transportation Legislation govern the roles and responsibilities for the designated recipients of 5310 Program funding; and

WHEREAS, funding is now apportioned to the Springfield, Missouri urbanized area and OTO is the Metropolitan Planning Organization responsible to conduct the federally mandated transportation planning process.

## Program Management Plan

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WHEREAS, OTO and CU wish to outline responsibilities regarding the planning and administration of Section 5310 funds.

WHEREAS, CU is the current designated recipient of FTA Section 5307, Urbanized Area Formula Grant and prior Section 5316 JARC and 5317 New Freedom grants and has a successful history of administering and delivery of federally-funded transit projects.

WHEREAS, OTO has traditionally provided the project selection, programming and planning for the expenditure of FTA funds for public transportation projects,

NOW, THEREFORE, OTO, and CU agree as follows:

- (1) RECIPIENT DESIGNATION: The parties will request the Governor of Missouri to designate OTO as a designated recipient of 5310 funds. City Utilities will retain their current designation as a designated recipient of the Springfield urbanized area allocation of 5310 funds.
- (2) FUNDING ALLOCATIONS: The respective percentages and amounts of funding to be administered by OTO and CU on any given year will be 55% to OTO for traditional section 5310 projects, 35% to CU for non-traditional projects and 10% for program administration funds. The administration funds will be split between OTO and CU. OTO will receive 69.5% and CU will receive 30.5% of the administration funds. City Utilities will be given priority to identified non-traditional, Section 5310 funds.
  - a. In the event that City Utilities elects not to utilize the allocated 35% for non-traditional projects and/or the 30.5% of administration funds, it may communicate to OTO the desire to allow OTO to award these funds to other projects and/or administration.
  - b. The funding split will be communicated annually to FTA in a joint letter from the designated recipients, OTO and CU.
- (3) PROJECT SELECTION: OTO will be responsible to conduct a fair and impartial project selection process by publishing a notice of funding, soliciting applications and selecting projects based upon a pre-approved selection criteria approved by the OTO Board of Directors that is consistent with the approved Human Service Coordinated Plan and FTA Section 5310 program guidance.
- (4) PROGRAM OF PROJECTS: OTO will publish an approved Program of Projects as required by the USDOT.
- (5) PERFORMANCE MEASURES: CU will be responsible for reporting performance indicators to OTO for the measures outlined by the United States Department of Transportation (USDOT) for monitoring performance of transit systems. OTO will be responsible for collecting data from area subrecipients for performance reporting.
- (6) PROGRAM MANAGEMENT PLAN AND COORDINATION PLANNING: OTO will be responsible to document the program procedures in a local Program Management Plan and to publish a Human Service Coordination Plan.



Program Management Plan

- (7) PLANNING: OTO will be responsible to plan for future public transportation needs and ensure integration and coordination among diverse transportation modes and providers.
- (8) GRANT MANAGEMENT: OTO will be responsible for grant management responsibilities for all OTO area subrecipient other than those grants administered by CU. Examples of grant management responsibilities include determining eligibility, ensuring that subrecipients meet federal requirements, project audit and closeout, procurement of vehicles, financial management, reporting to FTA, holding title and recording liens and maintaining required certifications.

IN WITNESS WHEREOF, the parties have entered into this Memorandum of Understanding on the last date written below.

Executed by the CU this 17th day of July, 2024.

Executed by the OTO this 18th day of July, 2024.

OZARKS TRANSPORTATION ORGANIZATION

By *Sara Fields*  
Title Executive Director

CITY UTILITIES OF SPRINGFIELD, MISSOURI

By *[Signature]*  
Title VP - Customer Operations & Communications

Attest:  
By *[Signature]*  
Title Director - Transit

Approved as to Form:  
By *[Signature]*  
Title Deputy General Counsel

## Program Management Plan

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STATE CAPITOL  
201 W. CAPITOL AVENUE, ROOM 216  
JEFFERSON CITY, MISSOURI 65101



(573) 751-3222  
WWW.GOVERNOR.MO.GOV

*Michael L. Parson*

GOVERNOR  
STATE OF MISSOURI

Secretary Pete Buttigieg  
US Department of Transportation (USDOT)  
1200 New Jersey Avenue, SE  
Washington DC 20590

RE: Springfield, Missouri Urbanized Area Designated Recipients for FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program Funding

Dear Secretary Buttigieg,

As required in 49 U.S.C. Section 5310, I am designating the City of Springfield, Missouri by and for the benefit of City Utilities of Springfield, Missouri and the Ozarks Transportation Organization, Metropolitan Planning Organization as the designated recipients for Federal Transit Administration Section 5310 enhanced mobility for seniors and individuals with disabilities program funds for the Springfield, Missouri urbanized area beginning in Federal Fiscal Year 2025.

Sincerely,

A handwritten signature in blue ink that reads "Michael L. Parson".

Michael L. Parson  
Governor of the State of Missouri

## Appendix-B: Selection Criteria

### FTA SECTION 5310 PROJECT RATING GUIDELINES

**Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310)** program provides grant funds to urbanized areas for public transportation and allows investments in vehicles, capital projects and operating assistance that are planned, designed and carried out to meet the special needs of seniors and individuals with disabilities.

#### GOAL

To create and maintain a safe, accessible, and energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.

#### POLICY

It is the policy of the Ozarks Transportation Organization to comply with the Federal Transit Administration's guidance for the Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program, this guidance requires a minimum of 55 percent of the apportionment to be allocated for capital for Human Service agencies, therefore until such time as found to be no longer in the organizations best interest, the OTO shall allocated 55 percent to human service organizations for the purchase of capital projects as outlined in the Code of Federal Regulations FTA C 9070.1G and 35 percent for capital and operation expense and beyond the ADA requirements as defined in the CFR, and 10 percent shall be designated for administration of the program. Eligible recipients of FTA Section 5310 funding shall apply for eligible project funding that includes vehicles, capital projects and operating assistance under FTA Section 5310 program.

#### PROCEDURE

An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the attached considerations and ranked by review. The score will be used as a recommendation to the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for the project selection and decision.

***Note: It is the responsibility of the transit provider to include all information needed for the subcommittee to assess how each project applies to these criteria.***

#### **Eligible Capital Projects to Benefit Human Service Transit (55 percent – “traditional” projects)**

Federal transportation law established a list of activities as eligible capital projects that meet a minimum 55 percent requirement for 5310 funding, see circular FTA 9070.1G. The LCBT has chosen to fund only the following activity with “55 percent” funds.

- Additional or replacement vehicles and associated equipment (e.g. buses, vans and minivans, extra seats, heavy-duty wheelchair lift,)

### **Other Eligible Capital and Operating Expense Projects (35 percent – “non-traditional” projects)**

Federal transportation law established a list of activities as eligible other capital and operating expense projects that meet a minimum 35 percent requirement for 5310 funding,

**Examples include this non comprehensive list of projects that enhance paratransit activities beyond minimum ADA requirements:**

- Expansion of paratransit service beyond the three-fourths mile required by ADA
- Expansion of current hours of ADA paratransit operation
- Incremental cost of providing same day service
- Incremental cost of door-to-door service
- Enhance level of service by transit escort or assisting riders to destination
- Vehicles or labor to accommodate mobility aids exceeding standard ADA wheelchairs
- Additional securement location in public buses beyond ADA requirements
- Accessibility improvements to transit and intermodal stations (non-key stations)
- Accessible pathways include: curbcuts, sidewalks, accessible pedestrian signals of other features, elevators, ramps, detectable warnings, improving signage, wayfinding technologies, other technology improvements, and Intelligent Transportation Systems;
- Travel training
- Vehicles to support ADA taxi, rideshare, and/or vanpooling programs
- Administration and expenses related to new voucher programs
- Supporting volunteer driver and aid programs
- Additional Information can be found in FTA C 9070.1G

***Note: City Utilities (CU) Transit will receive the funding for “non-traditional” projects as outlined in the MOU shown in Appendix A. In the event that CU elects not to utilize the allocated funds for “non-traditional” projects, OTO will administer the project selection process for all projects funded through the 5310 program.***

### **ADMINISTRATIVE EXPENSES (10 percent)**

Up to 10 percent of the recipient’s total fiscal year apportionment may be used to fund program administration costs including administration, planning and technical assistance for projects funded in this program. Program administration costs may be funded at 100 percent federal share.

Per the requirements of federal transportation law, 5310 funds cannot be transferred into or out of the areas in which they were apportioned (i.e. urban to rural areas).

#### Additional Eligibility Requirements for 5310 Funding

In addition to the above eligibility standards, projects seeking 5310 funding must address a strategy or action in the Transit Coordination Plan 2022. The applicant must have a minimum (non-federal) local match of 20 percent match for capital project (15% for ADA Vehicles), 50 percent match for operations and 0 percent match for administration as required by federal transportation legislation.

## 5310 Scoring Criteria

Agency Submitting Project: \_\_\_\_\_

Vehicle Requested: \_\_\_\_\_

Federal Funds Requested: \_\_\_\_\_

Type: Replacement Vehicle  New Vehicle

Max Points Possible	Evaluation Criteria	Points Awarded
15	This project replaces an existing vehicle to maintain current services	
10	This project supports services of established agencies	
10	This project will lead to an increase in the agency's ADA amenities offered	
10	This project will provide service to an area not previously served	
5	This project provides for an increased number of passengers served per week	
5	This project will create new intercity connections	
5	This project will expand transit access at night and on weekends	
5	This project expands ADA accessibility to public transportation	
5	Agency has not been awarded a vehicle in the past two years	
5	This project is in alignment with the themes and strategies identified in the Transit Coordination Plan	
3	This project will offer same day transit service	
2	This project will offer flexible scheduling options	
<b>80</b>	<b>Total</b>	

**TAB 6**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.D.**

**TAP Project Schedule Extension**

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

**AGENDA DESCRIPTION:**

The Springfield-Greene County Park Board has requested to extend the schedule of the Lost Hill Greenway Trail Bridge (EN2402-24), which was awarded TAP/CRP funds in January 2023. This would be a one-time extension, per OTO’s Reasonable Progress Policy.

The Lost Hill Greenway Trail Bridge project is not on OTO’s list of Critical Obligations for Federal Fiscal Year 2024. The Springfield-Greene County Park Board has proposed the following schedule:

<b>Phase</b>	<b>Current Schedule</b>	<b>Proposed Schedule</b>
1. Award Notification post TIP Amendment	January 2023	<i>Completed</i>
2. Programming Data Form	March 2023	<i>Completed</i>
3. Engineering Services Contract Approval	April 2024	September 2024
4. Preliminary & Right-of-Way Plans Submittal	August 2024	November 2024
5. Plans, Specifications, & Estimate Submittal	December 2024	January 2025
6. Plans, Specifications & Estimate Approval	January 2025	February 2025
7. Construction Contract Award	March 2025	May 2025

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 21, 2024, the Technical Planning Committee recommended the Board of Directors approve the revised reasonable progress schedule for the Lost Hill Greenway Bridge Project.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the revised reasonable progress schedule for the Lost Hill Greenway Bridge Project.”

OR

“Move to recommend the following...”



1923 N. Weller Avenue  
 Springfield, Missouri 65803  
 O: (417) 864-0288  
 M: (417) 353-1955  
 jsmith@springfieldmo.gov

**SPRINGFIELD-GREENE COUNTY PARK BOARD - PARK PLANNING OFFICE**

**To: Jennifer Thomas, P.E., ENV SP  
 Ozark Transportation Organization  
 2208 W. Chesterfield Blvd, Suite 101  
 P: (417) 865-3042 ext. 108**

**Project: Lost Hill Park Greenway Trail Bridge - TAP - 9901 (867)**

Jennifer,

We would like to request an extension on the Lost Hill Park Greenway Trail Bridge project - TAP - 9901 (867). The proposed schedule I've attached will give us adequate time to complete all of the tasks and will only add two months onto the completion of the project. We also believe that starting construction at the start of June will provide more favorable conditions within the drainage channel than starting in April would provide.

Please review the proposed schedule and let me know if you have any questions.

Thank you!

Springfield-Greene County Park Board  
 Lost Hills Greenway Bridge Project Schedule

Phase	Latest Date	<u>Requested Extension Dates</u>
1. Award Notification post TIP Approval	September 2023	
2. Programming Data Form	November 2023	
3. Programming Agreement	January 2024	
4. Engineering Services Contract Approval	April 2024	<b>September 30, 2024</b>
5. Preliminary & Right-of-Way Plans Submittal	August 2024	<b>November 30, 2024</b>
6. Plans, Specifications, & Estimate (PS&E) Submittal	December 2024	<b>January 31, 2025</b>
7. Plans, Specifications, & Estimate (PS&E) Approval	January 2025	<b>February 28, 2025</b>
8. Construction Contract Award	March 2025	<b>May 30, 2025</b>
9. Final Project Closeout	Variable	<b>Variable</b>

**Jeff W. Smith, RLA, ASLA**  
**Senior Parks Planner**  
**Springfield-Greene County Park Board**





# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

June 6, 2024

Jeff Smith  
Springfield-Greene County Park Board  
1923 N. Weller  
Springfield, MO 65803

RE: Lost Hill Greenway Bridge – TAP 9901(867)

OTO has been diligently working to spend federal funds according to MoDOT's requirements. In order to avoid lapsing funds, we are actively monitoring for reasonable progress on all projects. Project timelines are outlined in the project application, reasonable progress policy and the MoDOT program agreement.

We regret to inform you OTO has determined that the Springfield-Greene County Park Board has made insufficient progress on the Lost Hill Greenway Bridge project. This is the first violation letter advising you of the missed deadline.

The Springfield-Greene County Park Board has missed the following deadline:

Engineering Services Contract Approval by April 30, 2024

It is OTO's goal to obligate all funding as soon as possible, so please continue to work diligently to get the project back on schedule. I have attached the required timeline for your reference.

A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

If an extension is not approved and the project schedule continues to not be met, funding will be removed from the project on September 30, 2024.

Please let us know if you have any questions or need assistance with moving your project forward.

Sincerely,

Jennifer Thomas, P.E.

CC: Garrett Evans, MoDOT

Springfield-Greene County Park Board  
Lost Hills Greenway Bridge Project Schedule

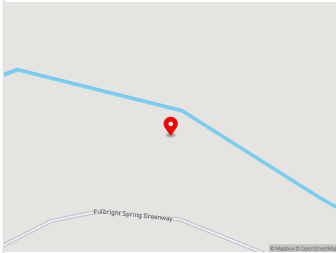
Phase	Latest Date
1. Award Notification post TIP Approval	September 2023
2. Programming Data Form	November 2023
3. Programming Agreement	January 2024
4. Engineering Services Contract Approval	April 2024
5. Preliminary & Right-of-Way Plans Submittal	August 2024
6. Plans, Specifications, & Estimate (PS&E) Submittal	December 2024
7. Plans, Specifications, & Estimate (PS&E) Approval	January 2025
8. Construction Contract Award	March 2025
9. Final Project Closeout	Variable



# Project Overview

## 1 Projects Listed

### EN2402-24 - LOST HILL GREENWAY BRIDGE



Plan Revision  
24Adopted

Section  
Sponsored by Local  
Public Agencies

Project Type  
Bicycle and  
Pedestrian

Lead Agency  
Greene County  
Parks

County  
Greene County

Municipality  
Unincorporated  
Greene County

Status  
Programmed

Total Cost  
\$150,000

MoDoT ID  
-

Federal ID  
9901867

Project From  
-

Project To  
-

Project  
Considerations  
Bike/Ped Plan

Project Description  
Construct new bridge to replace low-water crossing for greenway trail at Lost Hill Park.

Funding Source Notes  
Non-Federal Funding Source: Springfield-Greene County Park Board

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$10,400	-	-	-	-	\$10,400
Engineering	Local	-	\$2,600	-	-	-	-	\$2,600
<b>Total Engineering</b>		-	\$13,000	-	-	-	-	\$13,000
Construction	Local	-	-	\$30,000	-	-	-	\$30,000
Construction	TAP (FHWA)	-	-	\$107,000	-	-	-	\$107,000
<b>Total Construction</b>		-	-	\$137,000	-	-	-	\$137,000
<b>Total Programmed</b>		-	\$13,000	\$137,000	-	-	-	\$150,000

**TAB 7**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.E.**

**Trail and Sidewalk Funding Recommendation**

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

**AGENDA DESCRIPTION:**

OTO made a call for projects in July, with applications due August 1, for trail and sidewalk projects, with the purpose of awarding TAP/CRP funding. Five projects were received and recommended for funding by the Bicycle and Pedestrian Advisory Committee.

1. City of Battlefield – Engineering/Design – Wilson’s Creek Trail and Phase 2 FF Pedestrian Improvements
2. City of Ozark – Construction – Trail/Sidewalk Hwy CC Chadwick Flyer Connection
3. City of Springfield – Engineering/Design and Construction – South Creek Greenway Trail – Sunset/Glenstone Crossing Improvements
4. City of Strafford – Engineering/Design – Route 66 trail Phase 3
5. City of Willard – Engineering/Design – 160 Underpass

<b>Funding Summary</b>	
Requested Federal Share	\$1,333,205.00
Total Local Share	\$332,802.00
<b>Total Costs</b>	<b>\$1,666,007.00</b>

**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:**

The OTO Bicycle and Pedestrian Advisory Committee recommended the submitted sidewalk and trail projects be approved for TAP/CRP funding, with approval of the City of Battlefield’s project contingent on including stakeholder outreach and development of conceptual plan alternatives, and Springfield’s Construction award contingent upon meeting PS&E reasonable progress requirements.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled on August 21, 2024, the Technical Planning Committee recommended the Board of Directors approve TAP/CRP funding for the trail and sidewalk projects.

**BOARD OF DIRECTORS ACTION REQUESTED:**

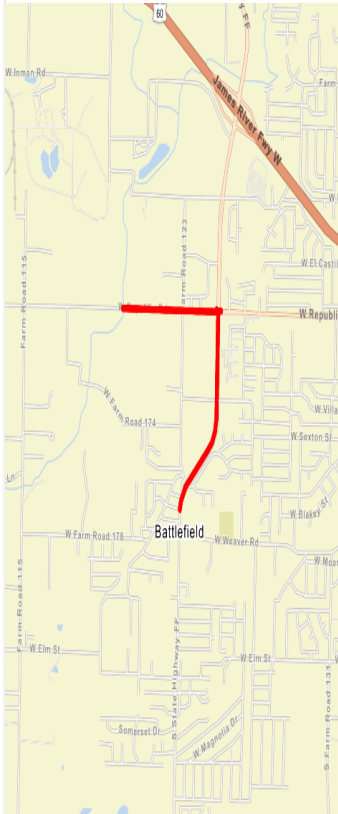
A member of the Board of Directors is requested to make one of the following motions:

“Move to approve TAP/CRP funding for the five submitted sidewalk and trail projects.”

OR

“Move to recommend the following...”

### CFP24-107 - Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements



Plan Revision: July 2024 Bike/Ped  
 Section: -  
 Project Type: Bicycle and Pedestrian  
 Lead Agency: City of Battlefield

County: Greene County  
 Municipality: Battlefield  
 Status: -  
 Total Cost: \$233,172

MoDoT ID: -  
 Federal ID: -  
 Project From: Route M (Republic Road), Highway FF  
 Project To: W. William St., Wilson's Creek

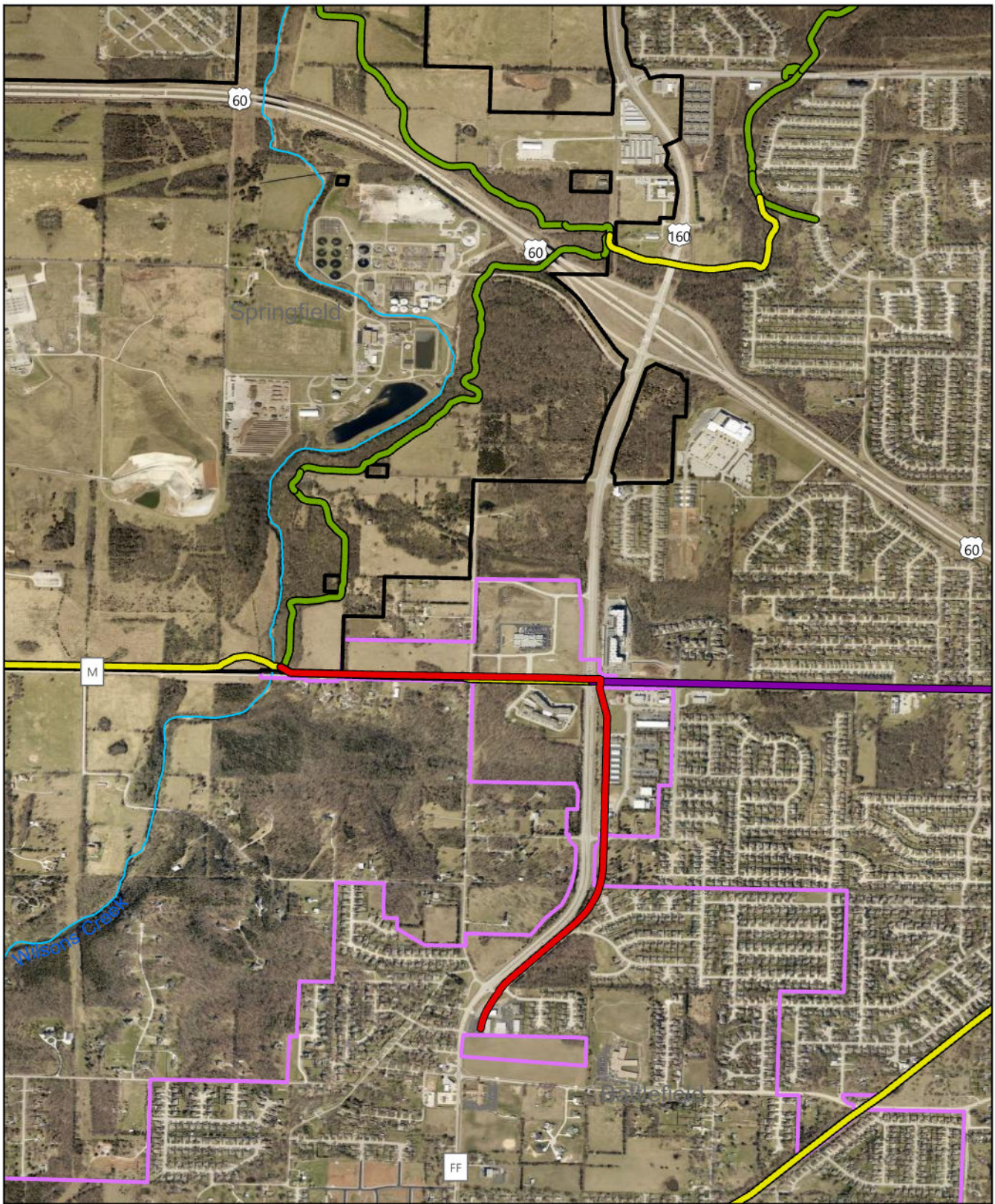
Project Considerations: -

**Project Description**

The City of Battlefield is focusing on enhancing pedestrian and bike accommodations in the City by further increasing connectivity between neighborhoods and City amenities. The City proposes, with this application, to provide for Preliminary Engineering for two substantial improvements that will greatly enhance their trail network, improve pedestrian safety, and increase community connectivity: For the First Project, the City proposes to provide an 8' to 12' wide concrete sidewalk/trail beginning at the Republic Road (to the east)/State Highway M (to the west) and Highway FF intersection that would extend south along the east side of Highway FF approximately 5,025' primarily within existing right-of-way and connecting to a previously completed and STP funded sidewalk (STP-9901 814, Phase I FF Sidewalk) near W. William St. This project will connect two currently separated commercial districts to each other and to area neighborhoods as well as the local school. A popular restaurant/brewery with outdoor seating is midway along the route and between the two commercial areas and could be a favored pedestrian destination among others. Currently, the sidewalk along Highway FF ends at a commercial driveway, but was designed with the intent to extend further north which could be fulfilled by the proposed improvements.

The Second Project is to provide an 8' to 12' wide concrete sidewalk/trail also beginning at the Republic Road/State Highway M and Highway FF intersection and that would extend West along the north side of State Highway M approximately 3,000' to the existing southern terminus of the Wilson's Creek Greenway Trail. The Wilson's Creek Greenway currently ends at Wilsons Creek adjacent to the State Highway M bridge and requires trail users to reverse course at that point and return to a trail head quite a ways away. This extension shows up on various area pedestrian improvement plans and is part of a larger objective to connect trail users to Wilson's Creek National Battlefield located a couple of miles to the southwest and to the City of Republic. Completion of this and other phases will provide interconnection of OTO jurisdictions (Battlefield and Republic). This project is part of the official 2045 long range transportation plans map. Currently, there are no sidewalks in the area and pedestrians have to walk along a busy road with steep ditches resulting in safety concerns and discouraged pedestrian use. By completing this phase of construction in the future, pedestrians would be interconnected with the Greenways network linking users to the City of Battlefield and beyond. It is proposed that the east end of the project, located opposite the Township Senior Living Campus, be an alternate should costs come in high as there is a new 5' sidewalk located along the south side of State Highway M that could be utilized if funds are limited for construction. In addition, prior to requesting construction funds, costs may be reassessed and consideration of scope adjustments may occur if needed. This application is for Preliminary Engineering funds only, which will allow the city to have shovel ready projects and a more detailed expectation of project values. Future requests for construction funds may be for all or part of the projects described as funds and available right-of-way allow.

