



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

JULY 18, 2024
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

July 18, 2024

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to OrderNOON

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 ItemsTab 15

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

D. Adoption of the Consent AgendaTab 1

(2 minutes/Lee)

- 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

BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE CONSENT AGENDA

E. Staff Report

(5 minutes/Fields)

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

- F. MoDOT Update**
(5 minutes/MoDOT)
A MoDOT staff member will give an update of MoDOT activities.
- G. Legislative Reports**
(5 minutes/Lee)
Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.
- H. Federal Funds Obligation Status Update.....Tab 2**
(5 minutes/Thomas)
Staff will provide an update on FY 2024 obligation progress.

II. New Business

- A. FY 2025 Operational Budget Amendment OneTab 3**
(5 minutes/Parks)
Staff will present an Operational Budget Amendment for FY 2025.

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

- B. Trail Planning and Design Engineering Services Consultant Selection & Contract AuthorityTab 4**
(5 minutes/Thomas)
Staff is seeking authorization to enter into negotiations with engineering services consultants.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION 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

- C. Resolution to Approve Line of CreditTab 5**
(5 minutes/Parks)
Approval of a Resolution authorizing a line of credit is requested.

BOARD OF DIRECTORS ACTION IS REQUESTED 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

- D. Strategic Action PlanTab 6**
(5 minutes/Fields)
Staff will present the proposed Strategic Action Plan.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE STRATEGIC ACTION PLAN

- E. FTA Section 5310 Designated Recipient.....Tab 7**
(5 minutes/Fields)

Staff will present the agreed to Memorandum of Understanding for FTA 5310 – Elderly and Disabled Funding.

BOARD OF DIRECTORS ACTION TO REQUEST THE GOVERNOR OF MISSOURI DESIGNATE OTO AND CITY UTILITIES TRANSIT AS THE DESIGNATED RECEIPIENTS FOR FTA SECTION 5310 FUNDING AND TO APPROVE THE PROPOSED MEMORANDUM OF UNDERSTANDING BETWEEN OTO AND CU TRANSIT FOR THE DESIGNATED RECIPIENTS OF FTA 5310 FUNDING

- F. TAP Project Schedule Extensions.....Tab 8**
(5 minutes/Thomas)

The cities of Ozark and Springfield have requested to revise the schedules outlined for reasonable progress of the Garrison Springs Trail project and Grand Street Trail project, respectively.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE REVISED REASONABLE PROGRESS SCHEDULES FOR THE GARRISON SPRINGS AND GRAND STREET TRAIL PROJECTS

- G. *Destination 2045* Amendments Four, Five, and SixTab 9**
(5 minutes/Longpine)

Changes are recommended to the Constrained Project List as well as the Major Thoroughfare Plan of *Destination 2045*.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE *DESTINATION 2045* AMENDMENTS FOUR, FIVE, AND SIX

- H. Draft FY 2025-2028 Transportation Improvement ProgramTab 10**
(10 minutes/Longpine)

Staff will present the draft FY 2025-2028 Transportation Improvement Program (TIP).

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

- I. Draft FY 2026-2030 STIP Prioritization Criteria.....Tab 11**
(10 minutes/Fields)

The Board of Directors is asked to review the criteria used for prioritizing projects ahead of the 2026-2030 STIP project selection process.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE STIP PROJECT PRIORITIZATION CRITERIA AS PRESENTED

- J. FY 2026-2030 Draft STIP Prioritization Project ListTab 12**
(5 minutes/Fields)

The Board of Directors is asked to review the list of projects proposed for prioritization ahead of the 2026-2030 STIP project prioritization process.

BOARD OF DIRECTORS ACTION IS REQUESTED TO REVIEW THE STIP PRIORITIZATION PROJECT LIST

- K. I-44 Cost Apportionment.....Tab 13**
(2 minutes/Parks)

The funding agreement for I-44 is attached for review and approval.

BOARD OF DIRECTORS ACTION IS REQUESTED 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

- L. Federal Discretionary Grant Support.....Tab 14**
(5 minutes/Parks)

Staff is requesting approval of resolutions of support and certifications to add to the TIP for Federal discretionary grant applications.

BOARD OF DIRECTORS ACTIONS IS REQUESTED TO APPROVE THE RESOLUTIONS AND TIP CERTIFICATIONS AS PROVIDED

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 InformationTab 16**

(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, September 19, 2024 at 12:00 p.m. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM I.D.

Consent Agenda

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

AGENDA DESCRIPTION:

Items included on the Consent Agenda:

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

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 07/18/2024; ITEM I.D.

May 16, 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 May 16, 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 May 16, 2024 meeting minutes”

OR

“Move to approve the Board of Directors May 16, 2024 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
MAY 16, 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	Stacy Reese, MoDOT (non-voting)
Travis Cossey, City of Nixa (a)	John Russell, Greene County
Mark Crabtree, City of Battlefield	Martha Smartt, City of Strafford (a)
Ben DeClue, City of Ozark (a)	Dan Smith, City of Springfield (a)
Eric Franklin, City of Republic	Donna Stewart, City of Willard (a)
Bradley Jackson, Christian County (a)	Kelly Turner, City Utilities
Brandon Jenson, City of Springfield	Richard Walker, Springfield Citizen-at-Large
Derek Lee, City of Springfield	Brian Weiler, Springfield-Branson Airport (a)
Rusty MacLachlan, Greene County	

(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	Mark Schenkelberg, FAA (non-voting)
Cecelie Cochran, FHWA (non-voting)	Vacant, FTA (non-voting)
James O’Neal, Springfield Citizen-at-Large	

Others Present: Frank Miller, MoDOT; Matt Crawford, City Utilities; Mike Ussery, Senator Schmitt’s Office; Jered Taylor, Congressman Burlison’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	Bradley Jackson (a)	Present
City of Battlefield Elected Official	Mark Crabtree	Present
City of Nixa Elected Official	Travis Cossey (a)	Present
City of Ozark Elected Official	Ben DeClue (a)	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	Absent
City of Springfield Council Member	Dan Smith (a)	Present

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

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Richard Walker moved to approve the May 16, 2024 agenda. Jerry Compton 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: March 21, 2024 Minutes
 Financial Statements for 3rd Quarter FY 2024 Budget Year
 FY 2024-2027 TIP Administrative Modification Five
 Title VI/ADA Program Update and Limited English Proficiency Plan
 Public Participation Plan Evaluation

Brian Weiler moved to adopt the Consent Agenda. Travis Cossey seconded the motion. The motion passed.