Funding Source Notes: -



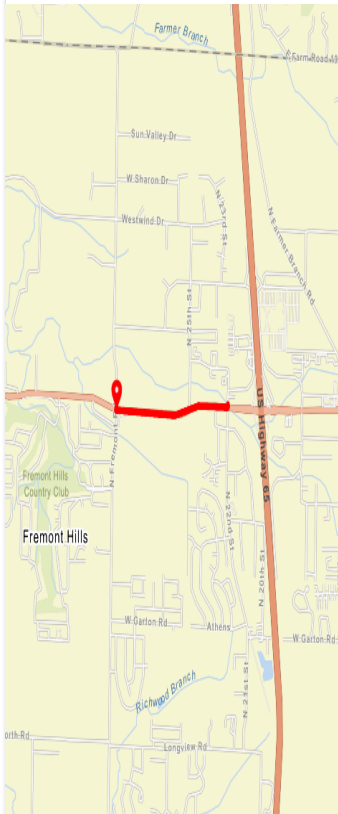
0 0.25 0.5 1 Miles

Legend	
	Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements
	<b>City Limits</b> BATTLEFIELD
	SPRINGFIELD
	<b>Regional Trail Status</b> EXISTING
	FUTURE
	ON-STREET CONNECTION



PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Engineering	Local	-	\$46,635	-	\$46,635
Engineering	Federal	-	\$186,537	-	\$186,537
<b>Total Engineering</b>		-	<b>\$233,172</b>	-	<b>\$233,172</b>
<b>Total Programmed</b>		-	<b>\$233,172</b>	-	<b>\$233,172</b>

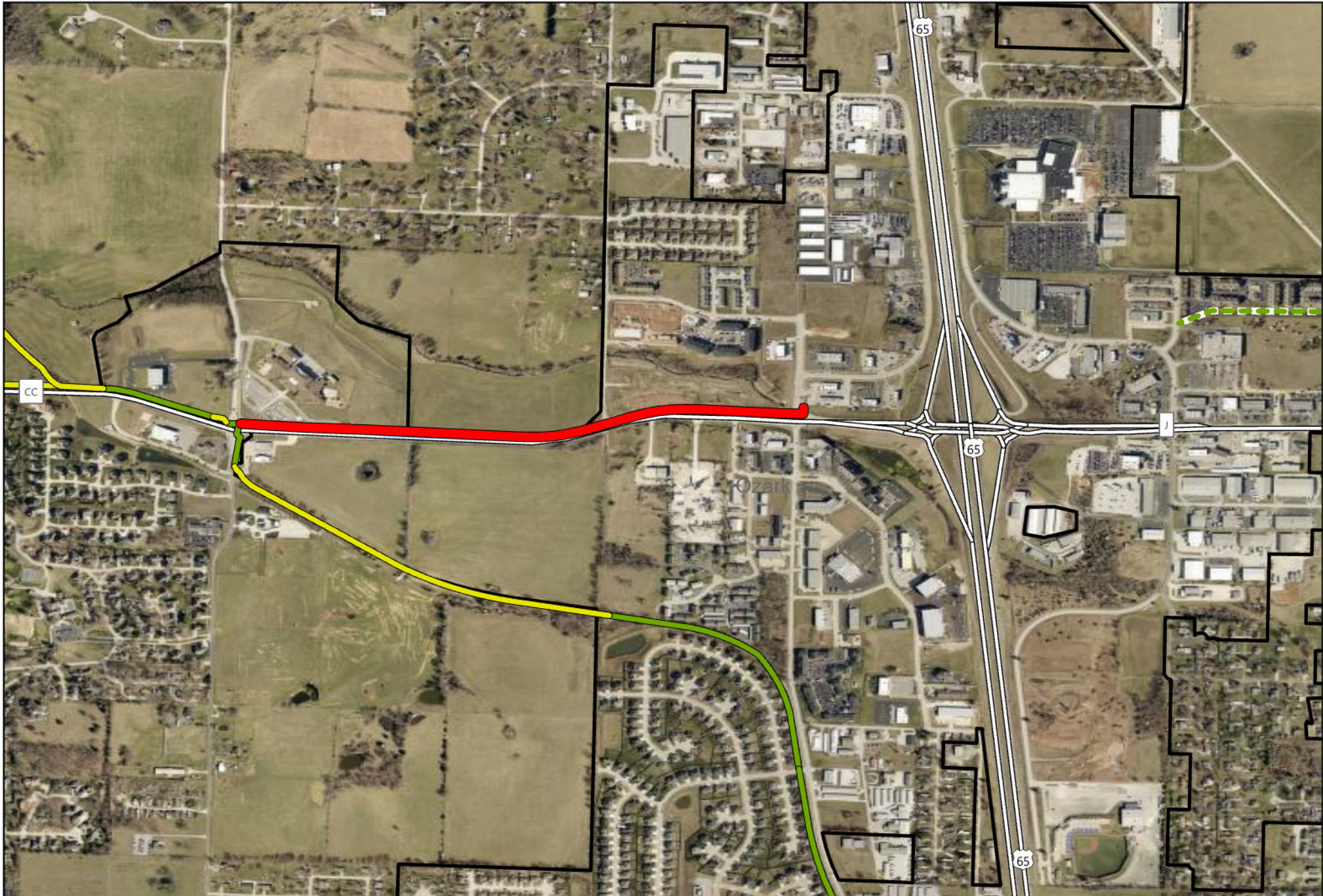
### CFP24-104 - Trail/Sidewalk Hwy CC Chadwick Flyer Connection



Plan Revision July 2024 Bike/Ped	Section -	Project Type Bicycle and Pedestrian	Lead Agency City of Ozark
County Christian County	Municipality Ozark	Status -	Total Cost \$555,726
MoDoT ID -	Federal ID -	Project From Fremont Road	Project To N 22nd Street
Project Considerations -	Project Description Trail/Sidewalk State Hwy CC-Fremont Road to N 22nd Street		
Funding Source Notes -			



PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Construction	Local	-	-	\$111,146	\$111,146
Construction	Federal	-	-	\$444,580	\$444,580
<b>Total Construction</b>		-	-	<b>\$555,726</b>	<b>\$555,726</b>
<b>Total Future Costs</b>		-	-	<b>\$555,726</b>	<b>\$555,726</b>
<b>Total Programmed</b>		-	-	<b>\$555,726</b>	<b>\$555,726</b>





**Regional Trail Status**

-  EXISTING
-  FUNDED
-  FUTURE
-  UNDER DESIGN

-  Trail/Sidewalk Hwy CC Chadwick Flyer Connection
-  City Limits



### CFP24-106 - South Creek Greenway Trail--Sunset/Glenstone Crossing Improvements



Plan Revision  
July 2024 Bike/Ped

Section  
-

Project Type  
Bicycle and Pedestrian

Lead Agency  
City of Springfield

County  
-

Municipality  
-

Status  
-

Total Cost  
\$446,899

MoDoT ID  
-

Federal ID  
-

Project From  
-

Project To  
-

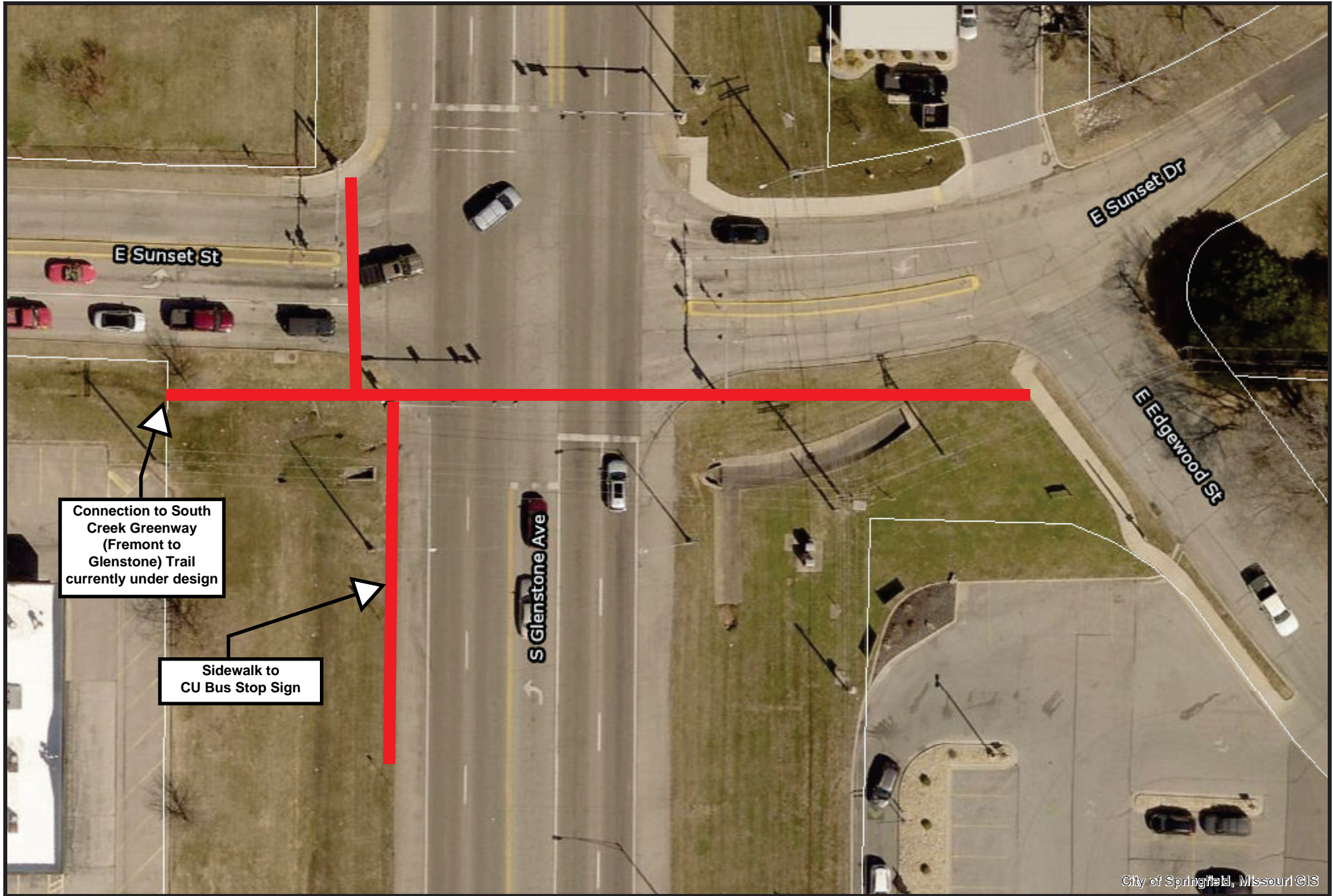
Project Considerations  
-

Project Description  
Provide sidewalks and pedestrian crossings at intersection of Glenstone Avenue and Sunset Street in Springfield.

Funding Source Notes  
-

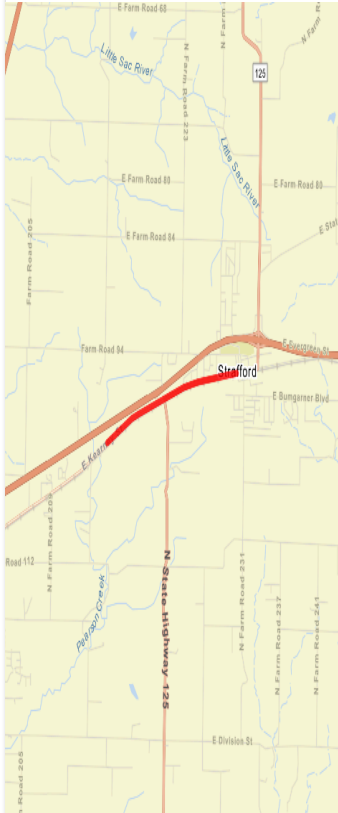
PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Engineering	Local	-	\$5,829	-	\$5,829
Engineering	Federal	-	\$46,633	-	\$46,633
Engineering	MoDOT	-	\$5,829	-	\$5,829
<b>Total Engineering</b>		-	<b>\$58,291</b>	-	<b>\$58,291</b>
Construction	Local	-	-	\$38,861	\$38,861
Construction	Federal	-	-	\$310,886	\$310,886
Construction	MoDOT	-	-	\$38,861	\$38,861
<b>Total Construction</b>		-	-	<b>\$388,608</b>	<b>\$388,608</b>
<b>Total Future Costs</b>		-	-	<b>\$388,608</b>	<b>\$388,608</b>
<b>Total Programmed</b>		-	<b>\$58,291</b>	<b>\$388,608</b>	<b>\$446,899</b>

# Sunset and Glenstone Avenue Sidewalk Connection



City of Springfield, Missouri GIS

### CFP24-105 - Route 66 Trail - Phase 3



Plan Revision  
July 2024 Bike/Ped

Section  
-

Project Type  
Bicycle and Pedestrian

Lead Agency  
City of Stafford

County  
Greene County

Municipality  
Stafford

Status  
-

Total Cost  
\$295,711

MoDoT ID  
-

Federal ID  
-

Project From  
Washington Ave

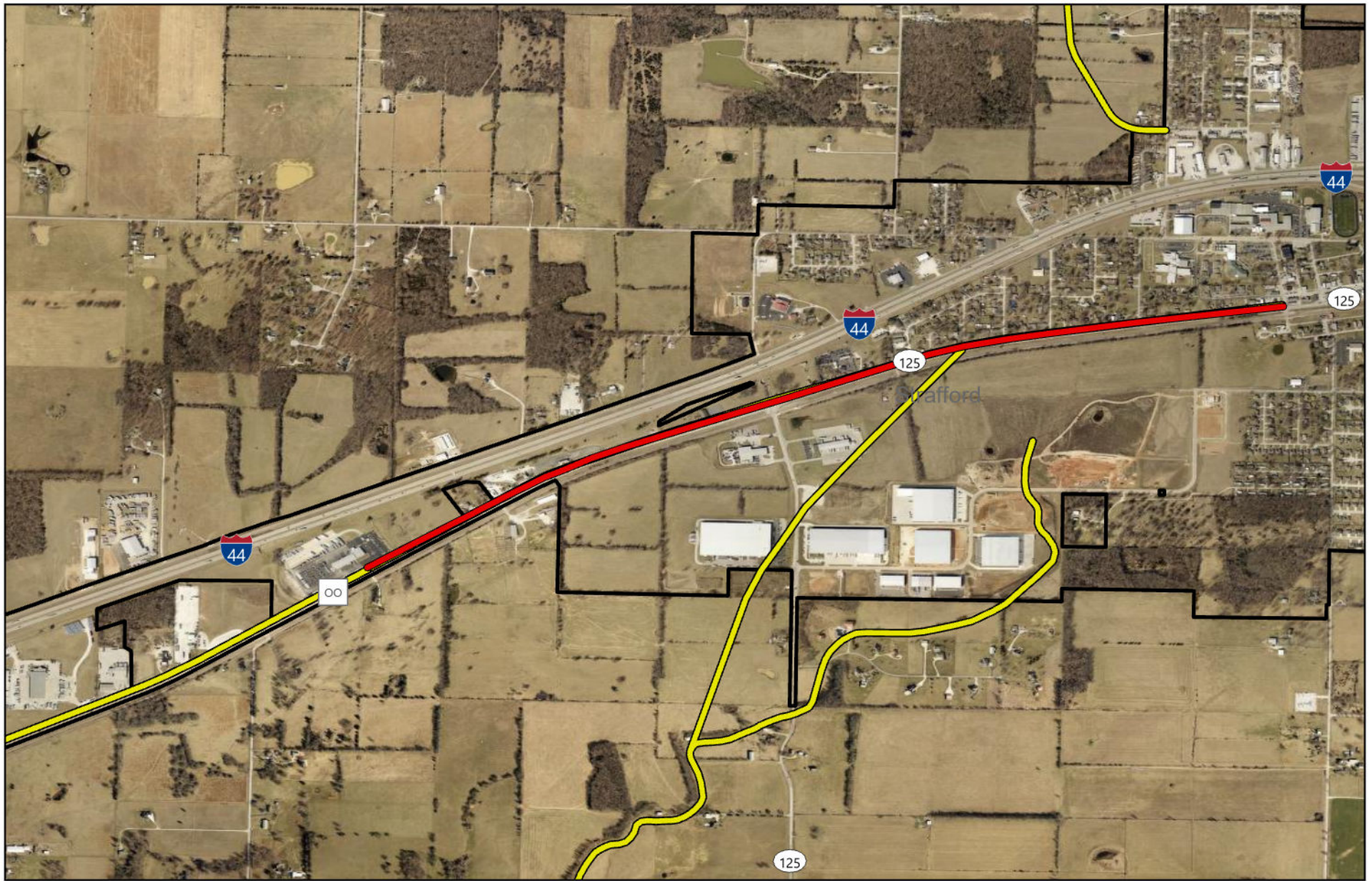
Project To  
0.27 miles east of Farm Road 123 (TransLand)

Project Considerations  
-

Project Description  
PS & E for 10' wide trail along Route OO from Washington Ave to TransLand

Funding Source Notes  
-

PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Engineering	Federal	-	\$236,569	-	\$236,569
Engineering	Local	-	\$59,142	-	\$59,142
<b>Total Engineering</b>		-	<b>\$295,711</b>	-	<b>\$295,711</b>
<b>Total Programmed</b>		-	<b>\$295,711</b>	-	<b>\$295,711</b>



Route 66 Trail - Phase 3

Regional Trail Status

FUTURE

City Limits

STAFFORD



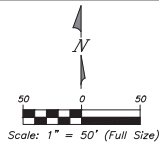
### CFP24-102 - 160 Underpass



Plan Revision July 2024 Bike/Ped	Section -	Project Type Bicycle and Pedestrian	Lead Agency City of Willard
County Greene County	Municipality Willard	Status -	Total Cost \$135,000
MoDoT ID -	Federal ID 290653	Project From -	Project To -
Project Considerations -			
Project Description Engineering on an underpass at Hwy 160 and Hwy AB			
Funding Source Notes -			

PHASE	FUND SOURCE	PRIOR	FY2025	FUTURE	TOTAL
Engineering	Local	-	\$27,000	-	\$27,000
Engineering	Federal	-	\$108,000	-	\$108,000
<b>Total Engineering</b>		-	\$135,000	-	\$135,000
<b>Total Programmed</b>		-	\$135,000	-	\$135,000

C:\Users\chris\OneDrive - CJW Transportation Consultants, L.L.C. \My PDD\657350264894 - Willard Trail Corridor Estimate\Design - dwg\Exhibit02.dwg - Willard Trail Corridor Estimate.dwg  
 LAST SAVED: 2/20/24 4:41:18 PM - PLOTTED: 2/20/24 4:52:21 PM



Prepared by:  
**CJW**  
 CJW Transportation Consultants, L.L.C.  
 1077 S. Sunset  
 Columbia, MO 65207-2828  
 Tel: 417.260.1000  
 Fax: 417.260.1000  
 www.cjw.com

**PRELIMINARY**  
 Not For Construction



No.	Description	Date

SURVEY BY	
DATE	7-29-2024
DWG	DWG NAME
DESIGN	CJW
DRAWN	CJW
CHECKED	CJW
SCALE HOR.	1" = 50'
SCALE VERT.	N/A

TAP GRANT PHASE 02

SHEET  
01  
 CJW NO. 07-29-24

**TAB 8**



**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.F.**

***Destination 2045* Amendment Number 7**

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

**AGENDA DESCRIPTION:**

An update to *Destination 2045* is needed to include I-44 improvements from US 65 to Route 125 and to reflect the additional funding and updated costs for the I-44 projects between US 160 and Route 125. These changes are highlighted on the following pages.

While these projects appear in various configurations in the Constrained project list, as well as several as carryover from the TIP prior to the 2021 LRTP update, below is a breakdown of the I-44 projects:

<b>PROJECT</b>	<b>Estimated Cost (in thousands)</b>
US 160 to 13 Widening	42.14
Route 13 to Glenstone	
Sound Study	4.84
Widening	46.28
Pavement Rebuild	6.73
Glenstone to US 65	
Widening	20.14
Pavement Rebuild	6.63
US 65 to Route 125	93.95
Route 13 Interchange	
Phase 1	37.64
Phase 2	3.97
Phase 3	9.95
Phase 4	2.16
New Melville Bridge	5.32
TOTAL	279.75

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 21, 2024, the Technical Planning Committee recommended the Board of Directors approve Amendment Seven to *Destination 2045*.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve Amendment Seven to *Destination 2045*.”

OR

“Move to approve Amendment Seven to *Destination 2045* with the following changes...”

## Revenue Estimates through 2045

Revenue Directed to Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance Projects

### 93: Non-Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
MoDOT Directed Revenue	\$59,027,891	\$76,779,044	\$66,592,385	\$331,230,000	\$58,312,000
Cost Share Projected Revenue	\$6,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$7,274,284	\$7,882,538	\$7,930,989	\$8,089,609	\$8,251,401
Suballocated TAP/CRP	\$2,312,656	\$2,312,656	\$2,312,656	\$2,312,656	\$2,358,909
Local/Other	\$25,795,423	\$8,708,407	\$2,560,911	\$2,600,566	\$2,652,578
<b>TOTAL</b>	<b>\$100,410,254</b>	<b>\$97,182,645</b>	<b>\$80,896,941</b>	<b>\$345,732,831</b>	<b>\$73,074,888</b>

	2027	2028	2029	2030	2031
MoDOT Directed Revenue	\$55,390,100	\$55,944,001	\$56,503,441	\$57,068,475	\$57,639,160
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$8,416,429	\$8,584,758	\$8,756,453	\$8,931,582	\$9,110,214
Suballocated TAP/CRP	\$2,406,087	\$2,454,209	\$2,454,209	\$2,454,209	\$2,454,209
Local	\$2,705,629	\$2,759,742	\$2,802,665	\$2,846,448	\$2,891,106
<b>TOTAL</b>	<b>\$70,418,246</b>	<b>\$71,242,710</b>	<b>\$72,016,768</b>	<b>\$72,800,714</b>	<b>\$73,594,689</b>

	2032	2033	2034	2035	2036
MoDOT Directed Revenue	\$58,215,552	\$58,797,707	\$59,385,684	\$59,979,541	\$60,579,337
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$9,292,418	\$9,478,266	\$9,667,832	\$9,861,188	\$10,058,412
Suballocated TAP/CRP	\$2,503,293	\$2,503,293	\$2,503,293	\$2,503,293	\$2,503,293
Local	\$2,948,928	\$2,995,390	\$3,042,781	\$3,091,120	\$3,140,426
<b>TOTAL</b>	<b>\$74,460,191</b>	<b>\$75,274,657</b>	<b>\$76,099,590</b>	<b>\$76,935,143</b>	<b>\$77,781,468</b>

	2037	2038	2039	2040	2041
MoDOT Directed Revenue	\$61,185,130	\$61,796,981	\$62,414,951	\$63,039,101	\$63,669,492
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Suballocated STBG	\$10,259,580	\$10,464,772	\$10,674,067	\$10,887,549	\$11,105,300
Suballocated TAP/CRP	\$2,553,359	\$2,553,359	\$2,553,359	\$2,553,359	\$2,553,359
Local	\$3,203,235	\$3,254,533	\$3,306,857	\$3,360,227	\$3,414,665
<b>TOTAL</b>	<b>\$78,701,304</b>	<b>\$79,569,645</b>	<b>\$80,449,234</b>	<b>\$81,340,235</b>	<b>\$82,242,815</b>

	2042	2043	2044	2045	TOTAL
MoDOT Directed Revenue	\$64,306,187	\$64,949,248	\$65,598,741	\$66,254,728	\$1,744,658,878
Cost Share Projected Revenue	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$40,500,000
Suballocated STBG	\$11,327,406	\$11,553,954	\$11,785,033	\$12,020,733	\$231,664,766
Suballocated TAP/CRP	\$2,604,426	\$2,604,426	\$2,604,426	\$2,604,426	\$59,533,423
Local	\$3,482,958	\$3,539,595	\$3,597,365	\$3,656,290	\$102,357,844
TOTAL	\$83,220,976	\$84,147,223	\$85,085,565	\$86,036,178	\$2,178,714,911

## Revenue Directed to Transit Projects

### 94: Transit Revenue Estimates 2022-2045

	2022	2023	2024	2025	2026
FTA 5307	\$2,755,075	\$2,872,825	\$2,866,486	\$2,923,816	\$2,982,292
FTA 5310	\$307,843	\$314,000	\$320,280	\$326,686	\$333,220
FTA 5339	\$292,904	\$298,762	\$3,304,738	\$310,832	\$317,049
City Utilities Local Share	\$6,800,000	\$7,000,000	\$7,000,000	\$9,500,000	\$9,595,000
State of Missouri/Medicaid	\$146,500	\$146,500	\$146,500	\$146,500	\$149,430
Other local agencies	\$42,328	\$43,175	\$44,039	\$44,919	\$45,818
TOTAL	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753	\$13,422,808

	2027	2028	2029	2030	2031
FTA 5307	\$3,041,938	\$3,102,777	\$3,164,832	\$3,228,129	\$3,292,692
FTA 5310	\$339,884	\$346,682	\$353,615	\$360,688	\$367,901
FTA 5339	\$323,390	\$329,857	\$336,455	\$343,184	\$350,047
City Utilities Local Share	\$9,690,950	\$9,787,860	\$9,885,738	\$9,984,595	\$10,084,441
State of Missouri/Medicaid	\$149,430	\$149,430	\$149,430	\$149,430	\$152,419
Other local agencies	\$46,734	\$47,669	\$48,622	\$49,595	\$50,586
TOTAL	\$13,592,326	\$13,764,274	\$13,938,693	\$14,115,621	\$14,298,087

	2032	2033	2034	2035	2036
FTA 5307	\$3,358,546	\$3,425,716	\$3,494,231	\$3,564,115	\$3,635,398
FTA 5310	\$375,260	\$382,765	\$390,420	\$398,228	\$406,193
FTA 5339	\$357,048	\$364,189	\$371,473	\$378,902	\$386,481
City Utilities Local Share	\$10,185,286	\$10,287,139	\$10,390,010	\$10,493,910	\$10,598,849
State of Missouri/Medicaid	\$152,419	\$152,419	\$152,419	\$152,419	\$155,467
Other local agencies	\$51,598	\$52,630	\$53,683	\$54,756	\$55,852
TOTAL	\$14,480,156	\$14,664,858	\$14,852,235	\$15,042,331	\$15,238,239

	2037	2038	2039	2040	2041
FTA 5307	\$3,708,106	\$3,782,268	\$3,857,913	\$3,935,071	\$4,013,773
FTA 5310	\$414,317	\$422,603	\$431,055	\$439,676	\$448,470
FTA 5339	\$394,210	\$402,094	\$410,136	\$418,339	\$426,706
City Utilities Local Share	\$10,704,838	\$10,811,886	\$10,920,005	\$11,029,205	\$11,139,497
State of Missouri/Medicaid	\$155,467	\$155,467	\$155,467	\$155,467	\$158,576
Other local agencies	\$56,969	\$58,108	\$59,270	\$60,455	\$61,665
<b>TOTAL</b>	<b>\$15,433,906</b>	<b>\$15,632,426</b>	<b>\$15,833,847</b>	<b>\$16,038,214</b>	<b>\$16,248,686</b>

	2042	2043	2044	2045	TOTAL
FTA 5307	\$4,094,048	\$4,175,929	\$4,259,448	\$4,344,637	\$83,880,061
FTA 5310	\$457,439	\$466,588	\$475,920	\$485,438	\$9,365,172
FTA 5339	\$435,240	\$443,945	\$452,824	\$461,880	\$11,910,684
City Utilities Local Share	\$11,250,892	\$11,363,401	\$11,477,035	\$11,591,805	\$241,572,343
State of Missouri/Medicaid	\$158,576	\$158,576	\$158,576	\$158,576	\$3,665,459
Other local agencies	\$62,898	\$64,156	\$65,439	\$66,748	\$1,287,711
<b>TOTAL</b>	<b>\$16,459,094</b>	<b>\$16,672,595</b>	<b>\$16,889,241</b>	<b>\$17,109,084</b>	<b>\$351,681,431</b>

## Range of Alternatives

Funding through 2045 will be limited. For this reason, OTO has reviewed potential projects over that same time frame, so there is a realistic understanding of what can be accomplished. OTO solicits needs and projects from member jurisdictions and through the public input process. These projects are then subjected to a prioritization process. The list of prioritized projects is compared to the available funding amounts through 2045 and a constrained list of priority projects is selected.