E. Executive Director’s Report

Sara Fields stated the Missouri Legislature passed the budget on Friday which included \$727 million for I-44. This is great for the Springfield region. Thank you to all who assisted in that effort.

Staff assisted the City of Republic on a grant application for MM for funding under the Rural Program. This was in addition to the RAISE Grant that was submitted and will be announced June 28th. This would be the sixth round of funding requested for the MM project.

Staff continue to work on the Safe Streets and Roads for All (SS4A) Action Plan. This should be completed later in the fall. Stakeholder Committee meetings are scheduled to further refine the plan.

STIP and TIP projects are on the agenda. Staff are monitoring approximately 28 active projects with federal funds in addition to the EV charging and trail engineering projects that are on the agenda and have multiple permits.

On July 1st there will be a call for projects for trail and sidewalk projects. There is \$3.5 million available. The application will open July 1 and will close on August 1st. Application review should be this fall or early summer.

The Strategic Action Plan with actions over the next 5 years will be presented at the next Board of Directors meeting after the Executive Committee has reviewed it.

OTO continues to be under budget, at approximately 53% for the year.

OTO continues to maintain compliance as required by Federal regulations on Title VI ADA, Limited English Proficiency, and Public Participation Plan.

Three trail ARPA projects have been awarded which include the Chadwick Flyer Phase III (completed in October), Wilson's Creek Battlefield Trail (currently under construction), and Chadwick Flyer Phase II (soon to be under construction). There will be more awarded this summer and fall.

F. MoDOT Update

Stacy Reese shared that Ann Marie Baker from Springfield was appointed and confirmed as a Commissioner to the Missouri Highways and Transportation Commission.

The FY 2025 budget was passed that included funding for I-44 from Joplin to Rolla and is awaiting the Governor's review and signature.

The FY 2024 STIP projects are running approximately 1.6% under budget. The draft STIP is out for public comment until the end of May.

There will be Forward 44 Stakeholder meetings coming up. These are for the environmental piece that was approved last fiscal year.

In April, MoDOT staff picked up approximately 22,000 bags of litter and 27,000 pounds of trash that do not fit in those bags in the 21 counties the MoDOT SW District serves. Mowing has started.

Construction continues on the damaged pipe on James River Freeway, and at JRF at Glenstone and Kansas, the J/NN Bridge repair, and Route 65 six-lane south of Springfield.

G. Legislative Reports

Michael Ussery with Senator Schmitt's Office stated the FAA Reauthorization passed. This included increased AIP formula funding for airports. The Senator was able to add his ban on vaccine passports. Their office is tracking the request for support for the TSA requirements for security staffing.

Jered Taylor with Congressman Burlison's Office shared the Congressman recently filed legislation pushing back on the Federal Rail Administration requiring two parties to be in a rail car. The Congressman is requesting that the requirement be reduced back down to one. The Congressman filed two bills dealing with Table Rock Lake and the Army Corps of Engineers which falls under the Transportation Committee he sits on under the Waterways Subcommittee. Both are dealing with regulations the Corps is imposing on individuals that bought property around the lake. One is dealing with septic tanks that were previously allowed now needing to be moved by 2030 and the

other is dealing with encroachments. The Corps' authorization is up this year. These will be added to that bill. This would give the homeowner the ability to lease or purchase the land they have encroached on at fair market value.

II. New Business

A. City Utilities' Connect SGF Transit Optimization Study Presentation

Matt Crawford presented City Utilities' Connect SGF Transit Optimization Study.

This was informational only. No action was required.

B. FY 2025 Unified Planning Work Program

Debbie Parks reviewed the FY 2025 Unified Planning Work Program.

Brandon Jenson made a motion to approve the FY 2025 Unified Planning Work Program. Dan Smith seconded the motion. The motion passed.

C. FY 2025 Operational Budget

Debbie Parks presented the FY 2025 Operational Budget.

Martha Smartt made a motion to approve the FY 2025 Operational Budget. Jerry Compton seconded the motion. The motion passed.

D. Draft FY 2025-2029 Statewide Transportation Improvement Program

Frank Miller with MoDOT highlighted the FY 2025-2029 STIP.

Rusty MacLachlan made a motion to endorse the FY 2025-2029 Statewide Transportation Improvement Program. Bradley Jackson seconded the motion. The motion passed.

E. 2024 MoDOT Unfunded Needs List

Sara Fields reviewed the 2024 MoDOT Unfunded Needs List.

Rusty MacLachlan made a motion to amend the list by moving the James River Loop North Study to Tier 1 contingent upon the funding for I-44 is approved. John Russell seconded the motion. The motion passed.

Travis Cossey made a motion to approve the Unfunded Needs List as amended. Dan Smith seconded the motion. The motion passed.

F. MoDOT/OTP Sidewalk Cost Share Program

David Knaut presented the City of Springfield's Sunshine project for TAP/CRP funding.

John Russell made a motion to approve the TAP/CRP funding. Ben DeClue seconded the motion. The motion passed.

G. Trail and Sidewalk Engineering Funding

David Knaut reviewed the ten applications submitted for trail and sidewalk engineering using TAP/CRP funding.

- Jordan Creek Greenway Trail – Mt. Vernon Street to College Street
- South Creek Greenway Trail – Posenke Gap
- Ward Branch Greenway Trail – National Avenue to Fremont Avenue
- Wilson’s Creek Greenway Trail – Ewing Park West to Rutledge-Wilson Park
- Fasnigh Creek Greenway Trail – Skate Park to Fort
- Jackson Street Connection/Chadwick Flyer Phase I
- Kali Springs Trail Connector
- Blue Stem - Phase I of North Ozark Greenway Trail
- Finley River Trail – Western Expansion
- Fasnigh Creek Greenway – Glenstone to Enterprise

Bradley Jackson made a motion to approve TAP/CRP funding for the trail and sidewalk engineering projects. Brandon Jenson seconded the motion. The motion passed.