## Project Prioritization Process

To prioritize projects, the *Destination 2045* subcommittee developed a set of prioritization factors based on the plan goals. A glossary defining the criteria for points is included in Appendix 2.

## 95: Prioritization Points

Factor	Max Points
High Volume Corridors	8
Safety	40
Bike/Ped Safety	20
At-Grade RR Crossing	4
Multi-Modal	6
Environmental Justice	8
Current Congestion	15
Future Congestion	7
SW Freight Plan	2
Freight Traffic	4
Bridge Condition	6
Extending Life Cycle	4
Local Priority	15
<b>TOTAL Points</b>	<b>140</b>



### Constrained Project Lists

The long range transportation plan is required to contain a financial plan demonstrating how the adopted transportation plan can be implemented. OTO has identified funding for operations, maintenance, and plan implementation of federal-aid highways and public transportation. As these funds are limited, the list below has been constrained to available funding. The financial plan presented in *Destination 2045* is required to be fiscally constrained by year for the first ten years and the outer years may reflect aggregate cost ranges.

Foremost, OTO has accounted for the FY 2022-2025 Transportation Improvement Program. The FY 2022-2025 TIP contains projects constrained in *Transportation Plan 2040* and has been fiscally constrained itself. The projects contained in the TIP can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>. A small amount of funding is available beyond what has been programmed in the TIP and that has been made available for projects that have yet to be programmed in this timeframe.

Next, OTO has considered those needs that require an annual investment through regular evaluation. The first few years of these programs have already been included in the FY 2022-2025 TIP, then an annual cost/investment plan has been estimated through 2045.

- ADA/Bike/Ped/Trail
- Signal Replacement
- Bridge Asset Management
- Safety Improvement
- Interstate and Major Routes Pavement Improvement
- Minor Routes Pavement

- Intersection Operational Improvement
- ITS Operations and Management
- Operations and Maintenance – State and Local Systems
- Scoping
- Rail

Finally, identified projects have been prioritized as outlined above and assigned a year for construction, with estimated costs inflated to the relevant time frame. The following list has been organized by Route for ease of use. Public transportation projects have been identified in a separate table.

Fiscal Constraint for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

**96: Non-Transit Fiscal Constraint**

	2022	2023	2024	2025
Prior Year Funding	\$58,933,279	\$12,187,999	\$19,023,364	\$44,595,172
Projected Funding	\$100,410,254	\$97,182,645	\$80,896,941	\$345,732,831
Inflated Constrained Project Costs	(\$147,155,534)	(\$90,347,280)	(\$55,325,134)	(\$166,184,413)
Remaining Funding	\$12,187,999	\$19,023,364	\$44,595,172	\$224,143,590

	2026	2027	2028	2029
Prior Year Funding	\$224,143,590	\$35,272,561	\$61,300,504	\$97,246,472
Projected Funding	\$73,074,888	\$70,418,246	\$71,242,710	\$72,016,768
Inflated Constrained Project Costs	(\$261,945,917)	(\$44,390,303)	(\$35,296,741)	(\$68,823,084)
Remaining Funding	\$35,272,561	\$61,300,504	\$97,246,472	\$100,440,157

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$100,440,157	\$104,276,052	\$107,634,193	\$170,370,666
Projected Funding	\$72,800,714	\$73,594,689	\$459,252,353	\$662,091,872
Inflated Constrained Project Costs	(\$68,964,819)	(\$70,236,547)	(\$396,515,881)	(\$625,531,072)
Remaining Funding	\$104,276,052	\$107,634,193	\$170,370,666	\$206,931,465

Constrained Project List for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

**97: Non-Transit Constrained Project List**

Project No.	Route	Expected Sponsor   Project Name	Description	Time Band	Inflated Cost
39	N/A	Various   2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2022	\$147,155,534
39	N/A	Various   2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2023	\$78,619,210

Project No.	Route	Expected Sponsor   Project Name	Description	Time Band	Inflated Cost
39	N/A	Various   2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2024	\$52,907,261
39	N/A	Various   2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2025	\$38,395,001
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2023	\$430,000
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2024	\$800,000
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2025	\$1,500,000
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2026	\$2,100,000
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2027	\$2,163,000
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2028	\$2,227,890
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2029	\$2,294,727
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2030	\$2,363,569
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2031	\$2,434,476
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2032-2037	\$16,219,601
43	N/A	Various   ADA/Bike/Ped/Trail Investments	Annual Program	2038-2045	\$26,624,524
10	N/A	MoDOT   Signal Replacement Program	Annual Program	2026	\$4,502,035
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2025	\$2,458,636
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2026	\$2,532,395
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2027	\$2,608,367
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2028	\$2,686,618
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2029	\$2,767,216
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2030	\$2,850,233
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2031	\$2,935,740
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2032-2037	\$19,730,208
11	N/A	MoDOT   Bridge Asset Management Program	Annual Program	2038-2045	\$32,947,211
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2025	\$1,966,909

<b>Project No.</b>	<b>Route</b>	<b>Expected Sponsor   Project Name</b>	<b>Description</b>	<b>Time Band</b>	<b>Inflated Cost</b>
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2026	\$2,025,916
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2027	\$2,086,693
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2028	\$2,149,294
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2029	\$2,213,773
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2030	\$2,280,186
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2031	\$2,348,592
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2032-2037	\$15,647,404
12	N/A	MoDOT   Safety Improvement Program	Annual Program	2038-2045	\$25,685,260
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2025	\$8,741,816
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2026	\$9,004,070
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2027	\$9,274,193
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2028	\$9,552,418
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2029	\$9,838,991
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2030	\$10,134,161
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2031	\$10,438,185
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2032-2037	\$72,005,677
13	N/A	MoDOT   Interstate and Major Routes Pavement Improvement Program	Annual Program	2038-2045	\$126,566,059
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2025	\$811,896
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2026	\$836,253
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2027	\$861,341



<b>Project No.</b>	<b>Route</b>	<b>Expected Sponsor   Project Name</b>	<b>Description</b>	<b>Time Band</b>	<b>Inflated Cost</b>
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2028	\$887,181
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2029	\$913,796
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2030	\$941,210
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2031	\$969,446
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2032-2037	\$6,572,273
19	N/A	MoDOT   Minor Routes Pavement Program	Annual Program	2038-2045	\$11,164,411
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2025	\$546,364
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2026	\$562,754
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2027	\$579,637
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2028	\$597,026
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2029	\$614,937
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2030	\$633,385
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2031	\$652,387
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2032-2037	\$4,346,501
21	N/A	MoDOT   Intersection Operational Improvement Program	Annual Program	2038-2045	\$7,134,794
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2025	\$1,803,000
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2026	\$2,082,600
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2027	\$1,912,802

Project No.	Route	Expected Sponsor   Project Name	Description	Time Band	Inflated Cost
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2028	\$1,970,186
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2029	\$2,029,292
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2030	\$2,090,171
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2031	\$2,152,876
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2032-2037	\$14,343,453
34	N/A	MoDOT/Springfield   ITS Operations and Management Program	Annual Program	2038-2045	\$23,544,822
44	N/A	Various   Operations and Maintenance - State and Local Systems	Annual Program	2026	\$9,860,043
44	N/A	Various   Operations and Maintenance - State and Local Systems	Annual Program	2027	\$10,155,844
44	N/A	Various   Operations and Maintenance - State and Local Systems	Annual Program	2028	\$10,460,520
44	N/A	Various   Operations and Maintenance - State and Local Systems	Annual Program	2029	\$10,774,335
44	N/A	Various   Operations and Maintenance - State and Local Systems	Annual Program	2030	\$11,097,565
44	N/A	Various   Operations and Maintenance - State and Local Systems	Annual Program	2031	\$11,430,492
44	N/A	Various   Operations and Maintenance - State and Local Systems	Annual Program	2032-2037	\$76,155,222
44	N/A	Various   Operations and Maintenance - State and Local Systems	Annual Program	2038-2045	\$125,009,026
48	N/A	MoDOT   Scoping	Annual Program	2025	\$50,000
48	N/A	MoDOT   Scoping	Annual Program	2026	\$50,000
48	N/A	MoDOT   Scoping	Annual Program	2027	\$51,500
48	N/A	MoDOT   Scoping	Annual Program	2028	\$53,045
48	N/A	MoDOT   Scoping	Annual Program	2029	\$54,636
48	N/A	MoDOT   Scoping	Annual Program	2030	\$56,275

Project No.	Route	Expected Sponsor   Project Name	Description	Time Band	Inflated Cost
48	N/A	MoDOT   Scoping	Annual Program	2031	\$57,964
48	N/A	MoDOT   Scoping	Annual Program	2032-2037	\$399,851
48	N/A	MoDOT   Scoping	Annual Program	2038-2045	\$702,827
49	N/A	MoDOT   Rail	Annual Program	2026	\$200,000
49	N/A	MoDOT   Rail	Annual Program	2027	\$206,000
49	N/A	MoDOT   Rail	Annual Program	2028	\$212,180
49	N/A	MoDOT   Rail	Annual Program	2029	\$218,545
49	N/A	MoDOT   Rail	Annual Program	2030	\$225,102
49	N/A	MoDOT   Rail	Annual Program	2031	\$231,855
49	N/A	MoDOT   Rail	Annual Program	2032-2037	\$1,544,724
49	N/A	MoDOT   Rail	Annual Program	2038-2045	\$2,535,669
A31	N/A	Various   EV Chargers	EV Charger Program for about 60 Charging Ports	2024	\$937,500
57	3rd/Oak	Ozark   3rd and Oak Intersection Improvements	Intersection Improvements at 3rd and Oak - Crossing over drainage way	2032-2037	\$2,604,581
247	Azalea	Battlefield   Azalea Gap	Complete the gap between Lilac Ln and Morning Glory	2023	\$875,500
1	Chestnut	MoDOT   Chestnut Expwy Capacity and Safety Improvements	Capacity and Safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue)	2032-2037	\$5,064,462
212	Chestnut	MoDOT   Chestnut Expwy from Glenstone to US 65	Operational Improvements	2038-2045	\$3,559,229
2	Division	MoDOT   Division St Improvements	Capacity improvements from Airport Boulevard to West Bypass	2038-2045	\$16,016,529
99	Division	Springfield   Division Street - Glenstone to Hwy 65	Capacity and Safety Improvements	2032-2037	\$15,844,532
45	EW Arterial	Greene   East/West Arterial from Kansas Expressway to Campbell Ave	New roadway corridor with bicycle and pedestrian accommodations	2038-2045	\$26,249,311
114	Glenstone	MoDOT   Glenstone Safety and Operational Improvements Phase III	Glenstone Safety and Operational Improvements from Valley Water Mill to James River Freeway	2030	\$950,078
183	I-244	MoDOT   Conversion of JRF and US 65 to I-244	Ramp Improvements and Signage necessary to designate I-244	2029	\$1,229,874
4	I-44	MoDOT   I-44 Capacity Improvements I	Capacity improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield	2026	\$42,140,000
5	I-44	MoDOT   I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2025	\$57,850,000
6	I-44	MoDOT   I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540

Project No.	Route	Expected Sponsor   Project Name	Description	Time Band	Inflated Cost
121	I-44	MoDOT   I-44 Capacity Safety and Operational Improvements	Capacity Improvements from US 65 to Rte 125	2026	\$93,950,000
41	I-44/MM/B	MoDOT   I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	\$7,332,570
22	ITS	MoDOT   ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	\$1,140,468
126	Kansas Expy	MoDOT   Kansas Expressway Capital Improvements Phase I, II, III, & IV	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2026	\$53,720,000
127	Kansas Expy	MoDOT   Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	\$4,340,968
128	Kansas Expy	MoDOT   Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	\$7,535,281
131	Kansas Expy	MoDOT   Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	\$9,405,430
248	Kansas Expy/Sunshine	MoDOT   Kansas and Sunshine Intersection	Intersection Improvements	2027	\$6,955,644
134	Kearney	MoDOT   Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	\$2,652,331
138	Kearney	MoDOT   Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	\$3,737,190
216	LeCompte	Springfield   LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	\$3,559,229
215	LeCompte/YY	MoDOT   LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	\$3,559,229
65	Longview/65	MoDOT   Longview & 65 Interchange	Longview and 65 interchange	2038-2045	\$24,914,600
246	Main	Nixa   Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	Springfield   Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
69	McCracken	Ozark   McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	\$2,406,863
78	Miller	Willard   Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	\$477,405
80	Miller	Willard   Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	\$2,170,484
8	Mulroy Road	Other   Mulroy and I-44	Interchange Improvements	2023	\$3,090,000

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
14	Route 125	MoDOT Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	\$11,299,539
240	Route 125/Farm Road 84	MoDOT Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	\$1,334,711
172	Route 125/OO	MoDOT S. 125/OO Signalization	Signalization	2028	\$1,194,052
173	Route 125/OO	MoDOT N. 125/OO Intersection Improvements	Intersection Improvements	2025	\$6,556,362
15	Route 13	MoDOT Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	\$1,791,078
16	Route 14	MoDOT Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	\$10,811,821
17	Route 14	MoDOT Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	\$4,304,559
18	Route 14	MoDOT Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	\$42,427,784
61	Route 14	MoDOT Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	\$5,698,325
56	Route 14/Church	MoDOT Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	\$2,403,999
59	Route 14/W	MoDOT Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	\$2,813,772
139	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757
142	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	\$1,779,614
244	Route 174	MoDOT Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	\$3,328,075
243	Route 174	MoDOT Rte 174	Capacity Improvements Main to 60	2032-2037	\$7,234,946
23	Route 60	MoDOT US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	\$10,091,334
24	Route 60	MoDOT Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	\$22,693,133
26	Route 60	MoDOT Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	\$28,939,785

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
196	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	\$4,181,571
200	Route 60	MoDOT US 60 improvements - RT 174 to MM	Six Lane	2026	\$31,064,043
250	Route 60	MoDOT Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	\$5,787,957
167	Route 60/65	MoDOT Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	\$14,469,893
235	Route 60/National	MoDOT JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	\$14,236,914
27	Route 65	MoDOT Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	\$19,001,551
28	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	\$11,145,815
29	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	\$16,575,010
33	Route 65/CC	MoDOT Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	\$2,513,272
213	Route AA/Owen	MoDOT Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	\$2,669,421
161	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	\$3,559,229
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570
30	Route CC	MoDOT Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	\$6,009,999
31	Route CC	MoDOT Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	\$8,681,936
32	Route CC	MoDOT Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	\$2,413,830
63	Route CC	MoDOT Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	\$5,338,843
154	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	\$11,400,931
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925

Project No.	Route	Expected Sponsor   Project Name	Description	Time Band	Inflated Cost
204	Route FF	MoDOT   Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	\$4,340,968
36	Route MM	MoDOT   Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	\$10,061,830
37	Route MM	MoDOT   Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	\$3,000,430
251	Route MM	MoDOT   Widen Bridge over James River Freeway	Bridge Widening	2038-2045	\$12,457,300
64	Route NN	MoDOT   NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	\$4,175,274
67	Route NN	MoDOT   Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	\$2,598,237
245	Route O/Miller	MoDOT   Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	\$177,961
174	Route OO	MoDOT   OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	2025	\$3,278,181
169	Route OO/Washington	MoDOT   Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	\$4,502,035
209	Route P	MoDOT   Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	\$1,085,242
38	Route ZZ	MoDOT   Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078
202	Route ZZ	MoDOT   Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	\$2,170,484
233	Route ZZ/Repmo	MoDOT   Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	\$2,669,421
A32	Smyrna	Christian   Green Bridge	Replace Green Bridge in Christian County	2024	\$3,560,000
58	South	MoDOT   South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	\$1,515,252
40	Sunshine	MoDOT   East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	\$3,255,726
147	West Bypass	MoDOT   West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	\$2,283,353
<b>TOTAL COST</b>					<b>(\$2,039,154,226)</b>
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,013,214,911
<b>Remaining Funding</b>					<b>\$32,993,964</b>
*Prior year funding identified in FY 2022-2025 TIP					

Fiscal Constraint for Transit

**98: Transit Fiscal Constraint**

	2022	2023	2024	2025
Prior Year Funding	\$4,017,791	\$2,320,541	\$2,039,085	\$5,192,974
Projected Funding	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753
Inflated Constrained Project Costs	(\$12,041,900)	(\$10,956,718)	(\$10,528,154)	(\$11,446,454)
Remaining Funding	\$2,320,541	\$2,039,085	\$5,192,974	\$6,999,273

	2026	2027	2028	2029
Prior Year Funding	\$6,999,273	\$6,714,986	\$6,583,705	\$6,607,532
Projected Funding	\$13,422,808	\$13,592,326	\$13,764,274	\$13,938,693
Inflated Constrained Project Costs	(\$13,707,096)	(\$13,723,606)	(\$13,740,447)	(\$13,757,624)
Remaining Funding	\$6,714,986	\$6,583,705	\$6,607,532	\$6,788,601

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$6,788,601	\$7,129,076	\$7,634,147	\$8,528,395
Projected Funding	\$14,115,621	\$14,298,087	\$89,711,725	\$130,883,188
Inflated Constrained Project Costs	(\$13,775,145)	(\$13,793,017)	(\$88,817,477)	(\$135,987,192)
Remaining Funding	\$7,129,076	\$7,634,147	\$8,528,395	\$3,424,392

Constrained Project List for Transit

**99: Transit Constrained Project List**

<i>Expected Sponsor</i>   Expenses	2022	2023	2024	2025
<i>CU Transit</i>   Operating Expenses	\$0	\$0	\$0	\$0
<i>CU Transit</i>   Preventative Maintenance	\$0	\$0	\$0	\$0
<i>CU Transit</i>   Planning	\$0	\$0	\$0	\$0
<i>CU Transit</i>   Security	\$0	\$0	\$0	\$0
<i>CU Transit</i>   ADA Enhancements	\$0	\$0	\$0	\$0
<i>CU Transit</i>   Fixed Route Bus Replacement	\$0	\$0	\$0	\$2,000,000
<i>CU Transit</i>   Paratransit Bus Replacement	\$0	\$0	\$560,000	\$0
<i>CU Transit</i>   Shelter/Signs/ Amenities	\$0	\$0	\$0	\$0
<i>CU Transit</i>   ITS	\$0	\$0	\$0	\$0
<i>Various</i>   Other Agency Vehicles	\$0	\$0	\$0	\$0
<i>Various</i>   FY 2022-2025 TIP	\$12,041,900	\$10,956,718	\$9,968,154	\$9,446,454
Total	(\$12,041,900)	(\$10,956,718)	(\$10,528,154)	(\$11,446,454)
Prior Year Funding	\$4,017,791	\$2,320,541	\$2,039,085	\$5,192,974
Projected Funding	\$10,344,650	\$10,675,262	\$13,682,043	\$13,252,753
Remaining Funding	\$2,320,541	\$2,039,085	\$5,192,974	\$6,999,273



<b>Expected Sponsor   Expenses</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
<i>CU Transit</i>   Operating Expenses	\$11,257,740	\$11,257,740	\$11,257,740	\$11,257,740
<i>CU Transit</i>   Preventative Maintenance	\$1,623,840	\$1,623,840	\$1,623,840	\$1,623,840
<i>CU Transit</i>   Planning	\$227,312	\$231,858	\$236,495	\$241,225
<i>CU Transit</i>   Security	\$37,279	\$38,024	\$38,785	\$39,560
<i>CU Transit</i>   ADA Enhancements	\$160,362	\$163,569	\$166,841	\$170,177
<i>CU Transit</i>   Fixed Route Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i>   Paratransit Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i>   Shelter/Signs/ Amenities	\$50,192	\$51,196	\$52,220	\$53,264
<i>CU Transit</i>   ITS	\$102,956	\$105,015	\$107,115	\$109,258
<i>Various</i>   Other Agency Vehicles	\$247,416	\$252,364	\$257,411	\$262,559
<i>Various</i>   FY 2022-2025 TIP	\$0	\$0	\$0	\$0
<b>Total</b>	<b>(\$13,707,096)</b>	<b>(\$13,723,606)</b>	<b>(\$13,740,447)</b>	<b>(\$13,757,624)</b>
Prior Year Funding	\$6,999,273	\$6,714,986	\$6,583,705	\$6,607,532
Projected Funding	\$13,422,808	\$13,592,326	\$13,764,274	\$13,938,693
Remaining Funding	\$6,714,986	\$6,583,705	\$6,607,532	\$6,788,601

<b>Expected Sponsor   Expenses</b>	<b>2030</b>	<b>2031</b>	<b>2032-2037</b>	<b>2038-2045</b>
<i>CU Transit</i>   Operating Expenses	\$11,257,740	\$11,257,740	\$72,435,489	\$110,991,562
<i>CU Transit</i>   Preventative Maintenance	\$1,623,840	\$1,623,840	\$10,448,247	\$16,009,655
<i>CU Transit</i>   Planning	\$246,050	\$250,971	\$1,614,816	\$2,474,353
<i>CU Transit</i>   Security	\$40,352	\$41,159	\$264,826	\$405,789
<i>CU Transit</i>   ADA Enhancements	\$173,581	\$177,053	\$1,139,207	\$1,745,585
<i>CU Transit</i>   Fixed Route Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i>   Paratransit Bus Replacement	\$0	\$0	\$0	\$0
<i>CU Transit</i>   Shelter/Signs/ Amenities	\$54,329	\$55,416	\$356,562	\$546,354
<i>CU Transit</i>   ITS	\$111,443	\$113,672	\$731,396	\$1,120,705
<i>Various</i>   Other Agency Vehicles	\$267,811	\$273,167	\$1,826,933	\$2,693,189
<i>Various</i>   FY 2022-2025 TIP	\$0	\$0	\$0	\$0
<b>Total</b>	<b>(\$13,775,145)</b>	<b>(\$13,793,017)</b>	<b>(\$88,817,477)</b>	<b>(\$135,987,192)</b>
Prior Year Funding	\$6,788,601	\$7,129,076	\$7,634,147	\$8,528,395
Projected Funding	\$14,115,621	\$14,298,087	\$89,711,725	\$130,883,188
Remaining Funding	\$7,129,076	\$7,634,147	\$8,528,395	\$3,424,392

### unconstrained Projects

The following tables include those projects not prioritized for funding.

Non-Transit unconstrained Needs

**100: Unconstrained Non-Transit List – Unfunded Needs**

Project No.	Route	Expected Sponsor   Project Name	Description	Current Cost
74	10th	<i>Ozark</i>   10th Street Bridge	10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River	\$8,500,000
3	4th to Plainview	<i>Battlefield</i>   New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	\$2,000,000
222	Camino Alto/Lyon	<i>Springfield</i>   Camino Alto & Lyon Ave	Signalization	\$2,500,000
92	Campbell	<i>Springfield</i>   Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	\$1,500,000
46	EW Arterial	<i>Greene</i>   East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
47	EW Arterial	<i>Greene</i>   East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	<i>Greene</i>   East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	<i>Greene</i>   E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	<i>Greene</i>   Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	\$1,500,000
7	Farm Road 190	<i>Greene</i>   Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	<i>Greene</i>   Farm Road 89 & Hickory Ln	Signalization	\$10,000
220	Farm Road 89/Williamsburg	<i>Greene</i>   Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	<i>MoDOT</i>   Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	<i>Ozark</i>   Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000

Project No.	Route	Expected Sponsor   Project Name	Description	Current Cost
73	Fremont	<i>Ozark</i>   Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/Sunshine	<i>MoDOT</i>   Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	<i>Republic</i>   Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	<i>Willard</i>   Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	\$550,000
121	I-44	<i>MoDOT</i>   I-44 Safety and Operational Improvements	I-44 - US 65 to Rte 125	\$4,080,000
116	I-44	<i>MoDOT</i>   I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000
117	I-44	<i>MoDOT</i>   I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000
168	I-44/125	<i>MoDOT</i>   I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	\$20,000,000
130	Kansas Expy	<i>MoDOT</i>   Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	\$6,500,000
125	Kansas Expy	<i>MoDOT</i>   Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	\$25,000,000
236	Kansas Expy/Walnut	<i>MoDOT</i>   Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	\$150,000
219	Main/Farm Road 168	<i>Greene</i>   Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	<i>Ozark</i>   McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	<i>Ozark</i>   Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000

Project No.	Route	Expected Sponsor   Project Name	Description	Current Cost
55	National Avenue	Greene   National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	\$7,000,000
66	North	Ozark   W North Rd Improvements	Longview expansion from Cheyenne to Fremont	\$1,560,000
88	North	Nixa   North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	\$8,000,000
62	OTC Entrance	MoDOT   OTC Entrance Upgrades	OTC Campus Entrance control upgrade	\$2,500,000
54	Plainview Road	Greene   Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	\$10,000,000
184	Republic	Springfield   Republic Road Bridge over JRF	New Bridge to connect to Gasconade	\$25,000,000
242	Route 125	MoDOT   125	Safety Improvements from FR 84 to OTO North Boundary	\$5,000,000
241	Route 125/Farm Road 132	MoDOT   125/ FR 132	Intersection Improvements	\$475,000
239	Route 125/YY	MoDOT   125/YY	Intersection Improvements	\$2,000,000
218	Route 13	MoDOT   Highway 13 Connector to 160	Alternate route from US 360 to US 160	\$65,000,000
190	Route 14	MoDOT   Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	\$7,500,000
189	Route 14	MoDOT   Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	\$3,250,000
141	Route 160	MoDOT   Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	\$6,000,000
193	Route 160	MoDOT   US 160 widening from Jackson to Rte 123	Capacity Improvements	\$7,500,000
192	Route 160/Farm Road 123	MoDOT   US 160 & FR 123 intersection improvements	Intersection Improvements	\$2,000,000
201	Route 174/Boston	MoDOT   Intersection Improvements Rte 174/Boston	Intersection Improvements	\$1,500,000

<b>Project No.</b>	<b>Route</b>	<b>Expected Sponsor   Project Name</b>	<b>Description</b>	<b>Current Cost</b>
238	Route 413	MoDOT   MO 413 - JRF to West Bypass	six-lane	\$21,000,000
249	Route 60	MoDOT   US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	\$3,500,000
9	Route 60	MoDOT   Rte. 60 Freeway Improvements	Interchange at 189	\$20,000,000
124	Route 60	MoDOT   James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	\$16,000,000
123	Route 60	MoDOT   James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	\$15,000,000
122	Route 60	MoDOT   James River Freeway Capacity Improvements	JRF - I-44 to MO 413	\$15,000,000
25	Route 60	MoDOT   Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	\$3,979,000
42	Route 60/Main/P	MoDOT   US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	\$3,000,000
164	Route 65	MoDOT   US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	\$12,500,000
165	Route 65	MoDOT   US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	\$2,500,000
186	Route 65/Gasconade	Springfield   Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	\$60,000,000
225	Route AB	MoDOT   Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	\$1,000,000
159	Route AB/266/B	MoDOT   Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	\$1,000,000
160	Route AB/266/B	MoDOT   Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	\$500,000

<b>Project No.</b>	<b>Route</b>	<b>Expected Sponsor   Project Name</b>	<b>Description</b>	<b>Current Cost</b>
157	Route AB/266/B	MoDOT   Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	\$500,000
158	Route AB/266/B	MoDOT   Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	\$500,000
214	Route B	MoDOT   Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	\$1,500,000
156	Route CC	MoDOT   Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	\$29,000,000
207	Route FF	MoDOT   Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	\$2,500,000
205	Route FF	MoDOT   Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000
35	Route FF	MoDOT   Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000
208	Route M	MoDOT   Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	MoDOT   Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000
206	Route MM	MoDOT   Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	MoDOT   Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	\$642,070
210	Route P	MoDOT   Rte P capacity improvements from Main to Miller	Capacity Improvements	\$4,250,000
217	Route P	MoDOT   Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	\$3,750,000

Project No.	Route	Expected Sponsor   Project Name	Description	Current Cost
79	Route W	MoDOT   Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	\$2,700,000
203	Route ZZ	MoDOT   Rte ZZ intersection improvements at FR 174	Intersection Improvements	\$1,500,000
82	Selmore	Ozark   Selmore Widening	Capacity, Operational and Safety Improvements	\$3,810,000
76	Sunset	Ozark   Sunset Intersection Improvements	Intersection at Sunset improvements	\$1,390,000
170	Washington/Madison	Strafford   Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	\$750,000
53	Weaver Road	Greene   Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	\$50,000,000
20	West Bypass	MoDOT   West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
<b>Total</b>				<b>\$637,247,070</b>

### Transit Unconstrained Needs

These needs are based on useful life replacements of existing transit vehicles, as well as remaining Shelter/Signs/Amenities unafforded on the constrained list. Trolley service as a supplement to the existing fixed-route service has been discussed for key locations in and around downtown Springfield. The costs for purchasing three trolleys, as well as operating them, has been included. Also listed are the recommended service changes from the 2012 Transit Route Study. For Levels I through V, the costs are in addition to the previous level and the base transit system, such that Level V total cost would include the current system, plus the costs include in Levels I, II, III, IV, and V. Levels I through V also consider replacement costs for the initial capital costs.