H. FY 2024-2027 TIP Amendment Four

Natasha Longpine shared the changes proposed to the FY 2024-2027 Transportation Improvement Program.

- *New* Jordan Creek Trail – Mount Vernon to College (EN2414)
- *New* South Creek Greenway – Posenke (EN2415)
- *New* Ward Branch Greenway – National to Fremont (EN2416)
- *New* Wilson’s Creek Trail – Ewing to Rutledge-Wilson (EN2417)
- *New* Fasnigh Trail from Skate Park to Fort (EN2418)
- *New* Chadwick Jackson Street Connector (EN2419)
- *New* Kali Springs Trail Connector (EN2420)
- *New* Blue Stem Phase I North Ozark Greenway (EN2421)
- *New* Finley River Trail Western Extension (EN2422)
- *New* Fasnigh Greenway – Glenstone to Enterprise (EN2423)
- *Revised* Downtown N. Main Street (NX2301)
- *Revised* Project Development for Route CC Capital Improvements (OK2301)
- *New* Grant Avenue Viaduct (SP2502)
- *New* Martin Luther King Jr. Bridge (Benton Ave.) (SP2503)

Jerry Compton made a motion to approve Amendment 4 to the FY 2024-2027 Transportation Improvement Program. Martha Smartt seconded the motion. The motion passed.

I. EV Charger Project Delivery Determination and Contract Execution

Jen Thomas presented the EV Charger Project plan and project delivery determination.

Brian Weiler made a motion to approve the included resolution to authorize the OTO to use progressive design build procurement and to issue a request for qualifications; in addition, the Board authorizes the Executive Director to enter into negotiations with the selected contractor and execute the contract for the EV charger project. Travis Cossey seconded the motion. The motion passed.

J. Resolution in Support of I-44 Funding

Sara Fields shared a resolution in support of I-44 funding.

Dan Smith made a motion to approve the provided resolution. Brandon Jenson seconded the motion. The motion passed.

K. Federal Discretionary Grant Support

Debbie Parks reviewed the resolutions and TIP certifications for grant support.

- Active Transportation Infrastructure Investment Program (ATIIP) for a regional trail grant for preliminary engineering – Proposed trail projects are still being finalized
- Safe Streets and Roads for All (SS4A) supplemental planning grant – City of Republic

Martha Smartt made a motion to approve the included resolutions and TIP inclusion certificates as provided. Mark Crabtree seconded the motion. The motion passed.

III. Other Business

A. Board of Directors Member Announcements

Jered Taylor shared Congressman Burlison’s office is publishing newsletters and working to get them out to the rural communities to give updates. They will be in gas stations throughout the district in the rural area. The goal is to reach those who may not have internet access.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for member review.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

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

The meeting was adjourned at 1:30 p.m.

Martha Smartt
OTO Secretary

BOARD OF DIRECTORS AGENDA 07/18/2023; 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. Many of the documents to be destroyed were never in an 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:

GS 007	Accounts Payable Records
<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

GS 010	Banking and Investment Records
<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

GS 068	Payroll Records
<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

GS 070	Expense Reimbursement Records
<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

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

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

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

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

Documents for Complete Destruction

Destruction of OTO Records

FY 2016 – July 1, 2015 – June 30, 2016 (Keep until July 31, 2019)

- July 2015 - June 2016 bank account deposit receipts
- July 2015 - May 2016 MoDOT Submittals (June Final submittal kept for permanent file)
- July 2015 - June 2016 check run, accounts payable invoices and copies of checks
- July 2015 - December 2015 check run, accounts payable invoices and copies of checks
- July 2015 - June 2016 Bank statements and receipts
- July 2015 - June 2016 A+ Payroll timesheets
- 2015 In-Kind documentation
- July 2015 - December 2016 Employee Timesheets
- July 2015 - December 2016 Employee Leave Requests

FY 2015 – July 1, 2015 - June 30, 2016 (Keep until July 31, 2019)

- July 2015 - December 2015 Employee Timesheets
- July 2015 - December 2015 Employee Leave Requests
- 2015 Membership Dues invoices

Board of Directors Meeting Recordings

- 2/15/07, 4/19/07, 6/14/07, 8/16/07, 10/18/07, 12/20/07
- 2/28/08, 4/17/08, 6/19/08, 8/21/08, 10/16/08
- 2/19/09, 4/16/09, 6/18/09, 08/20/09, 10/15/09, 12/17/09
- 02/18/10, 04/15/10, 06/17/10, 8/19/10, 10/21/10, 12/16/10
- 2/17/11, 4/21/11, 6/16/11, 8/18/11, 10/26/11

Technical Planning Committee Recordings

- 1/19/05, 3/16/05, 4/11/05, 5/17/05, 7/20/05, 9/21/05, 11/16/05
- 1/18/06, 3/15/06, 7/19/06, 9/20/06
- 1/24/07, 3/28/07, 5/16/07, 7/18/07, 8/01/07, 9/19/07, 11/28/07
- 1/16/08, 3/19/08, 5/21/08, 7/16/08, 9/17/08, 11/19/08
- 1/21/09, 3/18/09, 5/20/09, 7/27/09, 9/16/09, 11/18/09
- 1/20/10, 3/17/10, 5/19/10, 7/22/10, 9/15/10, 10/13/10, 11/17/10
- 1/19/11, 3/16/11, 5/18/11, 8/17/11, 9/21/11

Economic Stimulus Meeting Recordings

- 3/4/09

Enhancement Funding Meeting

- 3/16/09

CD's of BOD Agendas

- 8/20/10, 4/16/11, 6/16/11

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM I.D.

Administrative Modification 6 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 6 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

1. FY 2023 Operating Assistance – Fixed Route (CU2300)
Changes in a project's total programmed amount less than 25% (up to \$2,000,000)
Programmed amount updated to reflect additional FTA 5307 allocation available for FY 2023.

2. I-44 Pavement Improvements (GR2302)
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
Project delayed from FY 2024 to FY 2025.