**101: Unconstrained Transit List – Unfunded Needs**

<b>Expected Sponsor   Expenses</b>	<b>2022-2026</b>	<b>2027-2031</b>	<b>2032-2037</b>	<b>2038-2045</b>	<b>Total</b>
<i>CU Transit</i>   6 Paratransit Buses		\$726,000			<b>\$726,000</b>
<i>CU Transit</i>   10 Fixed Route Electric Buses		\$10,000,000			<b>\$10,000,000</b>
<i>CU Transit</i>   10 Fixed Route Electric Buses			\$10,000,000		<b>\$10,000,000</b>
<i>CU Transit</i>   6 Paratransit Buses			\$726,000		<b>\$726,000</b>
<i>CU Transit</i>   4 Fixed Route Electric Buses				\$4,000,000	<b>\$4,000,000</b>
<i>CU Transit</i>   Trolley Service (3 Trolleys)		\$1,500,000			<b>\$1,500,000</b>
<i>CU Transit</i>   Trolley Service (Operating)		\$500,000	\$5,000,000	\$5,000,000	<b>\$10,500,000</b>
<i>CU Transit</i>   Electric Infrastructure	\$1,800,000	\$3,000,000	\$2,400,000	\$1,200,000	<b>\$8,400,000</b>
<i>CU Transit</i>   Placemaking Shelters	\$50,000	\$50,000	\$50,000	\$50,000	<b>\$200,000</b>
<i>CU Transit</i>   Route Study Level I Additional Costs	\$6,426,105	\$6,383,085	\$10,359,429	\$16,907,203	<b>\$40,075,822</b>
<i>CU Transit</i>   Route Study Level II Additional Costs	\$13,135,181	\$11,517,597	\$21,643,197	\$30,507,247	<b>\$76,803,222</b>
<i>CU Transit</i>   Route Study Level III Additional Costs	\$17,339,590	\$17,411,821	\$28,248,027	\$47,419,979	<b>\$110,419,417</b>
<i>CU Transit</i>   Route Study Level IV Additional Costs	\$19,385,976	\$16,909,144	\$31,946,087	\$44,788,111	<b>\$113,029,317</b>
<i>CU Transit</i>   Route Study Level V Additional Costs	\$49,579,852	\$47,097,901	\$82,218,339	\$127,784,880	<b>\$306,680,972</b>
<i>CU Transit</i>   Limited Stop Circulator	\$626,281	\$674,683	\$878,796	\$1,474,536	<b>\$3,654,297</b>
<b>Total</b>	<b>\$108,342,985</b>	<b>\$115,770,231</b>	<b>\$193,469,876</b>	<b>\$279,131,956</b>	<b>\$696,715,048</b>

### Model Results

As the *Destination 2045* planning process commenced, the OTO travel demand model was utilized to determine current and future needs should no investment be made to the transportation network by 2045. The following results highlight the results of the OTO investment plan.



**TAB 9**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.G.**

**Amendment Number One to the FY 2025-2028 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There are multiple items included as part of Amendment Number One to the FY 2025-2028 Transportation Improvement Program.

1. **\*New\*** Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements (EN2501)  
July Call for Projects TAP Award for engineering pedestrian improvements along Route FF and Route M for a total programmed amount of \$233,172.
2. **\*New\*** South Creek Greenway Trail – Sunset/Glenstone Crossing Improvements (EN2502)  
July Call for Projects CRP Award for engineering and construction of crossing improvements at Sunset and Glenstone for a total programmed amount of \$446,899.
3. **\*New\*** Route 66 Trail – Phase 3 (EN2503)  
July Call for Projects TAP Award for engineering Phase 3 of the Route 66 Trail for a total programmed amount of \$295,711.
4. **\*New\*** US 160 Underpass East of Route AB (EN2504)  
July Call for Projects TAP Award for engineering a pedestrian underpass of US 160, just east of Route AB, for a total programmed amount of \$135,000.
5. **\*New\*** Trail/Sidewalk Highway CC Chadwick Flyer Connection (EN2601)  
July Call for Projects TAP Award for construction of trail/sidewalk along Highway CC for a total programmed amount of \$555,726.
6. **\*New\*** I-44 Safety Project (MO2521)  
Programming Special Revenue Funds from the State of Missouri for safety and capacity improvements on I-44 for a total programmed amount of \$165,583,000.
7. **\*New\*** I-44 Pavement Project (MO2522)  
Programming Special Revenue Funds from the State of Missouri for pavement rebuild on I-44 for a total programmed amount of \$11,003,000.
8. **\*New\*** Hines and ZZ (RP2503)  
The City of Republic is requesting to add funding for engineering and right-of-way at the intersection of Hines and Route ZZ for a total programmed amount of \$500,000.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on August 21, 2024, the Technical Planning Committee recommended the Board of Directors approve Amendment 1 to the FY 2025-2028 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED:**

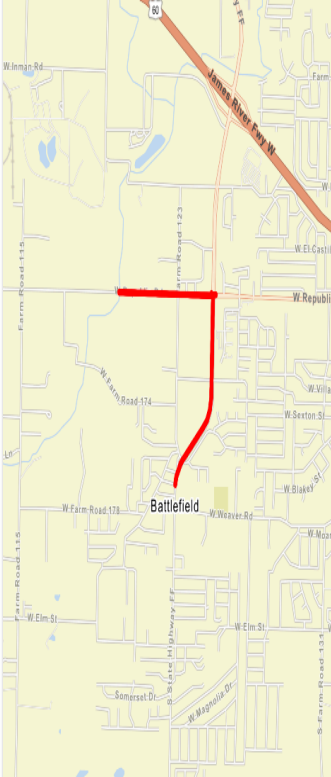
A member of the Board of Directors is requested to make one of the following motions:

“Move to approve Amendment 1 to the FY 2025-2028 Transportation Improvement Program.”

OR

“Move to approve Amendment 1 to the FY 2025-2028 Transportation Improvement Program, with these changes...”

## EN2501-25A1 - WILSON'S CREEK TRAIL AND PHASE 2 FF PEDESTRIAN IMPROVEMENTS



Plan Revision  
25A1

Section  
Sponsored by Local  
Public Agencies

Project Type  
Bicycle and Pedestrian

Lead Agency  
City of Battlefield

County  
Greene County

Municipality  
Battlefield

Status  
Programmed

Total Cost  
\$233,172

MoDoT ID  
-

Federal ID  
-

Project From  
Route M (Republic  
Road), Highway FF

Project To  
W. William St.,  
Wilson's Creek

### Project Considerations

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

### Project Description

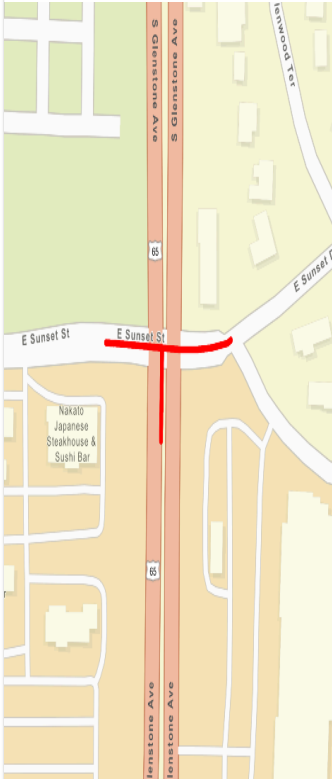
Engineering for trail along Route FF between W. William Street and Route M and along Highway M from the existing trail at Wilson's Creek and Route FF. Project will include alternatives analysis to determine the best alignment for the trails.

### Funding Source Notes

Non-Federal Funding Source: City of Battlefield; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - TAP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$46,635	-	-	-	-	\$46,635
Engineering	Local-AC	-	\$186,537	-	-	-	-	\$186,537
<b>Total Engineering</b>		-	<b>\$233,172</b>	-	-	-	-	<b>\$233,172</b>
<b>Total Programmed</b>		-	<b>\$233,172</b>	-	-	-	-	<b>\$233,172</b>

## EN2502-25A1 - SOUTH CREEK GREENWAY TRAIL-SUNSET/GLENSTONE CROSSING IMPROVEMENTS



Plan Revision  
25A1

Section  
Sponsored by Local  
Public Agencies

Project Type  
Bicycle and Pedestrian

Lead Agency  
City of Springfield

County  
Greene County

Municipality  
Springfield

Status  
Programmed

Total Cost  
\$446,899

MoDoT ID  
-

Federal ID  
-

Project From  
-

Project To  
-

Project  
Considerations

Bike/Ped Plan,  
Regional Trail Plan  
Priority, Advance  
Construction

Project Description

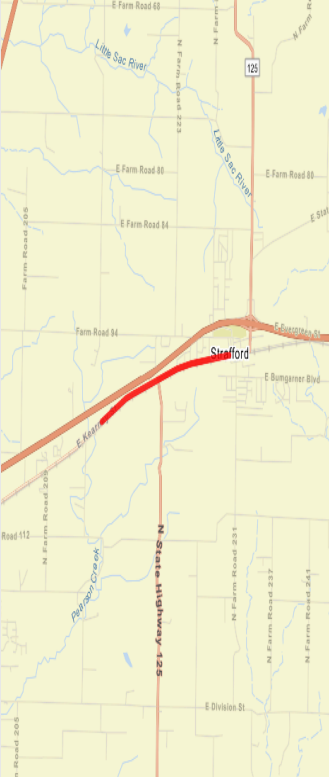
Engineering of sidewalks and pedestrian crossings at intersection of Glenstone Avenue and Sunset Street in Springfield.

Funding Source Notes

Non-Federal Funding Source: City of Springfield, State Transportation Revenues; FYI: PE-Award only, Construction-Award pending Reasonable Progress Compliance; Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - CRP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	\$5,829	-	-	-	-	\$5,829
Engineering	Local	-	\$5,829	-	-	-	-	\$5,829
Engineering	CRP (FHWA)	-	\$46,633	-	-	-	-	\$46,633
<b>Total Engineering</b>		-	<b>\$58,291</b>	-	-	-	-	<b>\$58,291</b>
Construction	MoDOT	-	\$38,861	-	-	-	-	\$38,861
Construction	Local-AC	-	\$310,886	-	-	-	-	\$310,886
Construction	Local	-	\$38,861	-	-	-	-	\$38,861
<b>Total Construction</b>		-	<b>\$388,608</b>	-	-	-	-	<b>\$388,608</b>
<b>Total Programmed</b>		-	<b>\$446,899</b>	-	-	-	-	<b>\$446,899</b>

## EN2503-25A1 - ROUTE 66 TRAIL - PHASE 3



Plan Revision  
25A1

Section  
Sponsored by Local  
Public Agencies

Project Type  
Bicycle and Pedestrian

Lead Agency  
City of Stafford

County  
Greene County

Municipality  
Stafford

Status  
Programmed

Total Cost  
\$295,711

MoDoT ID  
-

Federal ID  
-

Project From  
Washington Ave

Project To  
0.27 miles east of  
Farm Road 123  
(TransLand)

Project  
Considerations

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

Project Description

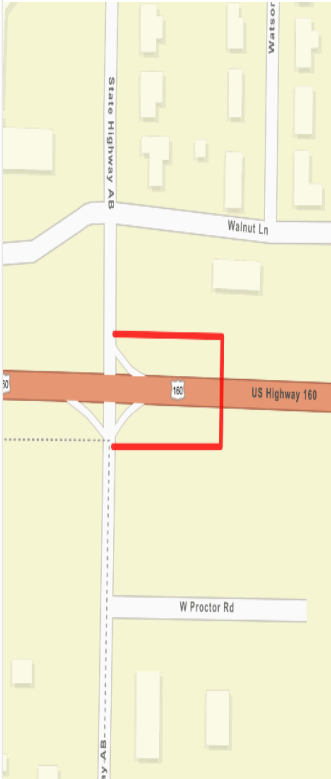
PS & E for 10' wide trail along Route OO from Washington Ave to TransLand

Funding Source Notes

Non-Federal Funding Source: City of Stafford; FYI: Federal Funding Category upon Anticipated  
Advanced Construction (AC) Conversion - TAP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$59,142	-	-	-	-	\$59,142
Engineering	Local-AC	-	\$236,569	-	-	-	-	\$236,569
<b>Total Engineering</b>		-	<b>\$295,711</b>	-	-	-	-	<b>\$295,711</b>
<b>Total Programmed</b>		-	<b>\$295,711</b>	-	-	-	-	<b>\$295,711</b>

## EN2504-25A1 - US 160 UNDERPASS EAST OF ROUTE AB



Plan Revision  
25A1

Section  
Sponsored by Local  
Public Agencies

Project Type  
Bicycle and Pedestrian

Lead Agency  
City of Willard

County  
Greene County

Municipality  
Willard

Status  
Programmed

Total Cost  
\$135,000

MoDoT ID  
-

Federal ID  
-

Project From  
-

Project To  
-

Project  
Considerations  
Bike/Ped Plan

### Project Description

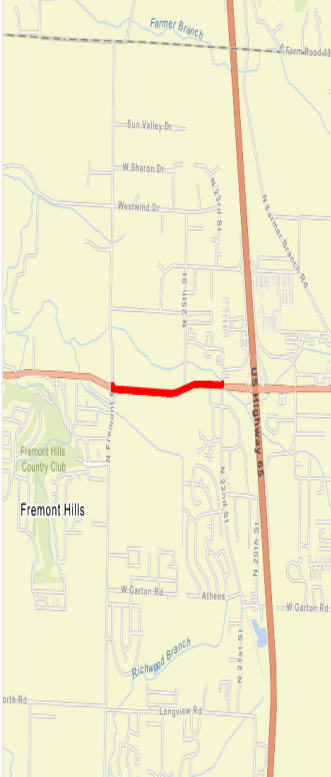
Engineering for an underpass on Highway 160 east of Route AB, including trail connections between underpass and Route AB on north and south sides of Highway 160.

### Funding Source Notes

Non-Federal Funding Source: City of Willard; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - TAP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local-AC	-	\$108,000	-	-	-	-	\$108,000
Engineering	Local	-	\$27,000	-	-	-	-	\$27,000
<b>Total Engineering</b>		-	<b>\$135,000</b>	-	-	-	-	<b>\$135,000</b>
<b>Total Programmed</b>		-	<b>\$135,000</b>	-	-	-	-	<b>\$135,000</b>

## EN2601-25A1 - TRAIL/SIDEWALK HWY CC CHADWICK FLYER CONNECTION



Plan Revision  
**25A1**

Section  
**Cost Shares**

Project Type  
**Bicycle and Pedestrian**

Lead Agency  
**City of Ozark**

County  
**Christian County**

Municipality  
**Ozark**

Status  
**Programmed**

Total Cost  
**\$555,726**

MoDoT ID  
**-**

Federal ID  
**-**

Project From  
**Fremont Road**

Project To  
**N 22nd Street**

Project Considerations  
**Bike/Ped Plan**

Project Description  
**Construction of Trail/Sidewalk along State Hwy CC from Fremont Road to N 22nd Street.**

Funding Source Notes  
**Non-Federal Funding Source: City of Ozark**

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Local	-	-	\$111,146	-	-	-	\$111,146
Construction	TAP (FHWA)	-	-	\$444,580	-	-	-	\$444,580
<b>Total Construction</b>		-	-	<b>\$555,726</b>	-	-	-	<b>\$555,726</b>
<b>Total Programmed</b>		-	-	<b>\$555,726</b>	-	-	-	<b>\$555,726</b>



## MO2521-25A1 - I-44 SAFETY PROJECT



Plan Revision  
25A1

Section  
Sponsored by MoDOT

Project Type  
System Improvement

Lead Agency  
MoDOT

County  
Greene County

Municipality  
Springfield, Strafford

Status  
Programmed

Total Cost  
\$165,583,000

MoDoT ID  
ST0088

Federal ID  
-

Project From  
US 160

Project To  
Route 125

Project Considerations

Environmental Justice Area

Project Description

Safety and capacity improvements from Rte. 160 in Springfield to Rte. 125 in Strafford.

Funding Source Notes

Non-Federal Funding Source: SFY 2025 Special General Revenue Funds

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	\$10,586,000	-	-	-	-	\$10,586,000
<b>Total Engineering</b>		-	\$10,586,000	-	-	-	-	\$10,586,000
Construction	MoDOT	-	\$154,997,000	-	-	-	-	\$154,997,000
<b>Total Construction</b>		-	\$154,997,000	-	-	-	-	\$154,997,000
<b>Total Programmed</b>		-	<b>\$165,583,000</b>	-	-	-	-	<b>\$165,583,000</b>

## MO2522-25A1 - I-44 PAVEMENT PROJECT



Plan Revision  
25A1

Section  
Sponsored by MoDOT

Project Type  
Asset Management -  
Pavement

Lead Agency  
MoDOT

County  
Greene County

Municipality  
Springfield

Status  
Programmed

Total Cost  
\$11,003,000

MoDoT ID  
ST0088B

Federal ID  
-

Project From  
Route 13

Project To  
US 65

Project  
Considerations

Environmental Justice  
Area

Project Description

Rebuild pavement from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.

Funding Source Notes

Non-Federal Funding Source: SFY 2025 Special General Revenue Funds

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	MoDOT	-	\$500,000	-	-	-	-	\$500,000
<b>Total Engineering</b>		-	\$500,000	-	-	-	-	\$500,000
Construction	MoDOT	-	\$10,503,000	-	-	-	-	\$10,503,000
<b>Total Construction</b>		-	\$10,503,000	-	-	-	-	\$10,503,000
<b>Total Programmed</b>		-	<b>\$11,003,000</b>	-	-	-	-	<b>\$11,003,000</b>

## RP2503-25A1 - HINES AND ZZ



Plan Revision  
**25A1**

Section  
**Sponsored by Local  
Public Agencies**

Project Type  
**Scoping**

Lead Agency  
**City of Republic**

County  
**Greene County**

Municipality  
**Republic**

Status  
**Programmed**

Total Cost  
**\$500,000**

MoDoT ID  
-

Federal ID  
-

Project From  
-

Project To  
-

Project  
Considerations

**Bike/Ped Plan,  
Regional Trail Plan  
Priority**

Project Description

**Engineering and ROW for the Hines and Route ZZ intersection in Republic.**

Funding Source Notes

**Non-Federal Funding Source: City of Republic**

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$64,000	-	-	-	-	\$64,000
Engineering	STBG-U (FHWA)	-	\$256,000	-	-	-	-	\$256,000
<b>Total Engineering</b>		-	<b>\$320,000</b>	-	-	-	-	<b>\$320,000</b>
ROW	Local	-	\$100,000	-	-	-	-	\$100,000
ROW	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
<b>Total ROW</b>		-	<b>\$180,000</b>	-	-	-	-	<b>\$180,000</b>
<b>Total Programmed</b>		-	<b>\$500,000</b>	-	-	-	-	<b>\$500,000</b>

## REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
<b>TOTAL</b>	<b>\$63,158,659</b>	<b>\$394,093,632</b>	<b>\$69,202,353</b>	<b>\$92,811,726</b>	<b>\$55,966,310</b>	<b>\$173,000,117</b>

## LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,249,162)	(\$406,941)	(\$264,773)	(\$603,873)	(\$16,524,749)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
<b>TOTAL</b>	<b>\$62,812,120</b>	<b>\$77,551,101</b>	<b>\$77,587,242</b>	<b>\$77,139,252</b>	<b>\$295,089,715</b>

Transit Local Operations/Maint.	Carryover	2025	2026	2027	2028	Total
System Operations Local	\$8,008,970	\$7,708,899	\$7,708,899	\$7,708,899	\$7,708,899	\$38,844,566
System Maintenance Local	\$399,880	\$399,880	\$399,880	\$190,000	\$190,000	\$1,579,640
Local Programmed O&M	--	(\$16,517,629)	(\$8,108,779)	(\$7,898,899)	(\$7,898,899)	(\$40,424,206)
Carryover	\$8,408,850	\$8,408,850	\$0	\$0	\$0	\$0
<b>Additional O&amp;M Costs</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**FINANCIAL CONSTRAINT**

**FHWA Sponsored Projects**

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
<b>FEDERAL</b>				
BRO (FHWA)	\$3,443,357	\$36,000	\$	\$0
CRP (FHWA)	\$4,346,672	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$	\$0
NHPP (FHWA)	\$82,242,400	\$19,783,200	\$44,060,800	\$19,803,200
RAISE	\$24,822,313	\$	\$	\$
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$30,749,191	\$764,019	\$789,419	\$2,415,491
TAP (FHWA)	\$5,911,486	\$827,740	\$134,836	\$0
Federal Subtotal	\$182,098,822	\$23,279,959	\$45,398,255	\$22,355,491
<b>STATE</b>				
MoDOT	\$208,717,749	\$8,685,600	\$12,646,582	\$5,969,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$237,319,711	\$27,389,963	\$24,339,399	\$15,407,513
<b>LOCAL/OTHER</b>				
Local	\$15,249,162	\$406,941	\$264,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$20,478,164	\$406,941	\$264,773	\$603,873
<b>Total</b>	<b>\$439,896,697</b>	<b>\$51,076,863</b>	<b>\$70,002,427</b>	<b>\$38,366,877</b>

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$502,265,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$20,478,164	\$406,941	\$264,773	\$603,873	\$21,753,751
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$43,536,397</b>	<b>\$403,947,137</b>	<b>\$58,966,613</b>	<b>\$79,610,025</b>	<b>\$46,411,437</b>	<b>\$632,471,609</b>
Carryover		\$43,536,397	\$7,586,837	\$15,476,587	\$25,084,185	--
Programmed State and Federal Funding		(\$439,896,697)	(\$51,076,863)	(\$70,002,427)	(\$38,366,877)	(\$599,342,864)
<b>TOTAL REMAINING</b>	<b>\$43,536,397</b>	<b>\$7,586,837</b>	<b>\$15,476,587</b>	<b>\$25,084,185</b>	<b>\$33,128,745</b>	<b>\$33,128,745</b>

**TAB 10**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.H.**

**Unfunded Needs List**

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

**AGENDA DESCRIPTION:**

The OTO Board of Directors adopted the recommended 2024 MoDOT unfunded needs list in May 2024 with a motion that included adding the James River Loop North Study, in the event the funding for I-44 was approved. As the project funding for I-44 was included in the final Missouri budget, the project was included in the published draft of the MoDOT unfunded needs.

The Greene County Commission has requested via the included letter that the project be removed from the listing after some public concerns with the potential study. The OTO Executive Director then sent a letter to the Missouri Highway Commission (MHTC) requesting removal from the unfunded needs list. MoDOT requested any changes be submitted in writing no later than August 27<sup>th</sup>.

The request is for the Board of Directors to ratify the request made by the Executive Director to request removal of the project.

The Missouri Highway and Transportation Commission is planning to approve the list at the upcoming October meeting.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to ratify the request to remove the James River Loop North Study.”

Bob Dixon  
Presiding Commissioner

Rusty MacLachlan  
1<sup>st</sup> District Commissioner

John C. Russell  
2<sup>nd</sup> District Commissioner



Shane Schoeller  
Clerk of the Commission

Christopher J. Coulter, AICP  
County Administrator

Megan Applegate  
Executive Assistant

**COUNTY COMMISSION**  
**Greene County, Missouri**  
**(417) 868-4112**

August 27, 2024

Board of Directors, Ozarks Transportation Organization  
Mr. Derek Lee, Chairman  
2208 W. Chesterfield Blvd, Suite 101  
Springfield, MO 65807

RE: MoDOT High Priority Unfunded Needs List

Dear Mr. Lee:

We write today regarding the MoDOT High Priority Unfunded Needs List, specifically the “Route WW: Corridor Location and Environmental Study for New North Corridor in the Springfield Metropolitan Area.”

We have a desire to seek and advocate for transportation projects in our County that enhance the lives of our citizens and visitors. Many considerations must be taken into account with projects including safety, efficiency, economic vitality and most importantly, property rights.

One of the most important responsibilities we have is to listen to the citizens of our County. We have received significant feedback on this project over the last several weeks and are grateful for the constructive dialogue. The County has no desire to advocate for a project that many residents and property owners do not want.

Therefore, we request that the “Route WW: Corridor Location and Environmental Study for New North Corridor in the Springfield Metropolitan Area” be completely removed from the MoDOT High Priority Unfunded Needs List effective immediately.

We look forward to continuing the work with Greene County residents to identify transportation projects important to our community.

Thank you for your consideration.

Sincerely,

  
BOB DIXON  
Presiding Commissioner

  
RUSTY MACLACHLAN  
Commissioner, District 1

  
JOHN C. RUSSELL  
Commissioner, District 2

cc: Ms. Stacy Reese, Southwest District Engineer, Missouri Department of Transportation

**Cox Medical Tower • 1443 North Robberson Avenue, 10<sup>th</sup> Floor • Springfield, Missouri 65802**  
**Mailing Address 940 Boonville Avenue • Springfield, Missouri 65802**  
**[www.greenecountymo.gov](http://www.greenecountymo.gov)**





OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

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

August 27, 2024

Dear Commission,

The Ozarks Transportation Organization would like to request the removal of the James River extension project from the High Priority Unfunded Needs list. The project appears as Rte. WW in the Southwest Rural Tier 1 list. As you know we have had extensive public comment on the project and have decided to defer consideration at this time and would like to request removal of the project from the list.

We appreciate the partnership with MoDOT on developing the unfunded needs list and look forward to the continued identification and funding of needed projects in the Springfield region.

Thank you for your consideration and appreciate your efforts in facilitating public comment to further inform our decision.

Sincerely,

Sara Fields

**TAB 11**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.I.**

**2025 Legislative Priorities**

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

**AGENDA DESCRIPTION:**

Annually, the OTO establishes a list of Legislative Priorities for use when communicating with area legislators. It proves to be very valuable and is well received.

Included for member review and input is a draft list of priorities for 2025.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to adopt the 2025 Legislative Priorities.”

OR

“Move to adopt the 2025 Legislative Priorities with the following changes...”

## OTO 2025 Federal Legislative Priorities

### The Ozarks Transportation Organization supports

- **\$6 million to provide for four lanes on state Highway MM from I-44 to US 360. The total project cost is \$17 million.**
- Continued Investment in the I-44 Corridor to improve freight movement, enhance safety and improve congestion in the state of Missouri.
- Additional transportation infrastructure funding to support the OTO Priorities which include safety and congestion relieving projects, as well as bicycle and pedestrian infrastructure to support the continued development of a healthy region.
- Continued streamlining of the environmental review processes including one federal decision and reductions in authorization decision timelines to extend to Environmental Assessments as well as Environmental Impact Statements.
- Granting MPO's direct recipient status for federal funds allowing for a direct funding relationship between the federal government and MPOs.
- Shifting discretionary funding to formula funding through an equitable formula to metropolitan areas resulting in a more predictable funding distribution.
- Clarifying federal regulations to ensure funds suballocated to MPOs are available for obligation throughout for four federal fiscal years as outlined in 23 USC 118.b.
- Reduction in match requirements to 10 percent for all federal funds.

## OTO 2025 State Legislative Priorities

### The Ozarks Transportation Organization supports

- **\$6 million to provide for four lanes on state Highway MM from I-44 to US 360.**
- Funding a new round of **Governors Cost Share** using state funds for additional partnership opportunities between local governments and the private sector.
- Continued investment in the **I-44 Corridor** to improve freight movement, enhance safety and improve congestion in the state of Missouri.
- Increased funding for multimodal transportation to include rail crossings, aviation, transit, sidewalk, and trail funding.

## OTO Priorities for MoDOT

- Missouri should make federal urban area suballocated funding available for obligation for four federal fiscal years as outlined in federal law 23 USC 118.b.
- Allow for the increase in statewide cost share funds for projects affected by COVID that were approved between 2020 and 2022.

**TAB 12**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM II.K.**

**Safe Streets and Roads for All Safety Action Plan Update**

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

**AGENDA DESCRIPTION:**

To stay up to date on the OTO Safety Action Plan, *Destination Safe Streets*, visit <https://www.ozarkstransportation.org/ss4a>.

**Engagement**

In January and February of 2024, OTO and their equity engagement consultants – CMT and Pratt Consulting – hosted several open houses and solicited input through a survey and online mapping tool. The survey gathered input regarding safety concerns on major and local roadways by the primary mode of the respondent. A summary of these results has been provided to OTO and is included. Stakeholder meetings were also held in March and April, and those results are still being summarized. Additional engagement opportunities took place over the summer to keep the plan active with the public.

**Safety Analysis**

Through consultation with the *Destination 2045* Advisory Team and OTO member jurisdictions, OTO and Lochmueller have developed the regional and local high injury networks, drafted a systemic safety analysis, and developed an initial list of projects for priority consideration. The high injury network map is included in the agenda. OTO has received draft recommendations from Lochmueller and has worked with the Advisory Team to provide comments. Final reports will be available by the end of September and will be incorporated into the Safety Action Plan draft.

**Vision Zero Goals**

The Safe Streets and Roads for All funding program requires approved plans to include a leadership commitment and goal setting for zero roadway fatalities and injuries, with a timeline. The Advisory Team has proposed a goal and timeline, which has also been shared with the Technical Planning Committee. **It is proposed to set a goal of zero fatalities by 2040 and zero injuries by 2050.** Statewide, MoDOT currently has a goal of zero fatalities by 2030 and zero serious injuries by 2040. For reference, here is a summary of the crash numbers for the OTO region over the past six years:

Year	All Crashes	Fatal	Serious Injury	Minor Injury	Property Damage Only
2023	6,085	41	182	2,003	3,859
2022	6,222	39	208	2,076	3,899
2021	6,495	41	210	2,035	4,209
2020	5,957	40	197	1,829	3,891
2019	6,798	31	165	2,195	4,407
2018	6,722	30	192	2,155	4,345

**BOARD OF DIRECTORS ACTION REQUESTED:**

No official action is requested, however, any feedback is appreciated.

**TAB 13**

**BOARD OF DIRECTORS AGENDA 09/19/2024; ITEM I.C.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Under Tab 13 of the agenda packet, for Board member review, are Public Comments for the time frame between July 18, 2024 and September 10, 2024. Any additional public comment received by September 18, 2024 will be shared before the meeting.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.





**PUBLIC COMMENT**



**Area of concern:** Roundabout – Tracker Road and Nicholas Road

**City/County of concern:** Christian County

**Date received:** 07/22/2024

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

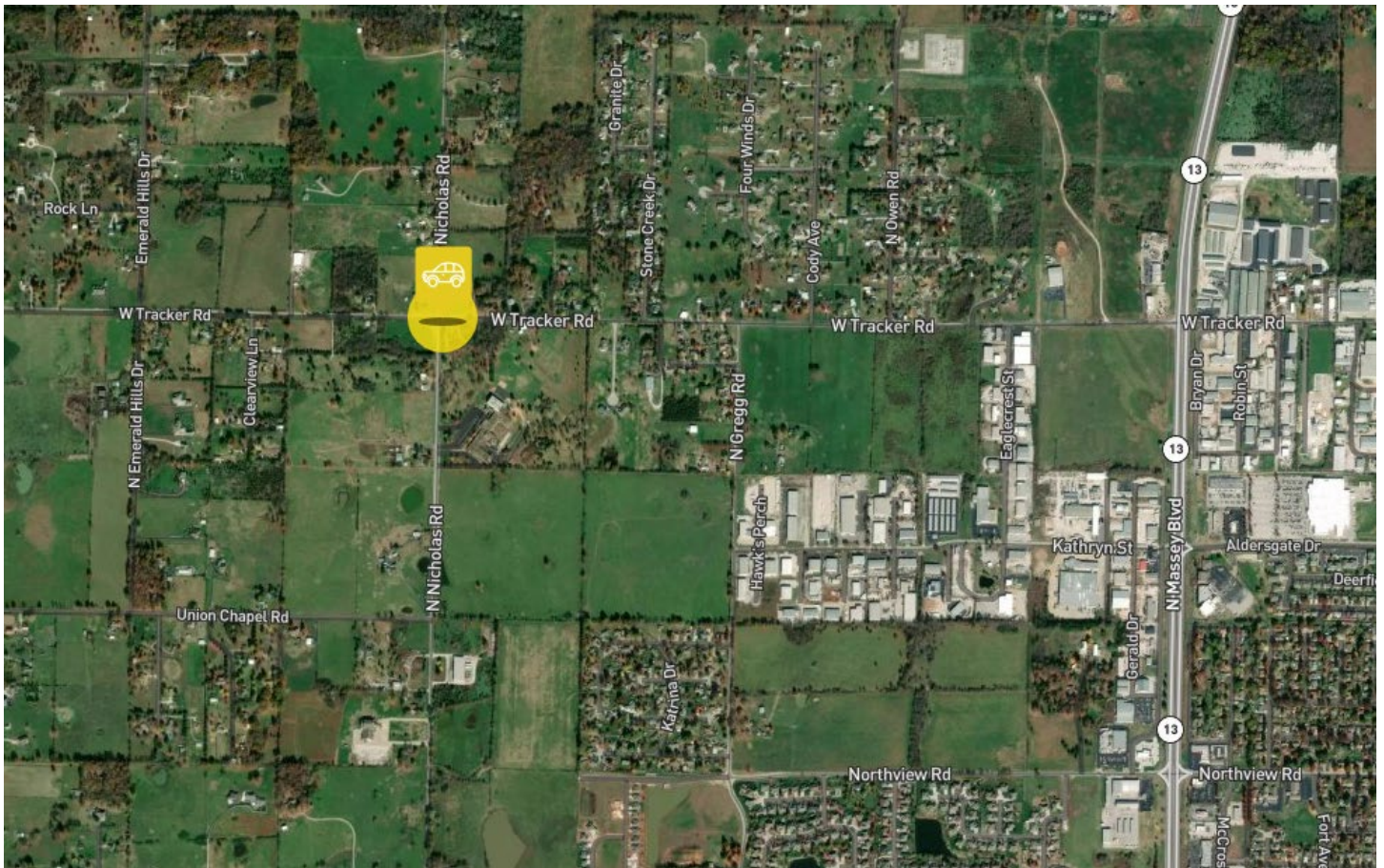
**Contact Name:** Anonymous

**Contact Email/Ph #:** N/A

**Comment:**

**A roundabout should be put here**

*Map*



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



# PUBLIC COMMENT



**Area of concern:** Walk/Bike Bridge over JRF from Kansas Ave/Maplewood to Kansas Court

**City/County of concern:** Springfield/Greene County

**Date received:** 07/22/2024

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

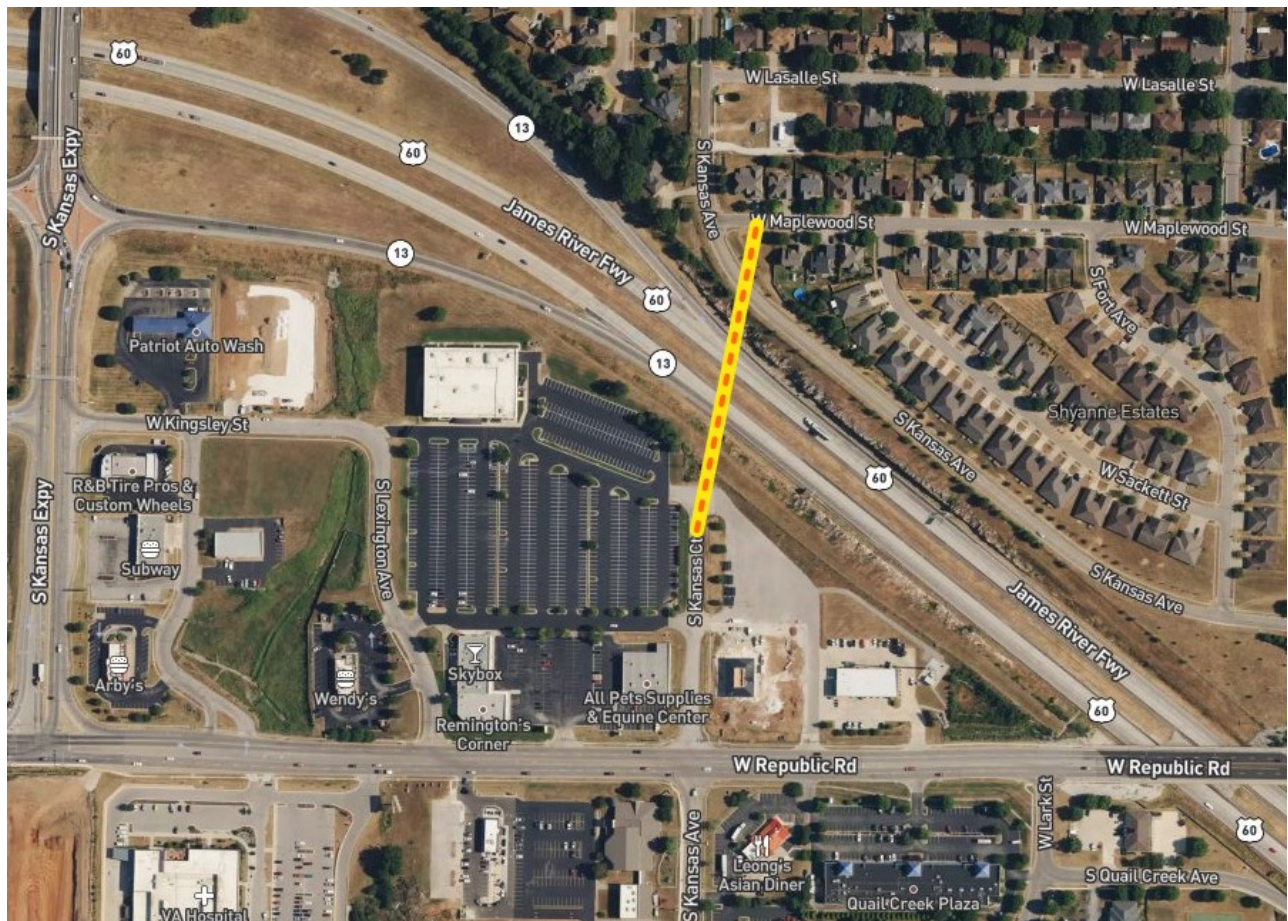
**Contact Name:** Anonymous

**Contact Email/Ph #:** N/A

**Comment:**

**There should be a walking & biking bridge put here**

*Map*



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



## PUBLIC COMMENT



**Area of concern:** N 14<sup>th</sup> Street Extension

**City/County of concern:** Ozark/Christian County

**Date received:** 07/22/2024

**Received through:** Staff Email

**Contact Name:** Kris [REDACTED]

**Contact Email/Ph #:** [REDACTED]

**Please note that in addition to the submitter's comments, graphics were submitted (included at the end).**

**Comment:**

Yesterday I looked at the new City of Ozark corridor plan. When I looked closely at it I was completely shocked to see my property on the plans. The plans show that the City wants to put a road right through my front yard on the West side and another road through the North side of my property, both will take up a huge portion of my acre of land. It also shows that they want to put a sidewalk and recreational trail through my land.

I live at [REDACTED] in Ozark MO and I live in the County, not the City, and we are not annexed into the City. I'm a single mom due to divorce and I've spent 16 years of my life paying for my acre of land and I have plans in the future to build a nice home on my land to replace my mobile home. I keep my land looking nice and even though my son and I live in a mobile home we are not trailer trash. I am an Ozark MO native and I am the Founder and Director of the Save Riverside Bridge Initiative. I care about my community and I love my peaceful quiet neighborhood that has a lot of wildlife in it.

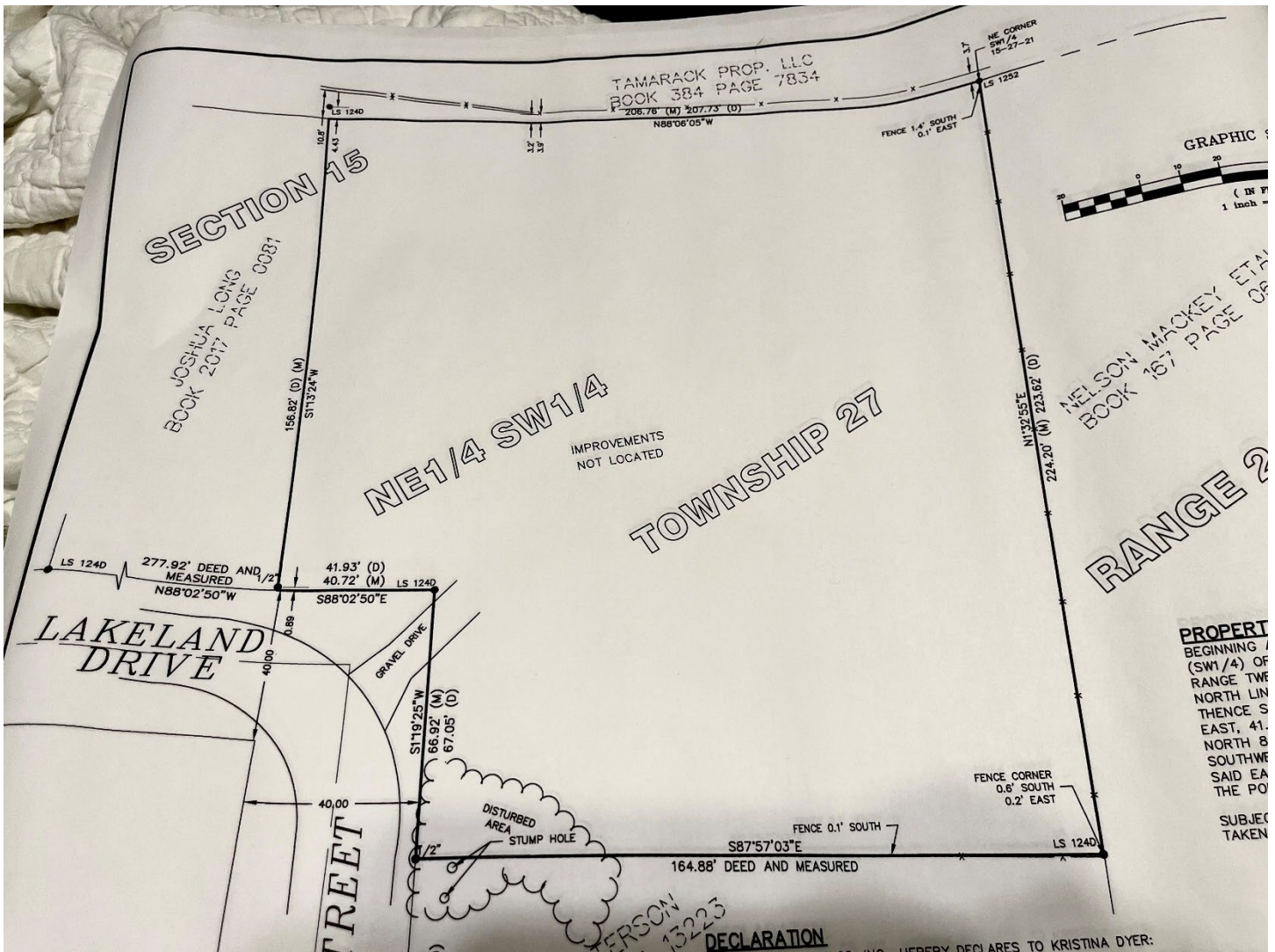
In the attachment are pictures of their plans and my land is highlighted in yellow with a red arrow pointing to it. I had my land surveyed in 2021 and I will include that on the attachment as well.

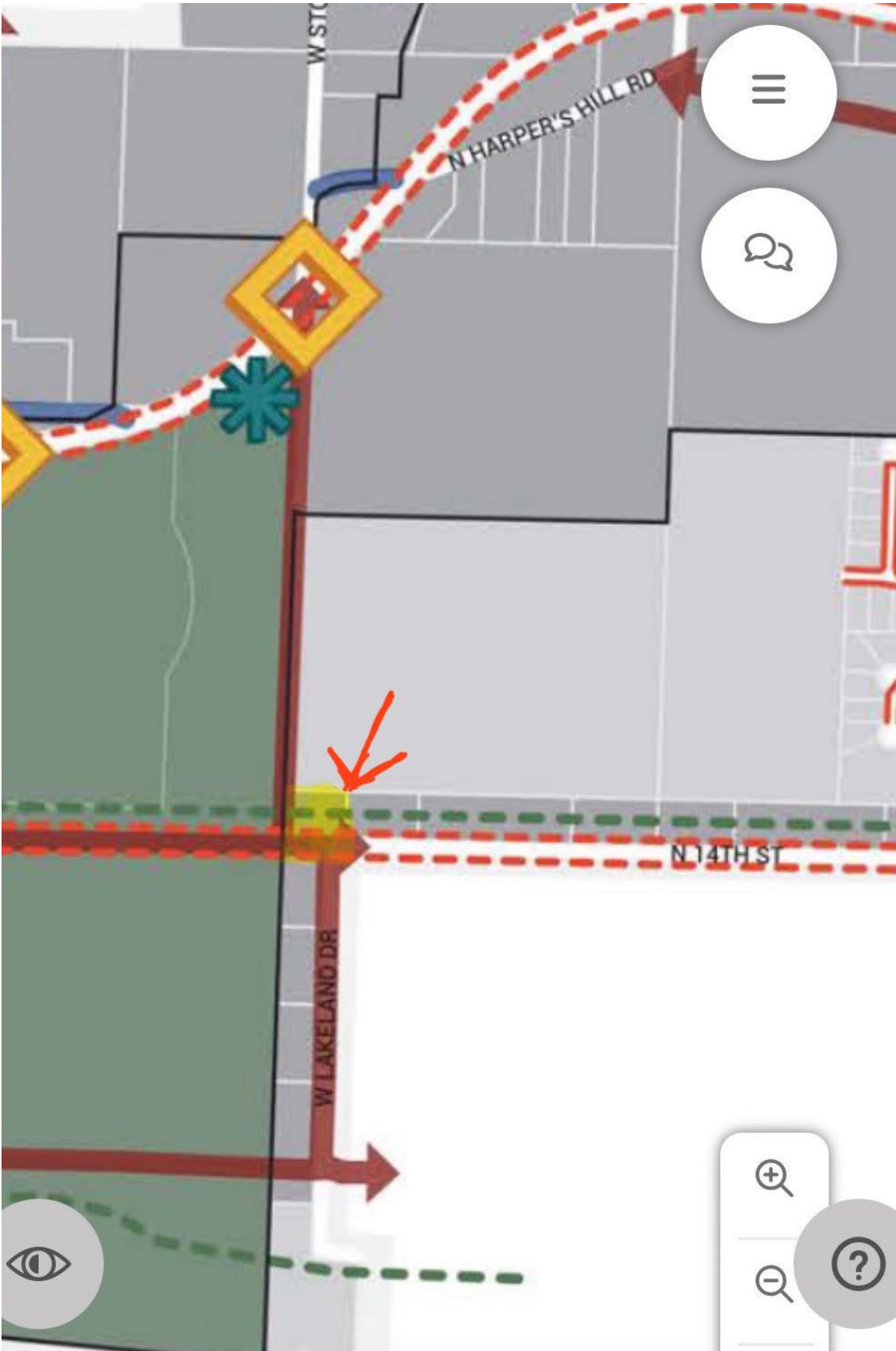
I am coming to you to ask you if there are other routes for traffic that would be better for their future traffic plans? I always thought the best place to extend the

road to CC highway from here is the outer road next to Highway 65 on the East side of the highway going from the Elks Lodge to the baseball stadium. I live on a hill so it doesn't make sense to put a road in through my land to connect to NN highway. It would destroy a lot of my mature trees, kill the wildlife and run them off and turn my quiet neighborhood into a place where people will speed through to cut through from NN to 65 Hwy.

I appreciate your help, thank you!

Kris [REDACTED]  
Christian County Resident







Comments save automatically. When you reach the last page, you can close the window. You're done!

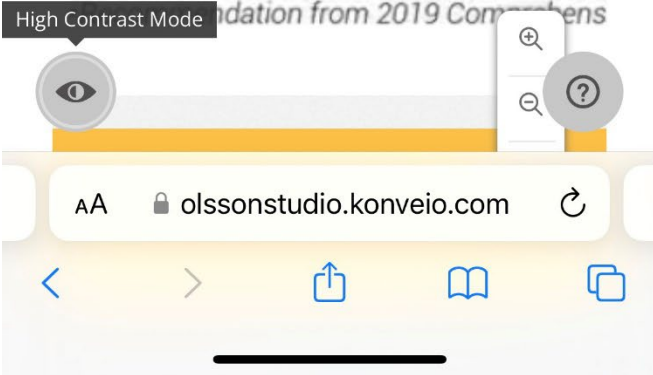
- You may participate from now until July 28, 2024 at 11:59 p.m.

Thank you for your feedback!

-  Existing Sidewalk
-  Proposed Recreation Trail
-  Proposed Sidewalk
-  Proposed Roadway Connect
-  Proposed Access Road Relo
-  Proposed Intersection Imprc
-  Planned Overpass
-  Proposed Primary Gateway
-  Proposed Secondary Gatew
-  Key Mixed Use District Site

High Contrast Mode

...ation from 2019 Com...ens





# PUBLIC COMMENT



**Area of concern:** New Traffic Pattern at 160 and Route CC

**City/County of concern:** Ozark/Christian County

**Date received:** 07/23/2024

**Received through:** Facebook

**Contact Name:** John Anderson

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
a day ago · 🌐

From MoDOT Southwest Missouri:  
"New Traffic Pattern at U.S. Route 160 & #ChristianCo Route CC In #Nixa Beginning 8 p.m., Monday Night, July 29.  
Contractor crews to turn on new signals and open new Continuous Flow Intersection at U.S. Route 160 and Christian County Route CC in Nixa. A Continuous Flow Intersection has traffic turning left placed to the left of oncoming traffic, opposite where it is normally. This removes the conflict between on-coming traffic and traffic turning left. Vehicles turning left access the lane a few hundred feet in front of the intersection. #MoDOTSW"

YOUTUBE.COM  
Making a Left Turn in a Continuous Flow Intersection

### Facebook Comments

**John Anderson**  
Will an officer be stationed to fill out the accident paperwork for everyone that stops to make a left at the old stop light?  
Honestly, masses of people freaked out about the flashing yellow arrow that the rest of the United States had been successfully using for years...