3. Sunshine Street ADA Improvements (SP1413)
Minor changes to funding sources between federal funding categories or between state and local sources
FY 2025 funding updated to reflect award of TAP funds, along with local match, for a portion of the sidewalk improvements.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

6 June 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 Six to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on June 6, 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



CU2300-24AM6 - FY 2023 OPERATING ASSISTANCE - FIXED ROUTE

Plan Revision
24AM6

Section
Transit

Project Type
Transit Operations

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$7,901,770

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Operating assistance up to 75% of apportionment to operate public transit service.

Funding Source Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local Share does not include farebox revenue, depreciation, or amortization

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Operations	5307-Operating (FTA)	-	\$2,550,992	-	-	-	-	\$2,550,992
Operations	Local	-	\$5,307,278	-	-	-	-	\$5,307,278
Operations	MoDOT	-	\$43,500	-	-	-	-	\$43,500
Total Operations		-	\$7,901,770	-	-	-	-	\$7,901,770
Total Programmed		-	\$7,901,770	-	-	-	-	\$7,901,770

CURRENT CHANGE REASON

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

PROJECT CHANGES

ID changed from "CU2300-20" to "CU2300-24AM6"
Plan Revision Name changed from "24Adopted" to "24AM6"

FUNDING CHANGES

5307-Operating (FTA)
+ Increase funds in FY 2024 in OPER from \$0 to \$35,586
Local
+ Increase funds in FY 2024 in OPER from \$0 to \$35,586

FEDERAL PROJECT COST

Increased from \$2,515,406 to \$2,550,992 (1.41%)

TOTAL PROJECT COST

Increased from \$7,830,598 to \$7,901,770 (0.91%)

GR2302-24AM6 - I-44 PAVEMENT IMPROVEMENTS

Plan Revision: 24AM6
 Section: Sponsored by MoDOT
 Project Type: Asset Management - Pavement
 Lead Agency: MoDOT

County: Greene County
 Municipality: Unincorporated Greene County
 Status: Programmed
 Total Cost: \$9,658,000

MoDOT ID: JSU0146
 Federal ID: 0442346
 Project From: 0.7 mi east of Rte. 125
 Project To: 2.1 miles east of Rte. 125

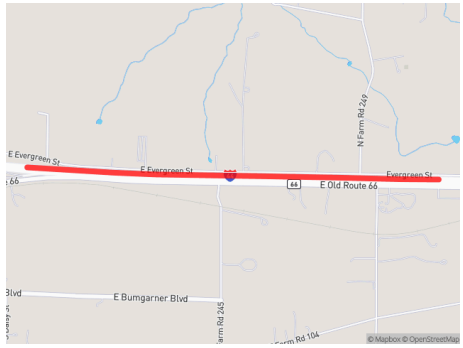
Project Considerations
 Environmental Justice Area

Project Description
 Rebuild pavement on the westbound lanes from 2.1 miles east of Rte. 125 to 0.7 mile east of Rte. 125 near Strafford.

Funding Source Notes
 Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$28,000	\$35,400	\$127,200	-	-	-	\$190,600
Engineering	NHPP (FHWA)	\$112,000	\$141,600	\$508,800	-	-	-	\$762,400
Total Engineering		\$140,000	\$177,000	\$636,000	-	-	-	\$953,000
Construction	NHPP (FHWA)	-	-	\$6,964,000	-	-	-	\$6,964,000
Construction	MoDOT	-	-	\$1,741,000	-	-	-	\$1,741,000
Total Construction		-	-	\$8,705,000	-	-	-	\$8,705,000
Total Prior Costs		\$140,000	-	-	-	-	-	\$140,000
Total Programmed		\$140,000	\$177,000	\$9,341,000	-	-	-	\$9,658,000

CURRENT CHANGE REASON	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 - Technical corrections
PROJECT CHANGES	ID changed from "GR2302-24A2" to "GR2302-24AM6" Plan Revision Name changed from "24A2" to "24AM6"
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ENG from \$182,360 to \$35,400 - Decrease funds in FY 2024 in CON from \$1,741,000 to \$0 + Increase funds in FY 2025 in ENG from \$0 to \$127,200 + Increase funds in FY 2025 in CON from \$0 to \$1,741,000 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in ENG from \$11,200 to \$112,000 - Decrease funds in FY 2024 in ENG from \$729,440 to \$141,600 - Decrease funds in FY 2024 in CON from \$6,964,000 to \$0 + Increase funds in FY 2025 in ENG from \$0 to \$508,800 + Increase funds in FY 2025 in CON from \$0 to \$6,964,000
FEDERAL PROJECT COST	Increased from \$7,704,640 to \$7,726,400 (0.28%)
TOTAL PROJECT COST	Increased from \$9,656,000 to \$9,658,000 (0.02%)



SP1413-24AM6 - SUNSHINE STREET ADA IMPROVEMENTS

Plan Revision: 24AM6 Section: Sponsored by MoDOT Project Type: Bicycle and Pedestrian Lead Agency: MoDOT

County: Greene County Municipality: Springfield Status: Programmed Total Cost: \$4,184,000

MoDOT ID: J8S3153 Federal ID: 0652084, S603067 Project From: Glenstone Avenue (Bus. 65) Project To: Blackman Road

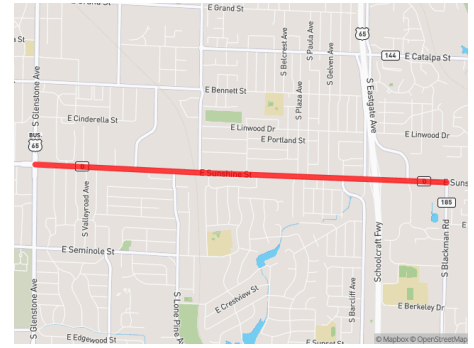
Project Considerations
 Environmental Justice Area,
 Bike/Ped Plan, Regional Trail
 Plan Priority, Advance
 Construction

Project Description
 Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$248,000	\$431,200	\$552,800	-	-	-	\$1,232,000
Engineering	MoDOT	\$70,000	\$107,800	\$138,200	-	-	-	\$316,000
Engineering	STBG (FHWA)	\$32,000	-	-	-	-	-	\$32,000
Total Engineering		\$350,000	\$539,000	\$691,000	-	-	-	\$1,580,000
ROW	MoDOT	-	\$10,600	-	-	-	-	\$10,600
ROW	MoDOT-AC	-	\$42,400	-	-	-	-	\$42,400
Total ROW		-	\$53,000	-	-	-	-	\$53,000
Construction	Local	-	-	\$156,500	-	-	-	\$156,500
Construction	TAP (FHWA)	-	-	\$626,000	-	-	-	\$626,000
Construction	MoDOT	-	-	\$303,300	-	-	-	\$303,300
Construction	MoDOT-AC	-	-	\$1,213,200	-	-	-	\$1,213,200
Construction	STAP (FHWA)	-	-	\$252,000	-	-	-	\$252,000
Total Construction		-	-	\$2,551,000	-	-	-	\$2,551,000
Total Prior Costs		\$350,000	-	-	-	-	-	\$350,000
Total Programmed		\$350,000	\$592,000	\$3,242,000	-	-	-	\$4,184,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources
PROJECT CHANGES	ID changed from "SP1413-19" to "SP1413-24AM6" Plan Revision Name changed from "24Adopted" to "24AM6"
FUNDING CHANGES	<p>Local</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$156,500</p> <p>MoDOT</p> <p>- Decrease funds in FY 2025 in CON from \$459,800 to \$303,300</p> <p>MoDOT-AC</p> <p>- Decrease funds in FY 2025 in CON from \$1,839,200 to \$1,213,200</p> <p>TAP (FHWA)</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$626,000</p>
FEDERAL PROJECT COST	Increased from \$284,000 to \$910,000 (220.42%)
TOTAL PROJECT COST	Stays the same \$4,184,000



FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$2,502,501	\$2,220,101	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$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)	\$31,217,648	\$11,973,069	\$2,368,226	\$761,419
TAP (FHWA)	\$4,375,645	\$3,038,373	\$302,006	\$134,836
Federal Subtotal	\$80,760,066	\$84,886,850	\$49,193,119	\$42,694,055
STATE				
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
LOCAL/OTHER				
Local	\$18,167,441	\$4,771,023	\$1,663,052	\$258,773
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,554,451	\$4,771,023	\$1,663,052	\$258,773
Total	\$144,795,756	\$138,311,523	\$66,524,393	\$67,467,093

Pending

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,554,451	\$4,771,023	\$1,663,052	\$258,773	\$29,247,299
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,508,943	\$146,557,709	\$82,434,567	\$83,147,998	\$471,435,305
Carryover		\$40,786,088	\$14,499,274	\$22,745,460	\$38,655,635	--
Programmed State and Federal Funding		(\$144,795,756)	(\$138,311,523)	(\$66,524,393)	(\$67,467,093)	(\$417,098,765)
TOTAL REMAINING	\$40,786,088	\$14,499,274	\$22,745,460	\$38,655,635	\$54,336,539	\$54,336,539

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 4,605,375	\$ 863,053	\$ 845,868	\$ 5,580,362	\$ 43,500	\$ 11,938,158
FY 2024						
Funds Anticipated	\$ 3,576,693	\$ 444,515	\$ 283,357	\$ 8,317,242	\$ 43,500	\$12,665,307
Funds Programmed	(\$8,182,068)	(\$1,252,070)	(\$720,000)	(\$13,897,604)	(\$87,000)	(\$24,138,742)
Running Balance	\$0	\$55,498	\$409,225	\$0	\$0	\$464,723
FY 2025						
Funds Anticipated	\$ 3,611,929	\$ 453,405	\$ 289,024	\$ 8,271,524	\$ 43,500	\$12,669,382
Funds Programmed	(\$3,541,107)	(\$277,081)	(\$982,930)	(\$8,271,524)	(\$43,500)	(\$13,116,142)
Running Balance	\$70,822	\$231,822	-\$284,681	\$0	\$0	\$17,963
FY 2026						
Funds Anticipated	\$ 3,684,168	\$ 462,473	\$ 294,805	\$ 8,135,121	\$ 43,500	\$12,620,067
Funds Programmed	(\$3,541,107)	(\$735,623)	\$0	(\$8,135,121)	(\$43,500)	(\$12,455,351)
Running Balance	\$213,883	-\$41,328	\$10,124	\$0	\$0	\$182,679
FY 2027						
Funds Anticipated	\$ 3,757,851	\$ 471,722	\$ 3,000,701	\$ 7,958,281	\$ 43,500	\$15,232,055
Funds Programmed	(\$3,541,108)	\$0	\$0	(\$7,958,281)	(\$43,500)	(\$11,542,889)
Running Balance	\$430,626	\$430,394	\$3,010,825	\$0	\$0	\$3,871,845

BOARD OF DIRECTORS AGENDA 07/18/24; ITEM I.D.

EV Charger Procurement and Contract Execution

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

AGENDA DESCRIPTION:

OTO was allocated approximately \$12 million over five years as part of Infrastructure Investment and Jobs Act (IIJA) to spend on transportation enhancements. From that allocation, the OTO Board of Directors set aside \$750,000 of Carbon Reduction Program (CRP) funds for the installation of Level 2 EV Chargers throughout the OTO region. This was approved at the January 19, 2023, Board of Directors meeting. This funding source requires a 20% match, which will be provided by the respective OTO agency.

OTO issued a call for projects on April 20, 2023, for all jurisdictions within OTO to utilize federal funding from the CRP to install Level 2 charging stations. Five applications were received requesting \$514,072 in federal aid to install 21 Level 2 chargers (42 ports) in 10 locations throughout the OTO area.

The OTO brought an EV Charger Design Build to the Board at the May 2024 meeting that was approved. This procurement is being brought back to the Board to notify the Board of a change to the project delivery from a design build to an equipment/electrical services procurement through a Request for Proposal (RFP).

After discussions with MoDOT and FHWA, the decision was made to not utilize the previously approved Design Build process. The RFP will be issued in July following OTO procurement policies and will allow for simpler procurement. A selection team comprised of OTO and member agencies will score the submittals.