18h Like Reply [Send message](#) Hide

**Author**  
**Ozarks Transportation Organization**  
John Anderson That may be a question for the Christian County Sheriff's Office. Thanks for reaching out.

1m Like Reply



# PUBLIC COMMENT



**Area of concern:** White Cane Education

**City/County of concern:** OTO MPO Area

**Date received:** 07/22/2024

**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

## OTO's Original Posting

## Facebook Comments

**Ozarks Transportation Organization**  
2 days ago

**BECOME A BETTER DRIVER WITH US** empower:abilities

- Classes on Tuesdays from 3 - 4 pm
- Group or individual classes in person or via zoom
- Help studying for permit exam

DRIVER LICENSE  
ID: 123-456-789-10  
DOB: 00/00/0000 EXP: 00/00/0000  
NAME SURNAME  
CLASS  
SEX HGT EYES

**More Information \***

bgober@empowerabilities.org  
417-886-1188 x 108

**Carolyn McGhee**  
The national federation of the blind Springfield chapter used to go talk to students about the significance of the white cane and what it means when a driver encounters a pedestrian using one but that was over ten years ago. Would be a good thing to bring back somehow.

1d Like Reply Send message Hide Edited

**Author**  
**Ozarks Transportation Organization**  
Carolyn McGhee That does sound like it was a good program! National Federation of the Blind of Missouri

12m Like Reply

**Carolyn McGhee**  
Ozarks Transportation Organization that's the state page. They tried to address pedestrian safety concerns several years ago by creating a committee of affected members from different cities. I was the chair. We couldn't figure out how to make the necessary local and state connections to get it solved. Hopefully SafeAcross will help fill in the gaps, we've had a lot of success with the connections locally just need to figure out how to make sure that whether a blind person is in Springfield, Zack, Columbia, Hallsville, or elsewhere they can get around their community safely.

5m Like Reply Send message Hide

**Author**  
**Ozarks Transportation Organization**  
Carolyn McGhee I didn't see a local page 😊. SafeAcross is a great program. Thank you Carolyn McGhee for all you do for our community!

1m Like Reply

**empower:abilities**  
2 days ago

Who's ready for the driver's seat? We're here to help! Empower:abilities is gearing up to offer a driver's education program to those who need a little help studying for their permit exam and learning the rules of the road. Classes will take place on Tuesdays from 3 - 4 pm and will begin once we can gauge interest. Please contact Brooke if you would like to join the class roster. 417-886-1188 x 108.

**Carolyn McGhee**  
This is the chapter contact. We technically cover all of SWMO but have had succinctly making connections beyond Springfield. I think that may be changing though partially thanks to the heavy emphasis on regionalism. <https://www.facebook.com/boyerdale.hal/>

1d Like Reply Send message Hide

**Author**  
**Ozarks Transportation Organization**  
Carolyn McGhee Thank you!

1m Like Reply

**NFBMO Springfield Chapter**





# PUBLIC COMMENT



**Area of concern:** Bus Routes and Construction at National and Division

**City/County of concern:** Springfield/Greene County

**Date received:** 07/29/2024

**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Original Posting



**City of Springfield, MO**  
19 hours ago · 🌐

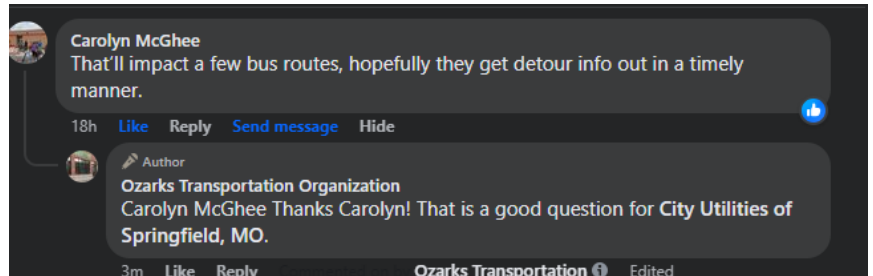
Construction of roadway and signal improvements at the intersection of National Avenue and Division Street are set to begin soon with multiple lane closures at the intersection expected beginning Monday, Aug. 5.

Construction is anticipated to last approximately 6 months. One lane of traffic flow in each direction is expected to remain open for a large part of construction duration. However, work on the railroad crossing and integration with the intersection will require the near full closure of the intersection for more than a month beginning in September. The City will communicate details of traffic impacts as scheduling information becomes available.

Learn more about the project and view traffic updates at [www.springfieldmo.gov/nationaldivision](http://www.springfieldmo.gov/nationaldivision)

Full release: <https://www.springfieldmo.gov/civilalerts.aspx?AID=11143>

### Facebook Comments





# PUBLIC COMMENT



**Area of concern:** Possible Delays due to Kansas Expressway Resurfacing

**City/County of concern:** Springfield/Greene

**Date received:** 07/30/2024

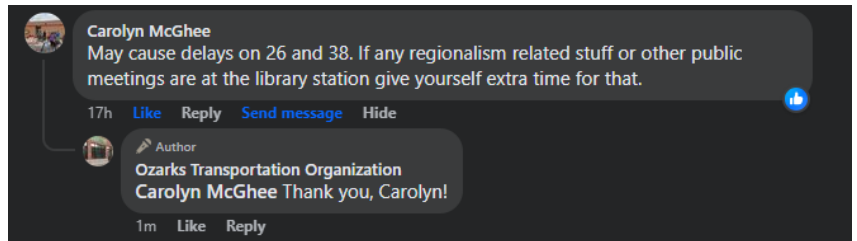
**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comments





# PUBLIC COMMENT



**Area of concern:** Travel Options between Springfield and Nixa

**City/County of concern:** Springfield/Nixa/Greene/Christian

**Date received:** 07/30/2024

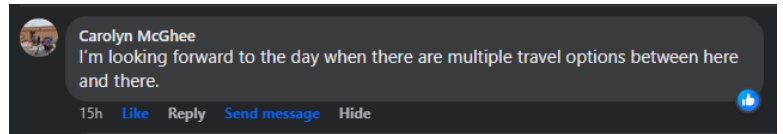
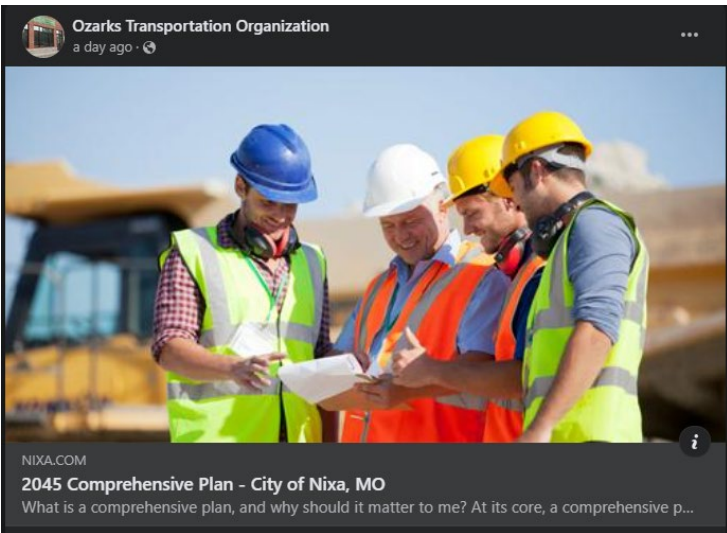
**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comments





# PUBLIC COMMENT



**Area of concern:** CU Transit Route and Schedule Changes

**City/County of concern:** Springfield/Greene

**Date received:** 08/02/2024

**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comments

**RideSGF**  
CHANGES COMING SEPTEMBER 29!

NEW APP  
Token Transit  
IMPROVED ROUTES  
UPDATED SCHEDULES  
THE BUS

Visit [cutransit.net](http://cutransit.net) for the latest updates!

CU Transit  
3 days ago

Get ready for route and schedule changes coming soon! On September 29, our fixed route changes will take effect. These changes include improved routes and an updated schedule. Visit [cutransit.net](http://cutransit.net) to plan your trip and preview the improvements. Need help planning your ride? Call us at (417) 831-8782, and we'll assist you in finding the best route. Stay tuned for more updates coming soon!

Carolyn McGhee  
3d Like Reply Send message Hide

I'm looking at trying to utilize my bike more. This is going to put weekends back to where it takes two hours or more just to go one mile. It'll be interesting to see how the blind react to the situation at the library station though.

Author  
Ozarks Transportation Organization  
Carolyn McGhee Thank you for this information, Carolyn. CU Transit  
6m Like Reply

Carolyn McGhee  
1h Like Reply Send message Hide

Ozarks Transportation Organization the job placement orgs like vocational rehab are encouraging their clients to leave not only the city but the state as a whole. Not just because of transportation but that is a major piece.

Author  
Ozarks Transportation Organization  
Carolyn McGhee Thank you for sharing!  
1m Like Reply



# PUBLIC COMMENT



**Area of concern:** CU Transit Route Changes due to Route 66 Festival

**City/County of concern:** Springfield/Greene

**Date received:** 08/08/2024

**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Original Posting

### Facebook Comments



Carolyn McGhee

Looks like things should be a bit simpler this year, they've had a lot of trouble in previous years because the people blocking streets didn't think transit was important. I wish we had a navigable audio map of the festival that'd let you find specific things you want to see. People think that people who can't see well or who can't drive would have no interest but you'd be surprised.

1h [Like](#) [Reply](#) [Send message](#) [Hide](#)

**CU Transit**  
2d ·

Due to the Route 66 Festival, transit service in and near Downtown Springfield will be limited from Wednesday (8/7) through Saturday (8/10). The following lines will detour to avoid the festival:

- Line 5
- Line 7
- Line 12
- Line 25
- Line 27

Closed Stops:

- Starting Wednesday: St. Louis, west of John Q Hammons
- Starting Thursday: Olive; Jefferson, north of State; and Cherry, west of John Q Hammons

All service to the Transit Center will be maintained throughout the festival. Service away from downtown Springfield will be unaffected.



## PUBLIC COMMENT



**Area of concern:** Safety Scores and Highway D

**City/County of concern:** Springfield/Greene

**Date received:** 08/11/2024

**Received through:** Comment Email

**Contact Name:** Shonda [REDACTED]

**Contact Email/Ph #:** [REDACTED]

**Comment:**

Good evening! I was reviewing the Basemap 4.1 and noticed the Safety Score listed after all of the crash statistics.

After searching your website, I was unable to find any guidance on interpreting this Safety Score. Example, is 10 good, bad, or average?

Thank you for your assistance!

Shonda [REDACTED]

**OTO Response:**

Hello [REDACTED], the safety scores in the base map are a combination of total crash rate, injury crash rate, and fatal crash rates. A score of 1 - 4 is possible for each rate equaling combined range of 3 - 12 which was then rescaled to 1 - 10 and multiplied by 2 to arrive at 2 - 20 points possible. Thus, the score of 10 is middling.

We have updated this method for this year's scoring which will be reflected in the base map in the very near future. Thank you so much for your question! I tried to provide a concise response.

If you would like any further clarification or have more questions, please let me know. Thanks again and have a great day.

**Comment:**

This is very helpful, thank you! So, with the rating, is 2 or 20 the "safest"?

I am specifically looking at State Hwy D (East Sunshine) and Farm Road 199 intersection. City council has just approved a 191 home subdivision [to.be](#) built on the NE corner of the intersection (which is currently farm land).

Also up for vote is rezoning the NW plot of that intersection to General Commercial. Can you provide any insight or projections as to how the increased traffic of a commercial business would impact safety of that stretch of State Hwy D?

Thank you for your help!

Shonda [REDACTED]

**OTO Response:**

Twenty would be the bigger safety need. OTO does not review developments for impacts to the transportation network. That is done by the City, County, and/or MoDOT. This would have been reviewed prior to approval. We apologize that we do not have any information on the proposed development or the impacts to Highway D.

Thank you again for reaching out!



## PUBLIC COMMENT



***Area of concern:*** Highway 13 between Springfield and Highway 86

***City/County of concern:*** OTO MPO Area

***Date received:*** 08/16/2024

***Received through:*** MoDOT Comments

***Contact Name:*** Philip [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

13hwy in between Springfield and 86hwy is getting to busy and dangerous. We need 4 lane and a new safer bridge over Table Rock Lake in Kimberling City.

***MoDOT Response:***

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs. We value your input and will share your comment with our planning partners, the Ozarks Transportation Organization and the Southwest Missouri Council of Governments.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.





## PUBLIC COMMENT



***Area of concern:*** Highway 14 and Highway W

***City/County of concern:*** Ozark/Christian County

***Date received:*** 08/16/2024

***Received through:*** MoDOT Comments

***Contact Name:*** Nicole [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

Intersection 14 hwy and W getting very busy and increasingly dangerous to navigate. Widening will bring more traffic. Hoping our elected officials recognize the need for some controls out this way

***MoDOT Response:***

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs. We value your input and will share your comment with our planning partner the Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.



# PUBLIC COMMENT



**Area of concern:** Bike Lanes on Battlefield and Plainview

**City/County of concern:** Springfield/Greene

**Date received:** 08/19/2024

**Received through:** Facebook

**Contact Name:** John White

**Contact Email/Ph #:** not available

## Facebook Comments

**John White** ▸ Ozarks Transportation Organization  
1h · 🌐

I am terribly disappointed that the bike lanes on Battlefield and Plainview road have now become a hazard.  
The new pavement is covered in less gravel and is very rough to use. I do hope there are plans for an improvement.

👍 Ozarks Transportation Organization

👍 Like      💬 Comment      ➦ Share



# PUBLIC COMMENT



**Area of concern:** Battlefield and Blackman

**City/County of concern:** Springfield/Greene County

**Date received:** 08/20/2024

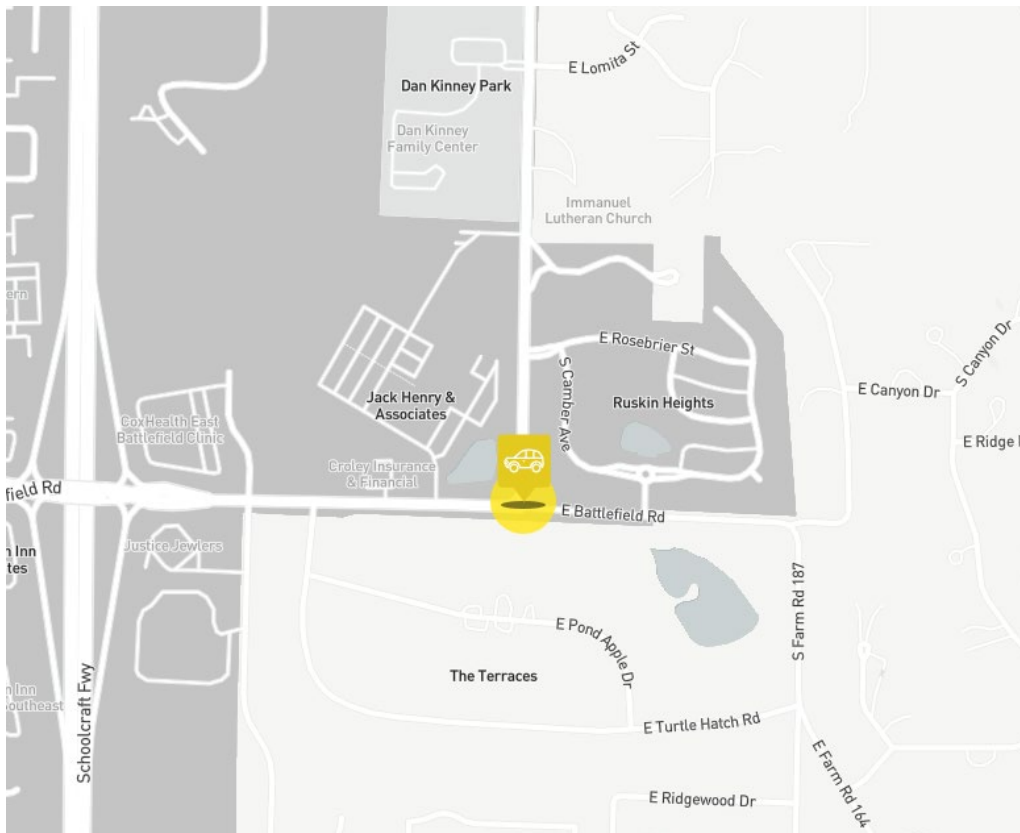
**Received through:** Map-A-Concern (OTO website)

**Contact Name:** Sheri [REDACTED]

**Contact Email/Ph #:** N/A

**Comment:** The intersection of Battlefield and Blackman has become more dangerous in the last 2 years as the amount of traffic has increased. Many times I have witnessed cars failing to stop at the 3 way stop signs. I feel that this intersection would benefit from a traffic circle which would slow traffic and decrease the amount of near accidents caused by failure to stop.

## Map



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



## PUBLIC COMMENT



**Area of concern:** Highway 13 and Citydel Lane/Sunrise Drive

**City/County of concern:** Nixa/Christian County

**Date received:** 08/23/2024

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

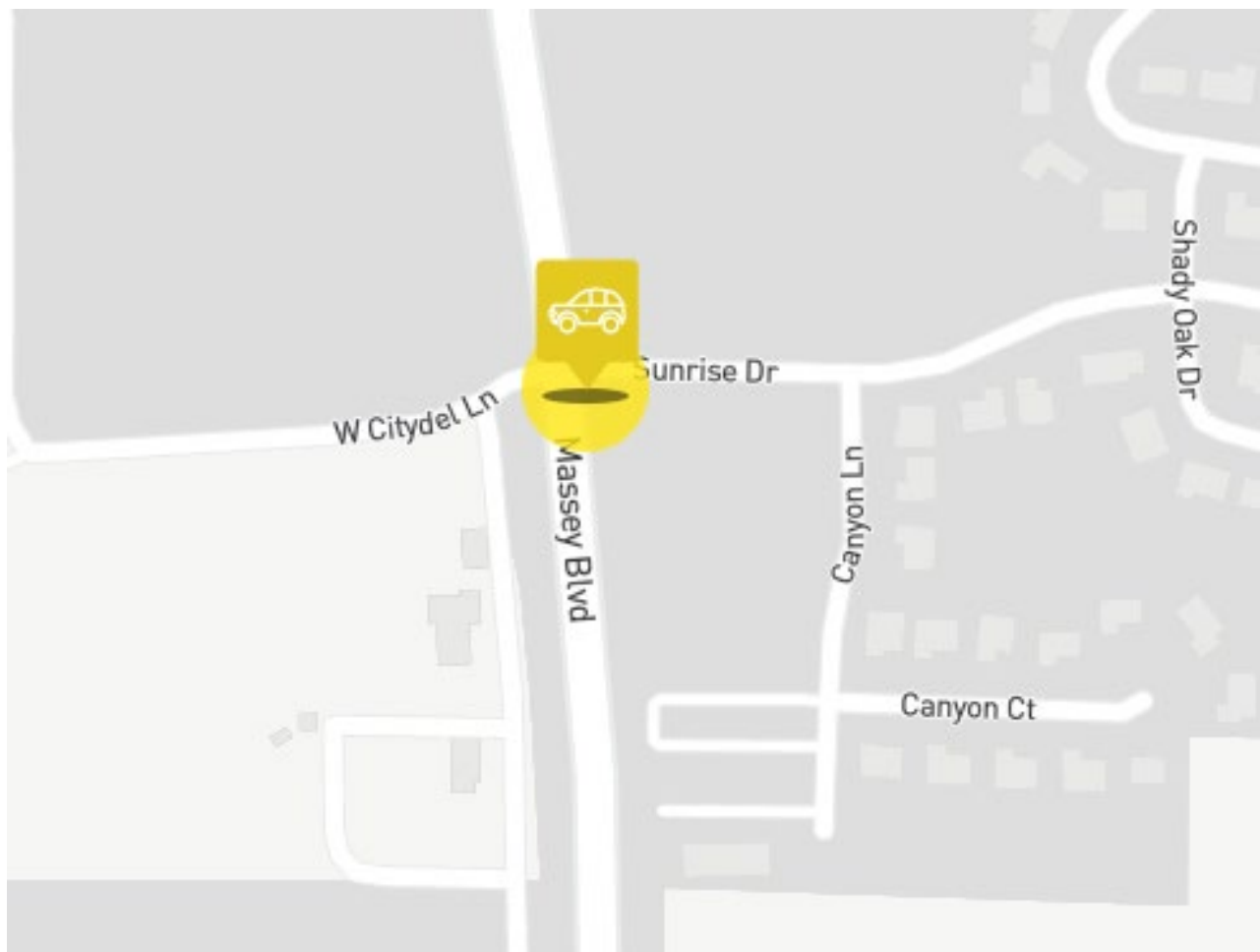
**Contact Name:** Wade

**Contact Email/Ph #:** N/A

**Comment:**

Right turn lane and sidewalk would probably help in the future of easing traffic and Make it better walk ability The new Dollar General was getting built

**Map**



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



## PUBLIC COMMENT



**Area of concern:** Highway 13 and Deer Ridge Drive/Hiawatha Road

**City/County of concern:** Christian County

**Date received:** 08/23/2024

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

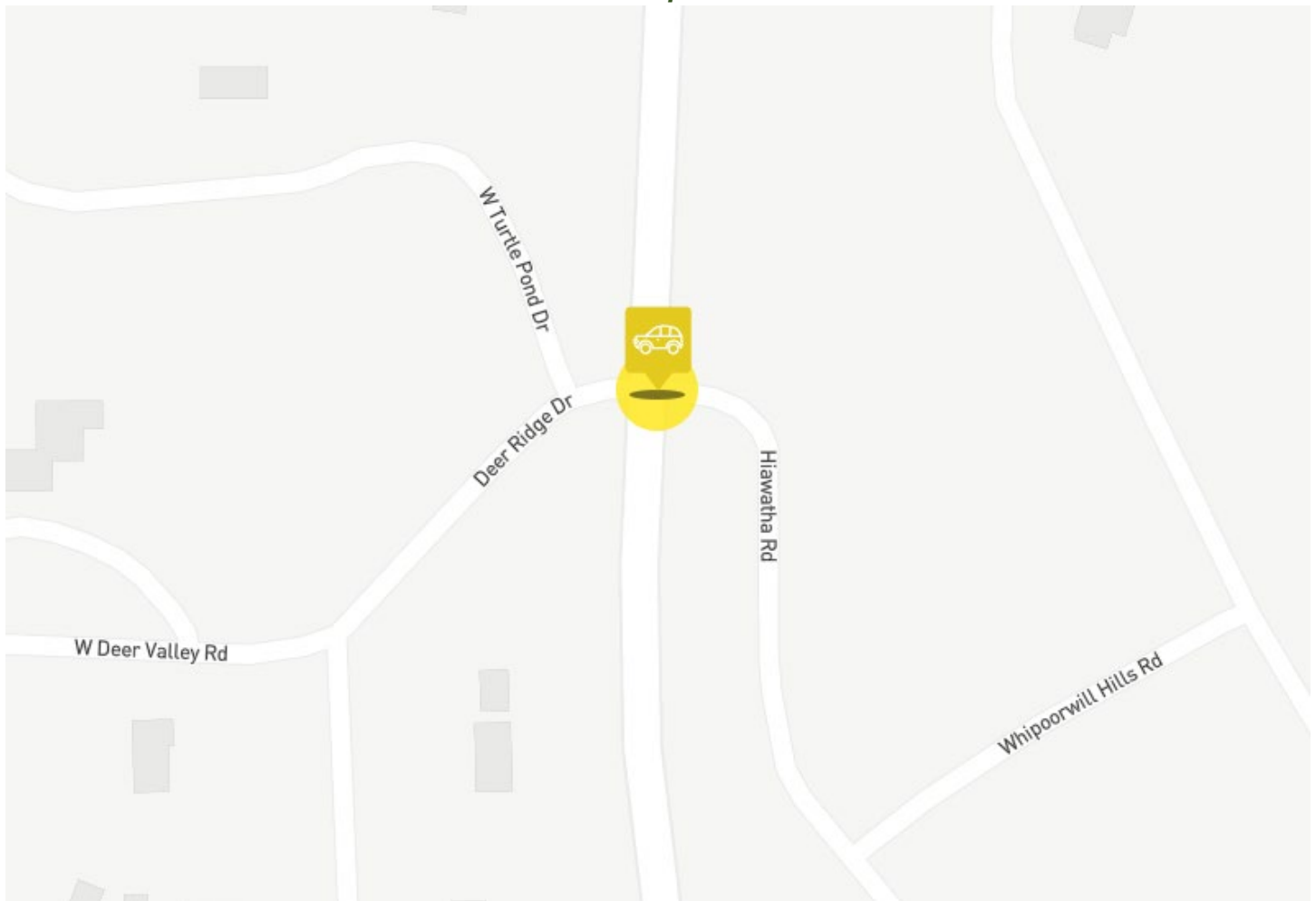
**Contact Name:** Anonymous

**Contact Email/Ph #:** N/A

**Comment:**

This area needs a turn lane I seen the vehicles have to put on the brake let them people turn

**Map**



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



## PUBLIC COMMENT



**Area of concern:** Highway 14

**City/County of concern:** Ozark/Christian County

**Date received:** 08/16/2024

**Received through:** MoDOT Comments

**Contact Name:** Rick [REDACTED]

**Contact Email/Ph #:** [REDACTED]

**Comment:**

Hwy 14 East of Ozark needs widening past Hwy W, and especially need help at the intersection at 14 & W with parents taking children to East Elementary, especially trying to cross 14. In the mornings, west bound traffic on 14 can be backed up to the Dollar General store. This project needs moved up to Tier 1. In addition, people think the speed limit is 55 when is not. Need a flashing your speed limit sign when approaching Hwy W and heading toward Hwy W. I appreciate the opportunity to comment and the services you provide. Also I recommend a decoy Police vehicle on Hwy 65 construction over the Finley River, people are not slowing down for the construction.

**MoDOT Response:**

Thank you for submitting a comment on Missouri's High Priority Unfunded Needs. We value your input and will share your comment with our planning partner the Ozarks Transportation Organization.

MoDOT and our planning partners will consider your comment as we work together to finalize the list of high priority unfunded needs.

**Reply Comment – 08.27.2024:**

A fatality at Hwy 14 & W today in Ozark, what is going to take to make it a safer intersection? Please take action before another fatality.



# PUBLIC COMMENT



**Area of concern:** Highway 125

**City/County of concern:** Strafford/Greene County

**Date received:** 08/30/2024

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

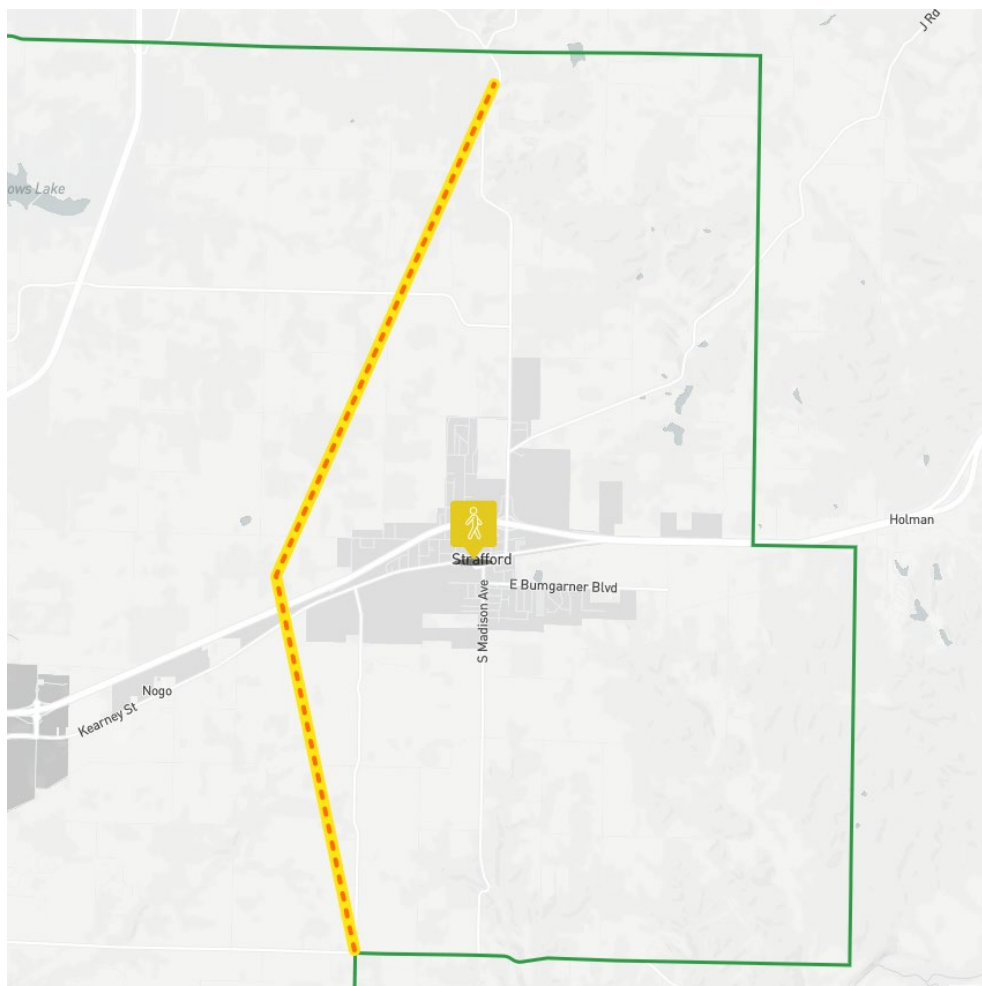
**Contact Name:** Anonymous

**Contact Email/Ph #:** N/A

**Comment:**

**Why can't 125 be turned into a boulevard where walking, biking and vehicles?  
Also get rid of train truck crossing**

**Map**



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



# PUBLIC COMMENT



**Area of concern:** Severely Delayed Roads Comparison

**City/County of concern:** OTO MPO Area

**Date received:** 09/03/2024

**Received through:** Facebook

**Contact Name:** Laura Nichols

**Contact Email/Ph #:** not available

### OTO's Original Posting

**Ozarks Transportation Organization**  
5 days ago · 🌐

Despite adding nearly 19,000 people, or nearly the equivalent of another Republic or Ozark, to the OTO area since 2019, the percent of severely delayed roads has fallen by half in 2024.

PM Travel Delay 2019      PM Travel Delay 2024

PM MPH by Lane Speed Limit  
 - > or = 25.0 mph  
 - 10.0 - 19.9 mph  
 - 5.0 - 9.9 mph  
 - < or = 4.9 mph

Date Sources: HERE Speed Data downloaded from HERE for business apps during March, April, & May 2019 & 2024.  
PM Peak 5:00 - 6:00 pm

See insights and ads      [Boost post](#)

👍👤 You and 28 others      1 comment 1 share

### Facebook Comments

**Laura Nichols**  
Nice work!

5d [Like](#) [Reply](#) [Send message](#) [Hide](#)





# PUBLIC COMMENT



**Area of concern:** Bus Changes

**City/County of concern:** Springfield/Greene County

**Date received:** 09/05/2024

**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

## OTO's Original Posting

## Facebook Comments

Ozarks Transportation Organization  
16h · 🌐

### NAVIGATE THE TOWN ON THE CITY BUS

Be a confident rider. Let us help you understand the changes in fares and routes on the city bus.

**September 25**

- ✓ City Utilities will be on hand to answer questions.
- ✓ Receive a Free Ride Pass

**1:00 - 2:30 pm**

1450 W Cambridge St Springfield

empower: abilities

---

empower: abilities  
16h · 🌐

Changes are coming to the City Bus system. Join empower: abilities on September 26 for questions and answers, and to learn about the upcoming changes. Riding the bus doesn't have to be scary! Call for questions: 417-886-1188 1450 W. Cambridge St., Springfield

Carolyn McGhee  
Voc rehab and the career center are urging people to leave partially because of this. I was already looking into using my bike more on Saturdays now it's a must. It's awkward enough getting places 30 minutes early let alone a hour early; drivers here have no concept of travel time for transit vs driving and feel sorry for me when they find out. We are in a weird spot where the question asked of blind applicants in job interviews is not "can someone drive you?" It's "can paratransit get you there?" They think people like us need "special", expensive accommodations. They don't think we can use the public bus. That's becoming less and less the case though. If transit does not expand with the city we will lose access and opportunities. The local blind org has been trying to force the issue by stranding themselves on the edges of the system but since it's a Saturday they're not really proving anything. People have speculated that Springfield will end up becoming so large that it overtakes the surrounding cities. I don't know if that could legally happen though.



# PUBLIC COMMENT



**Area of concern:** MHTC's Meeting in Springfield

**City/County of concern:** OTO MPO Area

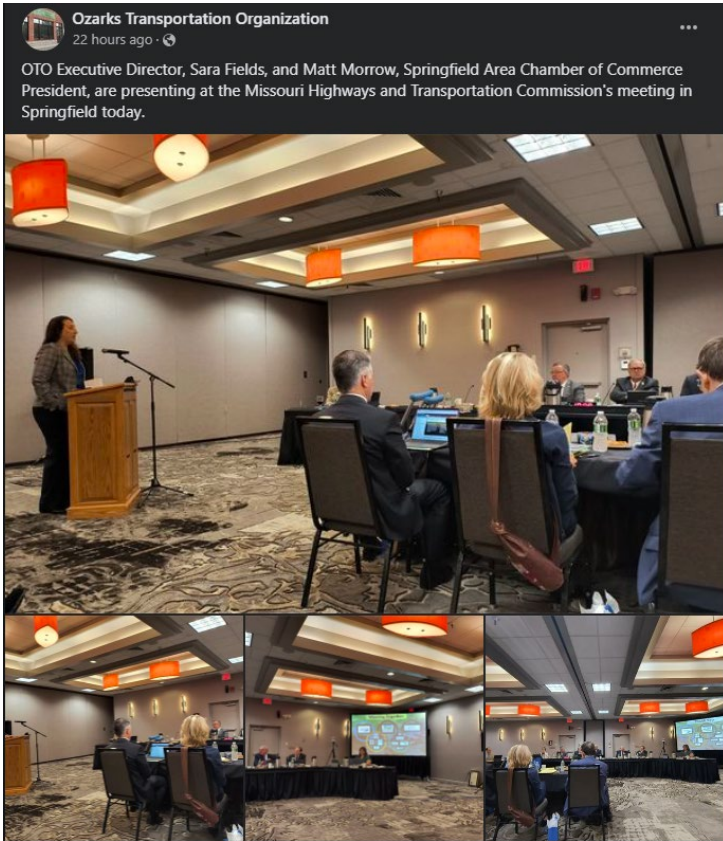
**Date received:** 09/05/2024

**Received through:** Facebook

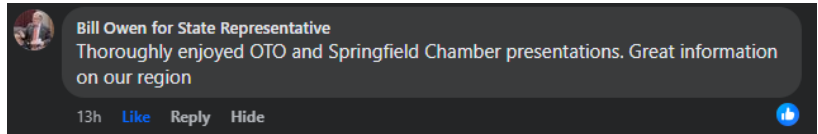
**Contact Name:** Rep. Bill Owen

**Contact Email/Ph #:** not available

### OTO's Original Posting



### Facebook Comments



**TAB 14**

## Congress could ease rules for small cities seeking transportation money, experts say



JAKUB PORZYCKI/NURPHOTO VIA GETTY IMAGES

By [Daniel C. Vock](#) | AUGUST 12, 2024 05:08 PM ET

**Discretionary grants give the president’s administration—and members of Congress—an opportunity to shape transportation policy. But applying for and administering them can be a challenge for local governments.**

TRANSPORTATION    INFRASTRUCTURE    STATE AND FEDERAL RELATIONS



One of the many changes that the 2021 federal infrastructure law made to transportation policy was giving local governments more opportunities to apply directly for federal grants, rather than depending on their state government.

But Congress is likely to scrutinize—and possibly change—those discretionary grant programs when they craft the next surface transportation bill, two transportation experts [told a gathering](#) at the National Conference of State Legislatures annual conference last week, in part to make the application process more user-friendly.

“We opened up grant opportunities more to local governments and to metropolitan planning organizations that have not always had the ability to directly apply for federal transportation dollars,” said Jordan Baugh, the senior policy advisor for the Democratic members of the U.S. Senate Committee on Environment and Public Works. “That’s created opportunities, but also a lot of challenges, particularly for smaller cities that don’t have a large transportation or public works department.”

The smaller organizations often don’t have the experience applying for and administering large federal grant programs. Congress might want to provide technical expertise for local communities, or help them build capacity to oversee the delivery of those projects, Baugh said.

Susan Howard, director of policy and government relations for the American Association of State Highway and Transportation Officials, or AASHTO, said state transportation departments can help local officials prepare and administer

For local officials in smaller jurisdictions, though, the rules that come with federal grants can be difficult. “That’s been one of the big challenges with the discretionary grant programs, as you open up to a whole new universe of recipients: understanding what it means to comply with NEPA [an environmental law], Davis-Bacon [governing prevailing wages], etc,” she said.

The Infrastructure Investment and Jobs Act created [more than \\$150 billion](#) worth of discretionary grant programs, which gave the Biden administration a chance to put its own stamp on the kinds of projects it wanted to accelerate. President Joe Biden has prioritized efforts to combat climate change, promote racial equity, encourage the use of union labor and build infrastructure that supports alternate modes of transportation along with automobiles.

administration has undermined the bipartisan consensus that led to the passage of the \$1.2 trillion funding law in the first place.

Presidential administrations of both parties have used discretionary grant programs to promote their pet issues. For example, [one popular program](#) not only shifted emphasis but changed its name under three successive administrations. The Obama administration pushed for the creation of so-called TIGER grants in the 2009 stimulus package, which it used to fund projects in urban areas. The Trump administration rechristened the effort as BUILD grants, and prioritized rural areas. Under Biden, the program grew bigger and became known as RAISE grants, and they are evenly split between urban and rural projects.

Still, the vast majority of transportation money from the federal government is automatically distributed to states using formulas written by Congress.

One reason Congress might be interested in keeping discretionary grants, though, is that it allows federal lawmakers to promote projects important to their constituents, even if they are not high on the state’s list of priorities.

“These discretionary grant programs are satisfying an itch that earmarks once did,” said AASHTO’s Howard. “We didn’t have earmarks in the [infrastructure law], but we had a lot of programs to direct dollars to local priorities.”

Baugh, the Senate staffer, noted that the number of discretionary grant programs started expanding at the same time that Congress stopped using earmarks in its transportation bills.

“Discretionary grants do preserve some of that ability for the administration and for Congress to also direct where some of these priorities are and where some federal funding can go,” he said.

Washington state Rep. Jake Fey, a Democrat, told the panelists that the effort it took to apply for the federal grants could be immense. State and local governments go through a lot of effort to prepare an application “only to have it not funded,” he said. “A lot of resources and engineering expertise goes towards that... and a lot of that effort doesn’t result in a project at the state or local level.”

“There seems to not be a rhyme or reason,” he said. “But there’s a lot of waste that occurs in all that effort to put an application together. Maybe there’s some ways to put people into a queue so they could be assured it might not happen this year, but it might happen five years from now.”

Baugh said Congress would likely look at streamlining the application process for discretionary grants when the infrastructure law expires in 2026. Lawmakers could, for example, combine multiple grant programs so they aren't so narrowly tailored.

"You're not applying for 15 different grants, but you could have a little more flexibility in terms of grant size and recipient size so that you're making the process as easy as possible for local governments," he said. "It's not going to be easy, because the Federal Aid Highway program is complicated, but making it easier and maybe a little more predictable and a little more user-friendly for folks that don't have a lot of experience working directly with USDOT is something that Congress may want to look at."

Howard credited the Biden administration for doing an "excellent job" in identifying areas that local governments need technical support for in order to apply for grants. But that only goes so far, she said. "It's just a big ocean and a lot of little fish." 🇺🇸

Daniel C. Vock is a senior reporter for Route Fifty based in Washington, D.C.

## Transportation Case Studies



# Discretionary Transportation Grants: DOT Should Fully Document Key Selection Decisions for Its Rural Program

GAO-24-106882

Published: Aug 12, 2024. Publicly Released: Aug 12, 2024.



## Fast Facts

State and local governments are struggling to maintain rural roads. Underinvestment, the U.S. Department of Transportation says, has resulted in their slow and steady decline. Funding the surface transportation system has been on our [High Risk List](#) since 2007.

We reviewed DOT's selection process for awarding \$300 million slated for rural road projects. In year 1 of the program, DOT awarded \$274 million to 12 of 243 finalists.

DOT didn't fully document its rationale for key selection decisions. By doing so, it could enhance transparency and clarify why some applications were selected over others. Our [recommendation](#) addresses this issue.



Source: alpegor/stock.adobe.com.

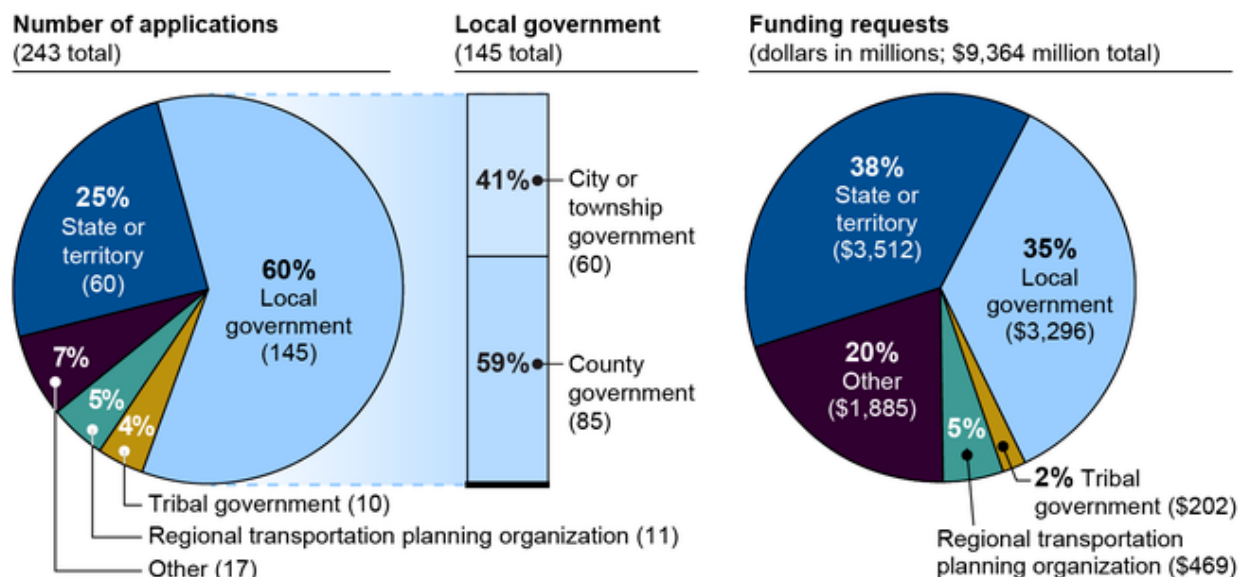
## Highlights

### What GAO Found

In March 2022, the Department of Transportation (DOT) announced up to \$300 million available for award under the Rural Surface Transportation Grants Program (Rural). DOT advanced 243 of the 317 applications to its Senior Review Team—a team of senior DOT officials that is responsible for reviewing applications and advancing applications to the Secretary of Transportation for award consideration. Local governments submitted most of these applications, which generally requested funding for roadway projects in areas with a population of less than 50,000. Demand for funding was high as these applications requested a total of over \$9.3 billion in funding—about 30 times the maximum amount available—with most applications requesting less than \$25 million.



## Selected Characteristics of Applications That Advanced to the Rural Surface Transportation Grant Program's Senior Review Team, Fiscal Year 2022



Source: GAO analysis of Department of Transportation information. | GAO-24-106882

DOT's selection process generally aligned with federal guidance and regulations for grants management, but DOT did not fully document its rationale for key decisions during that process, as required by DOT guidance. For example, in response to a DOT requirement, DOT developed an evaluation plan that specified the actions the Senior Review Team must take, as well as the criteria for taking those actions. GAO found that in advancing and selecting Rural applications for award, DOT documented the outcomes of key decisions but did not fully document their rationale, as required by DOT guidance. Specifically, DOT did not fully document its rationale for requesting additional information from some applicants that did not initially meet the Rural program statutory project requirements, but not from others. In addition, DOT did not document its rationale for rating certain applications more highly than others that were similarly situated. As a result, DOT's documentation provided limited insight into its rationale for decisions that could have affected the outcome for an application. By fully documenting its rationale for key decisions, DOT can better ensure that its process for selecting applications for award is consistent and transparent.

### Why GAO Did This Study

Over 70 percent of the nation's 4 million miles of public access roads are estimated to be in rural areas. Rural—a DOT discretionary grant program—funds

eligible projects to improve and expand surface transportation infrastructure in rural areas (i.e., areas outside an urbanized area that has a population of over 200,000). DOT awarded \$274 million in fiscal year 2022 funding for 12 Rural applications.

The Infrastructure Investment and Jobs Act includes a provision for GAO to examine DOT's Rural awards selection process. This report (1) describes the characteristics of Rural applications that DOT advanced to the Senior Review Team; and (2) assesses the extent to which DOT's selection process aligned with guidance and federal regulations. GAO reviewed statutory requirements, DOT's notice of funding opportunity, evaluation plan, and other documentation on the Rural fiscal year 2022 selection process; analyzed application and award data; and interviewed DOT officials. GAO also compared DOT's selection process with federal regulations for discretionary grant programs, DOT guidance, and standards for internal control in the federal government.

## Recommendations

GAO is recommending that DOT ensure that Rural program officials fully document the rationale for key decisions when advancing and selecting applications for award. DOT disagreed with the recommendation, stating that its documentation is full and complete. GAO maintains the recommendation is valid, as discussed in the report.

## Recommendations for Executive Action

Agency Affected	Recommendation	Status
Department of Transportation	The Secretary of Transportation should ensure Rural program officials fully document the rationale behind key decisions related to advancing and selecting applications for award. (Recommendation 1)	When we confirm what actions the agency has taken in response to this recommendation, we will provide updated information.

## Full Report

### GAO Contacts

[Elizabeth \(Biza\) Repko](#)

Director

### Office of Public Affairs

[Sarah Kaczmarek](#)

Acting Managing Director



## FINANCE

# Funding Local Roads in an Era of EVs and Shrinking Fuel Taxes

States can compensate with vehicle and odometer taxes, but local governments can harness new data technologies — including GPS, 5G and AI — to meet the need for more than states' hand-me-down dollars.

OPINION | Aug. 13, 2024 • **Girard Miller**



Ford electric cars for sale at a dealership in Gilbert, Ariz. There were about 3.3 million EVs on U.S. roads in the fourth quarter of 2023, and the International Energy Agency projects U.S. sales to rise by 20 percent in 2024, accounting for about 11 percent of all new-car sales. (Shutterstock)

Whether or not the nation migrates predominantly to electric vehicles in a decade or so, the future of motor fuel taxes is clearly downward. Meanwhile, the costs of resurfacing and maintaining local streets and roads are not going away, but will probably escalate as our infrastructure continues to age.

If Congress cannot or will not levy new taxes to fund the nation's freeways and bridges, it is likely that states will have no choice but to raise their taxes on vehicles. Higher automobile sales and transfer taxes seem inevitable, and it's easy to imagine that an entirely new robotaxi industry will be taxed at the point of sale by the states, with some form of revenue sharing for local governments.

The lowest-hanging fruit for financing roads will simply be annual vehicle fees and odometer readings that state DMVs can use to assess user fees that they share with local governments, probably using formulas quite similar to those in place today for allocating fuel tax revenues. In fact, more than half the states **already charge EV drivers an extra fee**, and many — most notably **Oregon** — are testing, piloting or creating programs to charge EV drivers by the mile.

For states, that's the easy way out. Whether local governments will take a more aggressive posture to collect revenues of their own is yet to be seen. Scattered reports of cities charging **fees for local vehicular deliveries** of food and merchandise would suggest that mayors and public works directors are awakening to the need and potential opportunity to collect localized fees for use and maintenance of local roads and streets.

Fortunately for localities, there are technology trends working in their favor that can be channeled for purposes of financing local surface transportation networks. One of them is the ever-expanding capabilities of satellite GPS monitors. There is also the **5G** telecommunications network being built out by major carriers so that vehicle locations can be identified readily at a granular level without overloading GPS systems.

The importance of 5G telecom tech here is not so much its signal speed as its vast and ever-growing network of signal stations to capture movements of less than one mile that will be easy to register and thereby employed to charge a user fee specific to the local jurisdiction. Artificial intelligence systems should be able to connect the dots between recorded drive-bys, down to the level of individual city blocks.

It's technologically foreseeable that both freeways and major state and county roads will eventually become mini toll roads, charging by the mile. Similarly, cities and towns can readily collect a few pennies for each trip to grocery stores, shopping malls, offices and commuter train stations. Transponders of various kinds now used by toll roads and bridges, or something similar, will become ubiquitous. It's just a question of which and how such technology will be deployed.

For new vehicles, at some point the manufacturing industry will almost certainly be required to incorporate both odometer-reading and location sensors that can communicate with state and local highway departments and toll facilities. Whether this involves uniform federal or piecemeal state legislation is almost immaterial, as states will ultimately have ways to penalize non-compliance.

For pre-transition vehicles, both electrified and gasoline-powered, locator devices such as license plate readers, transponders or software patches to a car's navigation system will be feasible measures. Dealerships can be required to assure compliance at the point of sale as a condition for licensing and registration, as could smog check and auto repair shops. Scofflaws who fail or decline to get with the program for retrofitting older vehicles can be surcharged by the state DMV on their vehicle registration fees, with revenues shared with the owner's residential jurisdictions.

No doubt there are private- and public-sector technologists already thinking about the best ways to engineer micro-locators on vehicles for the purpose of assessing governmental user fees. The ideal systems would be statewide combinations of privacy-controlled, integrated sensory networks combined with multijurisdictional consumer billing. Once it becomes clear how state and local policymakers will be thinking about what, where and how to tax vehicle usage — and distribute the revenues — the private sector will engineer competitive solutions in the search of profitable data collection and revenue management systems.

## **Staking a Claim**

Local government associations would be wise to engage proactively and early in this innovation process so that the new tolling systems capture granular local road use data. Otherwise, they will be stuck with nothing more than hand-me-down state dollars assigned to them by conventional population and road-mile formulas. Now is the best time for cities, towns and counties and their finance teams to start staking a claim on the revenue stream and make reasonable demands for granular data capture that can be used to assess user fees to fund local streets and roads.

That's because the evolving sensor and data technologies that work easiest for state DMVs and transportation departments will not be optimal for local government revenue capture. The billing systems needed for that will be more complex. And integrating the state versus local dimensions of this riddle is both a technological and political challenge.

Even if local governments ultimately accept a statewide revenue collection system with formulaic allocations to localities, it's likely that many of them will still find it necessary to levy their own separate, additional user fees based on mileage driven within their jurisdictions. It's not unlike the collection of voter-approved "piggyback" sales taxes that are commonplace in many local jurisdictions. The beauty of modern technology is that electrons are cheap, so the incremental cost of accurately capturing individual trip data for each vehicle is negligible and would be unobtrusive once a measurement system is set up.

Street-specific usage data will also be immensely helpful to local public works departments as they plan their capital improvement programs for street maintenance and repairs. It's one thing for a mayor to receive a check from the state treasurer based on citywide vehicle registrations and quite another for the public works director to know exactly which streets are getting the heaviest use and by what vehicle classes. Undoubtedly, law enforcement agencies will also favor efforts to glean granular, time-punched data from vehicle movements — though given the Big Brother and privacy issues that raises, precautions are obviously necessary.

## **Optimizing Local Revenues**

Whatever technologies ultimately prevail, a centralized and coordinated state-level tolling system would be most efficient, with local governments' shares determined by a combination of revenue sharing and location-specific actual use fees. No driver wants to receive separate bills from dozens of jurisdictions; computers can readily handle the data compilation and billing processes. And isolated, disjointed local systems independently collecting micro-tolls for street usage would be too easy for local drivers to evade.

It's unlikely that all local governments would need or want to charge user fees on



their own, beyond what a statewide system would allocate to them. That's just one of several reasons we don't typically have local gas taxes today. But for those with serious revenue shortfalls in their public works budgets, there may be no better alternative.

The takeaway for local officials here is that state municipal leagues, public works departments, financial professionals and their national umbrella organizations must begin now to engage actively at the state level in the formulation of next-generation revenue strategies and systems to fund their local streets and road work. Without active efforts by these groups to build their case, state officials will largely ignore the special needs and interests of America's largest cities, which are the most likely entities to draw the short straws in statewide road-revenue allocations.

At the very least, state laws should not pre-empt local governments' authority to extract user fees. The sooner local officials and their associations open a legislative dialogue in the state capitals, the better their chances will be to influence the technology to be used and the way funds will be distributed.