The OTO Executive Director will enter into a contract for the EV Charger Installation project upon successful selection.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the included resolution to authorize the OTO to issue a Request for Proposal; in addition, the Board authorizes the Executive Director to enter into and execute the contract for the EV Charger Installation Project.”

OR

“Move to approve the EV Charger procurement and contract execution with the following changes...”



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

**RESOLUTION OF CONTRACT AUTHORITY AND EXECUTION FOR OZARKS
TRANSPORTATION ORGANIZATION EV CHARGING INFRASTRUCTURE
PROJECT**

July 18, 2024

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

WHEREAS, the Board wishes to advertise and receive proposals for EV chargers; and

WHEREAS, the Board has appointed certain authorized representatives (the “Authorized Representatives”) to act on its behalf during the planning, bidding, award and installation phases of the EV charger installation project; and

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize officers or a management employee of the Organization to enter into any contract.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize the Engineer and Grants Administrator to advertise and receive proposals on behalf of said Board and utilize the EV Project selection team to select an EV Charger provider based on the Ozarks Transportation Organizations Procurement Policy. The Board directs Sara Fields, Executive Director, to negotiate and execute a contract for EV chargers and installation.

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

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 18th day of July 2024.

ATTEST:

Mr. Derek Lee
OTO Board of Directors Chair

Ms. Martha Smartt
OTO Board of Directors Secretary

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM I.D.

Planning Process and Financial Capacity Certifications

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

AGENDA DESCRIPTION:

Planning Process

Metropolitan Planning Organizations must certify annually to FHWA and FTA their compliance with federal, state, environmental, and civil rights regulations and that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area. Requirements for compliance include:

- Title VI of the Civil Rights Act of 1964;
- Prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises;
- An equal employment opportunity program;
- The Americans with Disabilities Act;
- The Older Americans Act;
- The prohibition of discrimination based on gender; and
- The prohibition of discrimination against individuals with disabilities.

Financial Capacity

This certifies that applicants for FTA Section 5307, 5309, and 5339 funding have the financial capacity to undertake their programmed projects. In this case, City Utilities is the only recipient of this funding.

Attached are the Certification documents to be signed by the Ozarks Transportation Organization and the Missouri Department of Transportation. These are included with the annual update to the Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to certify the Ozarks Transportation Organization’s compliance with the metropolitan transportation planning process and to certify the financial capacity of City Utilities.”

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature

Derek Lee
Chair
Ozarks Transportation Organization

July 18, 2024

Date

Signature

Stacy Reese
District Engineer
Southwest District
Missouri Department of Transportation

July 18, 2024

Date

FINANCIAL CAPACITY ANALYSIS CERTIFICATION

(FTA CIRCULAR 7008.1A)

I certify that the agencies requesting Federal Transit Administration grants under Sections 5307, 5309, and 5339 have the financial capacity to undertake the programmed projects listed in the FY 2025-2028 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the City Utilities Transportation Department, OATS, Inc., and Missouri State University. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

Signature

Derek Lee
Chair
Ozarks Transportation Organization

July 18, 2024

Date

TAB 2

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM I.H.

Federal Funds Obligation Status – July 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 ANOTHER \$8.4 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. To meet the 120 percent goal, OTO must obligate another \$9.5 million by September 30, 2024.

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.

TECHNICAL PLANNING COMMITTEE 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>(3,087,649.07)</u>
Balance as of 7/8/2024	All Funds	11,837,740.03
<u>Pending Obligations/Deobligations</u>		<u>(1,845,870.20)</u>
Pending Balance		9,991,869.83

List of FY 2024 Obligations/Deobligations

0652099 Chestnut RR Utilities	STBG-Urban	26,678.57
9901849 Chadwick Flyer 65 Overpass	STBG-Urban	(57,671.89)
9901849 Chadwick Flyer 65 Overpass	TAP	(230,687.54)
9901831 N. Main Street	STBG-Urban	(4,209.45)
9901851 Chadwick Spur	TAP	(39,088.45)
S602027 Campbell and Republic	STBG-Urban	(10,154.76)
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5905811 TMC Staff 2023	STBG-Urban	2,350.15
9901828 Trail of Tears Elm SmrSet	STBG-Urban	18,939.37
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
5909802 KS Extension	STBG-Urban	2,138,827.85
5909802 KS Extension	STBG-Urban	41,040.72
5909802 KS Extension	STBG-Urban	(0.01)
9901827 ChadwickFlyr Jackson/Clay	STBG-Urban	(5,927.20)
9901860 Cheyenne Multi-Use Path	TAP	(102,057.00)
5901827 Jordan Creek Smith Park	TAP	(14,800.77)
9901858 Strafford East SW	TAP	(20,782.65)
9901859 Battlefield ToT Extension	TAP	(38,132.61)
9901831 N. Main Street	STBG-Urban	(113,524.01)
S605047 Battlefield Weaver Scoping	STBG-Urban	(80,000.00)
5944805 Jackson Street Resurfacing	STBG-Urban	(14,415.60)
9901837 Chadwick Flyer Phase II	STBG-Urban	(672,698.36)
5901828 Sherman Parkway Link	CRP	(58,722.86)
9901862 Chadwick Phase V	CRP	(42,705.30)
S601061 FR 103/Repmo Roundabout	STBG-Urban	13,962.87
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
OOFY825 UPWP FY 2025	STBG-Urban	(255,256.00)
Amount subtracted from balance		(3,087,649.07)

MODOT MANDATED MINIMUM

FY 2024 Allocations @ 110%	All Funds	11,529,180.30
FY 2024 Obligations/Deobligations	All Funds	(3,087,649.07)
110% Goal Obligations Remaining	All Funds	8,441,531.23
Max Balance on 9/30/24 to Prevent MoDOT Rescinding Funds		3,396,208.80

MODOT MANDATED GOAL

FY 2024 Allocations @ 120%	All Funds	12,577,287.60
FY 2024 Obligations/Deobligations	All Funds	(3,087,649.07)
120% Goal Obligations Remaining	All Funds	9,489,638.53
Max Balance on 9/30/24 to Achieve MoDOT's Mandated Goal		2,348,101.50