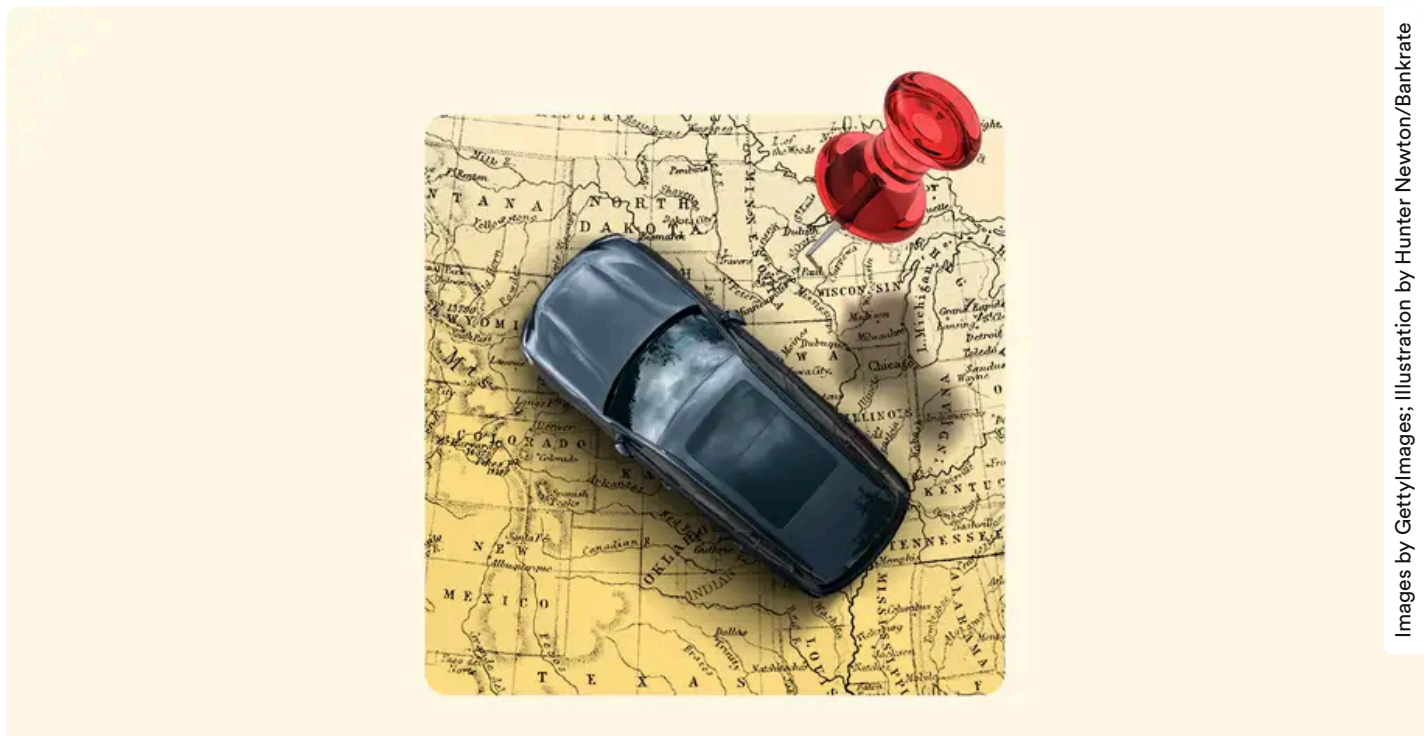
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*Governing's opinion columns reflect the views of their authors and not necessarily those of Governing's editors or management.*



CREDIT CARDS > NEWS

# Study: Americans spend most on gas in unlikely places



Images by Gettyimages; Illustration by Hunter Newton/Bankrate

5 MIN READ  
August 19, 2024

Cite us



Written by **Alex Gailey**



Edited by **Chris Kahn**

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Where are Americans spending the most on gas in the U.S.? The answer may surprise you.

Expensive states like California and Washington are notorious for their high gas prices, but there's another part of the equation that is often overlooked: average annual mileage.

A new analysis by Bankrate of AAA and Federal Highway Administration data found that Americans spend more on gas on average in more affordable states, such as Indiana, Wyoming and Missouri, than in states with higher gas prices like California and Washington.

The reason? Drivers in those low-cost states tend to spend a lot more time on the road, burning more gasoline than their counterparts in high-cost states. Drivers in Indiana, for example, average nearly 20,600 miles and shell out nearly \$3,000 on gas annually, while drivers in California drive roughly 11,400 miles and spend about \$2,000 per year on gas, according to [Bankrate's Hidden Costs of Car Ownership Study](#).

Whether you live in a high- or low-cost gasoline state, our analysis suggests there may be ways to cut back on the amount that you pay at the pump. Here's where Americans are spending the most and least on gas across the country based on their driving habits, plus tips on how to spend less on fuel.

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**“Gas expenditures can be a surprising hidden cost of car ownership, especially for drivers living in more rural areas where their daily travels are spread out over a larger area.”**

— SHANNON MARTIN, BANKRATE INSURANCE ANALYST

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## **Drivers are spending the most on gas in Indiana, Wyoming and Missouri**

Gas prices matter to the extent that you're driving. The more driving you do, the more you'll spend on gas, even if the price per gallon is cheaper in your state compared to other states.

According to Bankrate's calculations, drivers in Indiana (\$2,913), Wyoming (\$2,765) and Missouri (\$2,279) have the highest average gas costs per year. Residents in Indiana, Wyoming and Missouri tend to drive more and, therefore, spend more on gas annually. The 10 states with the highest annual gas costs tend to have a lower cost of living and lower gas prices at the pump, with the exception of Indiana.

The average price for a gallon of regular gas was \$3.68 in Indiana, \$3.33 in Wyoming and \$3.20 in Missouri as of late July, but here's how many miles people are driving on average in those states, according to [2022 Federal Highway Administration data](#):

- Wyoming: 21,588 miles
- Indiana: 20,560 miles
- Missouri: 18,514 miles

Comparatively, drivers in the District of Columbia (\$956), Rhode Island (\$1,314) and New York (\$1,329) have the lowest average gas costs per year. Residents in those states are driving significantly less on average per year:

- District of Columbia: 6,695 miles
- New York: 9,548 miles
- Washington: 9,819 miles

As of late July, the average price for a gallon of regular gas in the District of Columbia was \$3.71, \$3.62 in New York and \$4.25 in Washington.

# What about states with high gas prices like California and Washington?

There's no denying that gas prices are higher in certain parts of the country, like California and the Pacific Northwest. As of late July, the average price for a gallon of regular gas in those parts of the country hovered between \$4.66 and \$4.25 — the highest in the country.

But that doesn't mean residents of those states are shelling out more for gas. In fact, people in California, Oregon, and Washington spend less on gas on average because they drive less. A variety of factors, like fuel costs, public transportation and density, account for the big differences between driving habits in each state.

Californians drive 11,409 miles per year, which is about 2,187 miles less than the average American motorist and 10,179 miles less than their counterparts in Wyoming. People also drive less in the Pacific Northwest, averaging 9,819 miles per year in Washington and 11,780 miles per year in Oregon.

Assuming that the average car in the U.S. travels about 26 miles on a gallon of gas, Californians average roughly \$2,043 per year on gas. Drivers in Washington and Oregon spend a little less than that on average: \$1,605 and \$1,790 annually, respectively.

Gas prices have been trending down across the country over the last few months due to falling oil prices. The national average for a gallon of regular gas hovered around \$3.50 as of late July, similar to the price in June, according to [AAA data](#). A year ago, the national price of regular gas was around \$3.85 per gallon.

“Oil prices have fallen quite a bit lately. In April, a barrel of oil was in the upper \$80s, but today, it is \$10 a barrel cheaper,” Andrew Gross, AAA spokesperson, said in a statement in July. “That might mitigate any upward pressure on pump prices.”

# How to save money at the gas pump

Consider incorporating these five hacks into your day-to-day to keep your gas expenses down.

- 1. Shop around:** If you're turning into the first gas station you see, you're likely leaving money on the table. Instead, be proactive and research the lowest-priced options near you through [free gas apps](#) like GasBuddy, Gas Guru and AAA. These apps can tell you where the lowest gas prices are no matter where you are in the country, and you can sort results by fuel grade, distance and price.
- 2. Join a rewards program:** If you're loyal to a particular gas station near you, consider joining its [rewards program](#) if it has one. Many grocery stores and popular gas stations, like Exxon Mobil and Shell, offer rewards for filling up at their stations. The incentives may be small, but they could [add up to big savings](#) over time.
- 3. Consider paying with cash:** It may be wise to keep cash on hand for gas, especially when traveling long distances by car. Some stations offer lower gas prices if you pay with cash instead of a debit or credit card. The difference is usually small, between 5 to 10 cents, but that can build up to tangible savings if you're consistently paying lower gas prices with cash.

**4. Leverage a cash back credit card:** Another way to save at the pump is by using a [cash back credit card](#). While you won't be able to snag lower gas prices with a credit card, the gas rewards you earn could lead to more savings when you fill up at the pump. Several [credit cards](#) offer as much as 3 percent cash back at gas stations, which can equate to hundreds of dollars back in your pocket annually if you're using the card responsibly.

**5. Consider mass transit:** The most straightforward way to save at the pump is to take advantage of public transportation when convenient instead of driving. If you do have to drive somewhere, be strategic about bundling your errands together to save on fuel.



Written by

**Alex Gailey**

Lead Data Reporter, Personal Finance

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As a lead data reporter at Bankrate, Alex Gailey writes about the numbers behind consumer finance and economic trends.

Edited by

**Chris Kahn**

Managing Editor, Surveys and Data Studies





THE FIFTY

## The dark side of the EV revolution: Road taxes

Pay-per-mile fees have emerged as the most likely solution to dropping gas revenues linked to electric vehicles.

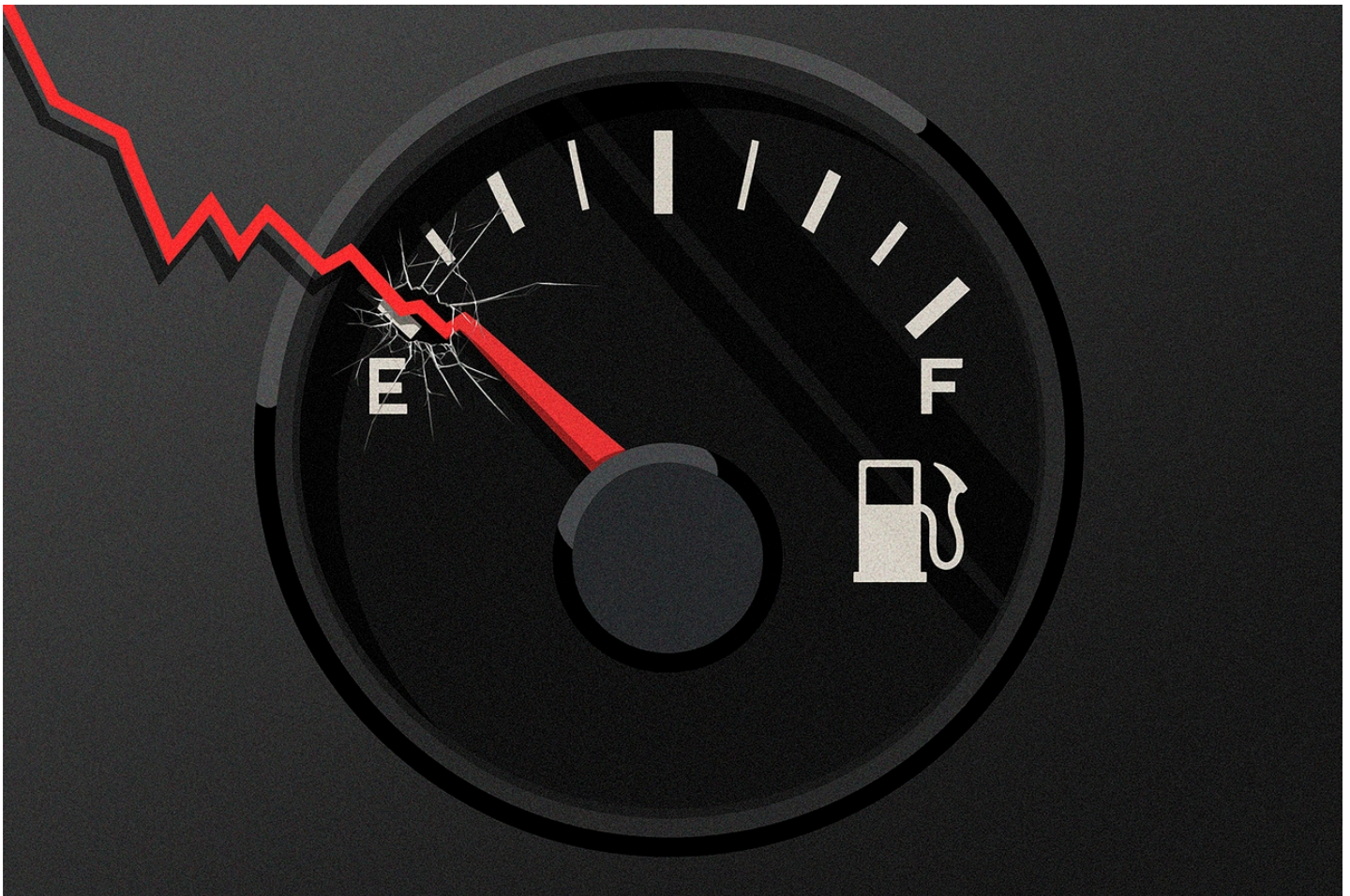


Illustration by Keith Alexander Lee for POLITICO

By **ALEX NIEVES**  
08/14/2024 05:00 AM EDT



**T**he U.S.' electric vehicle boom is ushering in a new crisis lawmakers have known for decades is coming: The gas tax system that prevents crumbling roads and bridges is evaporating.

There's a solution waiting in the wings. Charging drivers for the miles they traverse could easily replace the roughly \$80 billion in revenue that state and federal gas taxes produce annually. The problem is getting elected officials to put that plan into action.

Gas taxes are among the most politically risky issues elected officials can wade into, and few — on the state or the federal level — are willing to put their weight behind proposals to charge drivers to use public roads.

“It is certainly the third-rail issue here,” said Democratic Sen. Dave Cortese, chair of the California Senate’s Transportation Committee. “That all tends to rear its ugly head whenever anybody even talks about gas tax increases or this issue of a potential replacement for it.”



As more EVs hit the road, the logistics of ditching gas taxes will only become more difficult. | Rich Pedroncelli/AP

California is hardly alone — a politically diverse set of states, including Minnesota, Oregon, Utah, New Hampshire and Virginia, is also confronting a loss in revenue thanks to the EV transition. State lawmakers know a fiscal cliff is looming, but the vast majority of them can't muster the political will to deal with it.

Transportation experts say it's a problem elected officials need to be thinking about now, even as the electric vehicle transition is still nascent in most states.

As more EVs hit the road, the logistics of ditching gas taxes will only become

The future is approaching most rapidly in California, where Gov. Gavin Newsom's goal to end the sale of new gas-powered cars by 2035 is projected to produce a [64 percent](#) — or \$5 billion — decline in gas taxes over the next decade. EVs make up about [5 percent of all cars on the road](#) and a quarter of new car sales — and aren't paying their full share of road taxes. California already charges EVs a fee of \$118 per year, but it's only enough to make up about a fifth of the amount drivers would have paid at the pump.

California Democrats still feel the sting from the last time they tinkered with gas prices, a 12-cent-per-gallon hike in 2017. Weathered billboards still dot rural highways in Republican areas blaming state Democrats for raising gas prices. That vote resulted in a [recall campaign led by the Republican Party](#) and anti-tax groups that ousted state Sen. Josh Newman, who represents a competitive district in Orange County.

Newman reclaimed the seat in 2020, but said his experience is what every lawmaker fears. He blamed the recall on a lack of voter education, and said a road-user charge could face a similar backlash if people don't understand why a change is happening.

“It’s hard for me to envision a smooth transition to a system where Californians get a bill in the mail that says, ‘You drove 1400 miles last month, you owe \$140 bucks,’” Newman said. “People would lose their minds.”

## A national problem

All states rely on a mix of state and federal gas revenue — along with vehicle registration fees and local sales taxes — to build and maintain America’s extensive roadways and public transit systems.

The revenue generated from those taxes steadily increased as car ownership exploded, but transportation experts say it has been apparent since the 1970s that increased vehicle fuel efficiency would eventually shift that curve

That trend is now being supercharged as 16 states have adopted all or part of California’s stronger-than-federal regulations — which call for 68 percent of new cars to be zero-emission by 2030 — and the Biden administration [has instituted federal fuel efficiency standards](#) that are expected to make two-thirds of vehicles sold in the United States either fully electric or hybrid electric- and gasoline-powered vehicles by 2032.

The shift to electric vehicles has been [faster in Democratic states](#) that have incentivized EV purchasing as a tool to fight climate change, but conservative lawmakers aren’t immune to gas revenue declines as efficient [hybrids are increasingly popular](#).

“Looking to the future, we could see that it was cutting into the funding,” said Republican Utah Rep. Kay Christofferson, who spearheaded the launch of a voluntary road-user fee in 2020 that’s one of the few active programs around the country. “We thought if things are moving that fast, we’ve got to get ahead of this and understand it.”

Attempts by lawmakers in Minnesota and New Hampshire to pass road use legislation have failed amid concerns about cost and data privacy.



While drivers pay for gas at the pump, the actual taxes are collected from storage facilities that hold fuel before it's trucked to gas stations. | Justin Sullivan/Getty Images

Minnesota state Rep. Steve Elkins, a Democrat who previously worked as a transportation economist, plans to reintroduce his proposal next year to establish a per-mile fee for electric vehicles after four failed attempts. He said the legislation had caused concerns about the privacy implications of tracking drivers' movements and pushback from EV advocates angry over new fees, but also that his fellow lawmakers questioned the need to act. Less than 1 percent of registered cars in Minnesota are EVs, though the state has a goal of 65 percent by 2040.

“If we wait until there’s 100,000 or 200,000 EVs on the road, and have to do a big bang implementation, there’s a much bigger risk of failure,” he said.

Most states are still trying to raise gas taxes more or raise fees on EV owners. Nearly three dozen states [have approved gas tax increases](#) and [additional fees specifically for EV owners](#) over the last decade to offset revenue shortfalls — but not at high enough levels to [reverse long-term declines](#) as more drivers skip the pump.

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Those that have tried to transition are mostly in the voluntary stage. Utah, Oregon and Virginia’s programs have gotten good feedback from participants. But questions remain about how a much larger group of non self-selecting drivers will respond to statewide mandates, as well as how state transportation agencies can handle the administrative logistics.

Beyond voter appetite, state leaders will have to contend with potentially massive increases in administrative costs that will come from shifting away from gas taxes that are simple and inexpensive to collect. While drivers pay for gas at the pump, the actual taxes are collected from storage facilities that hold fuel before it’s trucked to gas stations. In California, for instance, there are only 32 of these facilities tax collectors have to deal with.

“Every dollar you raise from a gas tax, it costs less than a penny to administer it in California,” said Alan Jenn, an assistant professor at UC Davis and expert in road-user charges. “So imagine the administrative cost of going from that to now collecting taxes from 40 million people.”

One way to save money, according to officials in Oregon and Utah, is to use vehicles’ existing GPS and diagnostic systems to measure mileage, rather than installing additional state-approved devices.



The federal 18.4-cent-per-gallon gas tax, which doesn't adjust for inflation, has lost almost half its value since it was last raised in 1993. | Justin Sullivan/Getty Images

The key to getting auto companies on board with sharing that information is likely widespread adoption and pressure from states or a federal road-user program. State lawmakers shouldn't expect help from Congress any time soon.

The federal 18.4-cent-per-gallon gas tax, which doesn't adjust for inflation, has lost almost half its value since it was last raised in 1993. Congress has already turned to tapping the country's general fund to pay for transportation expenses, and the Federal Highway Administration is expected to spend twice as much money as it takes in by 2030, said Jeff Davis, a senior fellow with the Eno Center for Transportation.

The Bipartisan Infrastructure Law championed by the Biden administration included \$10 million per year from 2022 through 2026 to fund a [national road-user pilot](#) that hasn't come to fruition. The law required the Department of Transportation to establish an advisory board by February 2022, but it still hasn't been formed.

"No matter who is in the White House, it's really challenging to deal with the pilot program that is seen as exploring a tax increase," said Garrett Shrode, who [co-authored an Eno study](#) on road-user fees.

## Going it alone

That means it's going to be up to states, which account for roughly a quarter of overall transportation revenues, to chart their own paths. There are some signs of movement.

Hawaii became the first state to approve [a mandatory road-user charge](#) last summer after a similar proposal stalled the previous year. Messaging matters: Democratic Sen. Chris Lee said lawmakers focused on communicating how the program works, after the previous year's debate stalled amid rural drivers worried they could end up paying more and EV owners who believed the new charge would be on top of an existing \$50 registration fee.

"Everybody was upset and thought that was absolutely unfair, and they would have been right if that had been true, but it wasn't," Lee said. "So going into last year, we were very clear from the outset that this is a replacement, not an additional tax."

Hawaii's program, which will allow EV drivers to voluntarily sign up in 2025 in exchange for waiving the registration fee before becoming mandatory for EVs in 2028 and all vehicles in 2033, included an education campaign where 360,000 drivers were mailed postcards showing how much they will pay in road-user fees, a move possible because the state records odometer readings annually.

That sort of messaging would be a challenge in states like Michigan and Tennessee, which only record the number of miles driven when a title is transferred. That lack of data will make it much harder to convince drivers in those states that the transition from a gas tax to a road-user charge isn't costing them more.

"In order for this to be politically acceptable, it has to be an even trade," Davis said.

California's Department of Transportation is launching its fourth pilot road-user charge program this month, [aimed at testing](#) credit and debit payments through a new state website.

California Assemblymember Lori Wilson, chair of her chamber's transportation committee, said she plans to hold informational hearings on the issue next year and didn't rule out the idea of authoring a road-use charge bill in the future. Her committee staff estimate it would take six years to fully switch off from the gas tax system.

"I think people are skeptical because they don't understand the impacts of it," she said. "And you don't want to be the person who touches a hot button and then it goes wrong."

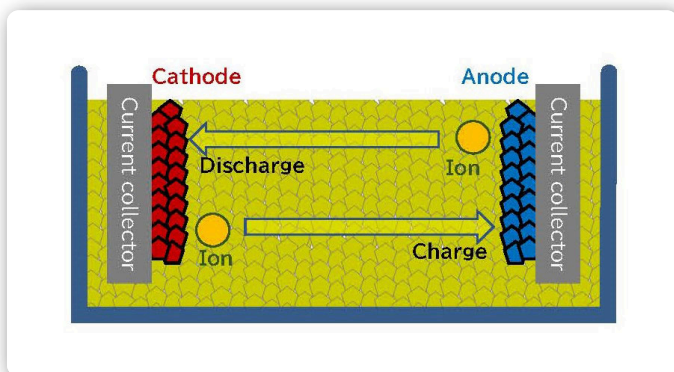




Energy.

# Toyota plans solid-state battery with range of 900 miles per charge

by [Stas Margaronis](#) 4 hours ago



Toyota is developing a next-generation solid-state battery that will have a range of 900 miles per charge and is projected to be in commercial development by 2027-2028, according to a Toyota spokesperson.

The Toyota spokesperson told AJOT: "The solid-state batteries are less dense, making them ... lighter than lithium-ion batteries, they will not have any flammable components, they can be charged faster and vehicles with solid-state batteries are estimated to have a projected range of around 1475 kilometers (917 miles)."

Toyota is currently developing a method for mass production, "striving for commercialization in 2027-2028."

The difference between conventional batteries such as lithium-ion batteries and the new solid-state batteries is conventional batteries utilize an electrolyte that is liquid and solid-state batteries utilize an electrolyte made of solid materials. Solid electrolytes perform better in terms of stability, safety, and thermal conductivity.

## Technological Breakthroughs

The Toyota representative explained: "Having discovered a technological breakthrough that overcomes the longstanding challenge of battery durability Toyota is reviewing its introduction to conventional HEVs (Hybrid Electric Vehicles) and accelerating development of batteries for BEVs (Battery Electric Vehicles), for which expectations are rising."

However, the company is pursuing a multi-pronged approach: "Toyota is pursuing a multi-pathway approach with its batteries. There are certain challenges in expense in ramping up to scale with the solid-state batteries, including things like battery durability and costs. So, the solid-state batteries will be introduced and

commercialized for mass production (and) developed over time.”

In the meantime, Toyota will be introducing its next-generation lithium-ion battery for the next-generation BEV to be introduced in 2026 which will have a cruising range of 1,000 km or 621 miles: “We are developing a prismatic battery with a focus on performance to install in such cars.”

While increasing the energy density of the battery, Toyota aims to increase the cruising range by improving other vehicle efficiencies, such as aerodynamics and weight reduction, while at the same time reducing costs.

## Battery Program

In an October 2023 media briefing, Koji Sato, President and CEO, of Toyota Motor Corporation, explained the strategy surrounding the development of Toyota’s solid-state battery program:

“Idemitsu Kosan and Toyota Motor Corporation have agreed to collaborate on the mass production of solid-state batteries. Specifically, our two companies will combine their separate efforts to mass-produce new materials and establish a supply chain for solid electrolytes, which hold the key to the commercialization of solid-state batteries.

First, between 2027 and 2028, we will start to produce solid-state batteries for use in battery electric vehicles. We will then lay the foundation for mass production ...

And, looking ahead to the future of battery technology, we are developing solid-state batteries as an option beyond liquid batteries. An advantage of solid-state batteries is that the electrolyte is solid. This allows ions, which

convey electricity, to move faster, thus enabling shorter charging times, increased cruising ranges, and higher power output. Solid-state batteries are also characterized by being highly stable because they are resistant to changes in temperature and can robustly endure high temperatures and high voltages.

In addition, as solid-state batteries are smaller and more powerful, they will enable battery EVs to meet a diverse range of needs, from sports cars, which require high-power performance, to commercial vehicles, which require frequent quick recharging.”

## The Challenge

Sato said that the big challenge in bringing solid-state batteries into commercial applications has been the issue of durability and cracking. He said Idemitsu has solved this problem: “Since 2013, our partner in working together to solve this issue has been Idemitsu, which was one of the first companies to conduct the development of elemental technologies for solid-state batteries. One such elemental technology is a highly flexible, adhesive, and crack-resistant solid electrolyte. Through repeated trial and error and by combining the material technologies of both companies, we have been able to develop a crack-resistant material that demonstrates high performance. By combining this new solid electrolyte with the Toyota Group's cathode and anode materials and battery technologies, we are now on the path toward achieving both performance and durability in solid-state batteries.”

With this accomplishment, Sato said: “The key theme for us going forward is mass production.”