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING OBLIGATIONS			
6900813 Shuyler Creek Trail	Republic	(1,502,972.80)	(1,502,972.80)
5944805 Jackson Street Resurfacing	Willard	(342,897.40)	(1,845,870.20)
PLANNED CRITICAL OBLIGATIONS			
S605047 Weaver Road Improvements	Battlefield	(61,082.00)	(1,906,952.20)
9901831 N. Main Street	Nixa	(1,737,352.24)	(3,644,304.44)
OT2402 EV Chargers	OTO	(514,721.00)	(4,159,025.44)
9901851 Chadwick Flyer Spur to OHS	Ozark	(229,369.00)	(4,388,394.44)
9901849 Chadwick Flyer Overpass	Ozark	(1,787,634.00)	(6,176,028.44)
9901862 Chadwick Phase V	Ozark	(586,095.00)	(6,762,123.44)
CC Cost Share	Ozark/MoDOT	(447,588.00)	(7,209,711.44)
5901824 TMC Signal Replacements	Springfield	(1,070,770.00)	(8,280,481.44)
5905812 FY 2025 TMC Staff	Springfield	(480,000.00)	(8,760,481.44)
I-44 STBG-U	Springfield	(1,628,207.00)	(10,388,688.44)
I-44 TAP	MoDOT	(302,006.00)	(10,690,694.44)
TAP/CRP Engineering	OTO	(853,855.49)	(11,544,549.93)
<i>Total Critical Obligations</i>			(11,544,549.93)

MODOT MANDATED MINIMUM

110% Goal Obligations Remaining	All Funds	8,441,531.23
Critical Obligations	All Funds	(11,544,549.93)
Potential Deobligations	All Funds	421,244.87
Obligations over MoDOT Mandated Minimum		(2,681,773.83)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	9,489,638.53
Critical Obligations	All Funds	(11,544,549.93)
Potential Deobligations	All Funds	421,244.87
Obligations over MoDOT Mandated Goal		(1,633,666.53)

At-Risk Projects

Projects Programmed for FY 2024 Anticipated to be Delayed to FY 2025

Name	Responsible Agency	Programmed	TOTAL
5900852 ADA Improvements	Springfield	(1,165,000.00)	(1,165,000.00)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(3,165,000.00)
5901831 Grand Street Design	Springfield	(240,000.00)	(3,405,000.00)
9901838 N. Old Orchard	Strafford	(481,362.00)	(3,886,362.00)
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	(4,269,522.00)
9901867 Lost Hill Park Bridge	Greene County Park Board	(10,400.00)	(4,279,922.00)
9901852 Garrison Springs	Ozark	(440,000.00)	(4,719,922.00)
ST2302 Route OO East Sidewalks	TAP Awarded CS	(196,006.00)	(4,915,928.00)
<i>Total FY 2024 At-Risk Projects</i>			<i>(4,915,928.00)</i>

Potential Deobligations from Completed Projects

Name	Responsible Agency	Remaining Expenditures	TOTAL
5901822 Chadwick Flyer Phase III	OTO	\$185,000.00	185,000.00
00FY823 OTO Operations/Planning	OTO	\$62,359.47	247,359.47
0141028 14-Fort to Ridgecrest	MoDOT	\$18.18	247,377.65
0141029 Jackson and NN	MoDOT	\$23,546.49	270,924.14
1602076 Kearney/West Bypass	MoDOT	\$26,449.00	297,373.14
7441012 Kearney/Packer	MoDOT	\$69,522.96	366,896.10
9901827 ChadwickFlyr Jackson/Clay	Ozark	\$54,348.77	421,244.87
<i>Total Near-Term Potential Deobligations</i>			<i>421,244.87</i>

TAB 3

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.A.

FY 2025 Operational Budget Amendment One

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. An amendment is proposed to the OTO Operational Budget for FY 2025.

Proposed Budget Amendment:

Class 610 – CRP Trail Projects

The Ozarks Transportation Organization will be partnering with 2 entities to administer their engineering services contracts for the CRP funded Engineering Services for Trail Planning and Design. The projects and entities are outline below:

Jurisdiction	Project Name	Total Cost	80% federal	20% Local
City of Ozark	Blue Stem - Phase I of North Ozark Greenway Trail	\$73,030.50	\$58,424.00	\$14,606.05
City of Ozark	Finley River Trail - Western Expansion	\$112,142.25	\$89,713.80	\$22,428.45
City of Ozark	Jackson Street Connection/Chadwick Flyer Phase I	\$33,403.76	\$26,723.00	\$6,680.76
City of Ozark	Kali Springs Trail Connector	\$32,388.00	\$25,910.40	\$6,477.60
Ozark Greenways	Fassnight Creek Greenway - Skate Park to Fort	\$168,788.10	\$135,030.48	\$33,757.62
Ozark Greenways	South Creek Greenway - Posenke Gap	\$160,378.66	\$128,302.93	\$32,075.73
Ozark Greenways	Ward Branch Greenway Trail - National Avenue to Fremont Avenue	\$43,188.60	\$34,550.88	\$8,637.72
Total CRP Engineering Planning and Design Projects		\$623,319.87	\$498,655.49	\$124,663.93

The engineering services contracts need to be added to the OTO Operational Budget in Class 610 CRP Trail Projects.

The following Revenue has been added to Class 610:

- CRP - \$498,655
- Local Match - \$124,664

The following Expense has been added:

- Transportation Consultants - \$623,320

Class 620 – CRP EV Projects

The OTO will be partnering with five entities to administer the engineering contract for an EV Charger project. This is funded with CRP funds the projects and entities are outlined below:

Jurisdiction	Project Name	Total Cost	80% federal	20% Local
Christian County	EV Charger and installation	\$ 59,583.00	\$ 33,780.00	\$ 25,803.00
Greene County	EV Charger and installation	\$ 64,800.00	\$ 51,840.00	\$ 12,960.00
MSU	EV Charger and installation	\$ 109,044.00	\$ 84,008.00	\$ 25,036.00
City of Nixa	EV Charger and installation	\$ 131,366.00	\$ 105,093.00	\$ 26,273.00
City of Springfield	EV Charger and installation	\$ 300,000.00	\$ 240,000.00	\$ 60,000.00
Total CRP EV Charger Design Build Project		\$ 664,793.00	\$ 514,721.00	\$ 150,072.00

The engineering services contract needs to be added to the OTO Operational Budget in Class 620 CRP EV Projects.

The following Revenue has been added to Class 620:

- CRP - \$514,721.00
- Local Match - \$150,072.00

The following Expense has been added:

- Transportation Consultants - \$664,793.00

EXECUTIVE COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on June 12, 2024, the Executive Committee recommended the Board of Directors approve the Operational Budget Amendment.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY 2025 Operational Budget Amendment #1.”

OR

“Move approve the FY 2025 Operational Budget Amendment #1 with the following changes...”

FY 2025



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Budget



Annual Operating Budget
July 1, 2024 - June 30, 2025
Adopted May 16, 2024
Amendment 1 Adopted _____, 2024

Management Note

We are pleased to present the FY 2025 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies, to deliver the planning products of the OTO.

The OTO prepares the operating budget annually. In addition to the operating budget the OTO prepares various grant budgets. The OTO prepares a Unified Planning Work Program (UPWP), a federally required planning grant budget. The operating budget combines all the various grant budgets into one document. Key differences between the operating budget and the individual grant budgets are highlighted on the grant budget breakout pages.

The OTO is audited on the approved operating budget and will have a Single Audit for any year with at least \$750,000 in grant funds and a financial statement audit for other years. FY 2025 is expected to have a Single Audit.

The OTO is the transportation planning organization for the Springfield region. The Metropolitan Planning Organization (MPO) includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.



Financial Policy And Mission

Financial Policy

The financial health of the OTO is monitored with budgetary performance measures. This ensures that the OTO can maintain operations in the event of a delay or lapse in federal funds.

FIXED COSTS % OF REVENUE

86%
FY 2025

PERSONNEL COSTS % OF
RECURRING REVENUE

67%
FY 2025

LOCAL RESERVE BALANCE

4.4 Months
FY 2025

FEDERAL RESERVE BALANCE

7 Months
FY 2025

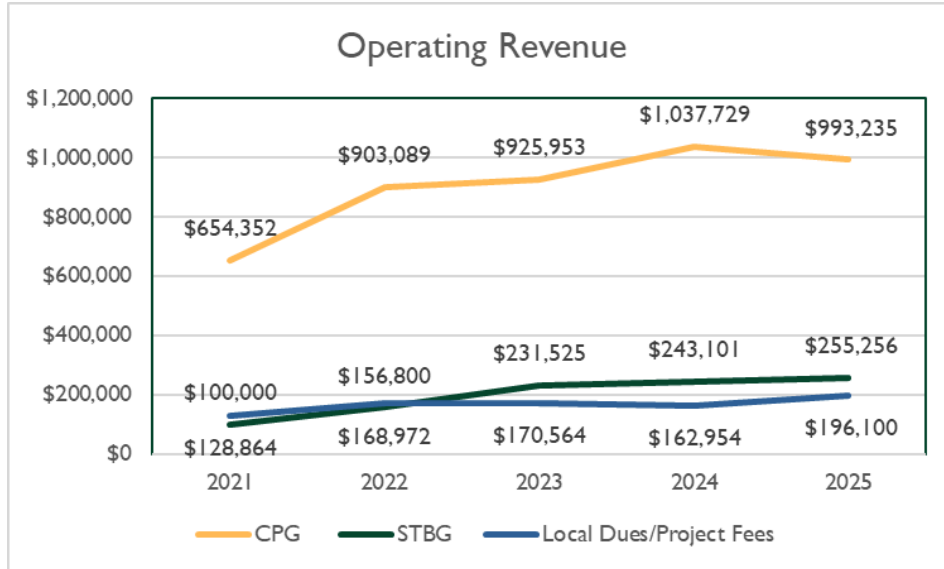
Mission

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





Annual Budgeted Revenue



- **Consolidated Planning Grant (CPG)** - The OTO receives a reimbursable formula grant from USDOT. This grant flows through MoDOT (OTO is a sub-recipient of the funding). The OTO is reimbursed for expenses with proof of payment.

OTO's annual federal allocation for transportation planning (operations) is approximately \$813,834. The OTO has a balance of federal funds to draw from in future years. The amount estimated at the end of FY 2025 is \$752,898.80.

OTO CPG Fund Balance as of 2/29/2024 (includes FY 2024 estimated allocation)*	\$1,388,630.02
Less Remaining Expenses to be Billed for FY 2024	(\$456,329.82)
PLUS FY 2025 CPG Expected Allocation	\$813,834.00
TOTAL Estimated CPG Funds Available for FY 2025 UPWP	\$1,746,134.20
LESS CPG Funds Programmed for FY 2025	\$ (993,235)
Remaining Unprogrammed Balance	\$752,898.80

*Previously allocated, but unspent CPG Funds through 2/29/2024.

- **Surface Transportation Block Grant (STBG)** - In 2020, the OTO Board of Directors approved the use of Surface Transportation Block Grant funds for planning expenses. These funds are accessed to bridge the gap between federal funding for planning and actual planning expenses. The OTO is utilizing \$255,256 in STBG funds for project management, grant applications, and regional studies.



Local Match

Jurisdiction Dues - The OTO assesses the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard and Counties Christian and Green dues at 47 cents per census capita for match on the federal grants. The amount for FY 2025 is \$165,100.22.

Jurisdiction	2022 Population	Assessed Dues
Battlefield	6,025	\$2,920.58
Christian County	19,163	\$9,439.93
Greene County	77,675	\$37,042.16
Ozark	21,866	\$10,580.64
Nixa	24,137	\$11,632.03
Republic	19,136	\$9,272.16
Springfield	169,724	\$79,931.49
Strafford	2,598	\$1,221.06
Willard	6,385	\$3,060.17
Total Assessed Dues for Local Match		\$165,100.22



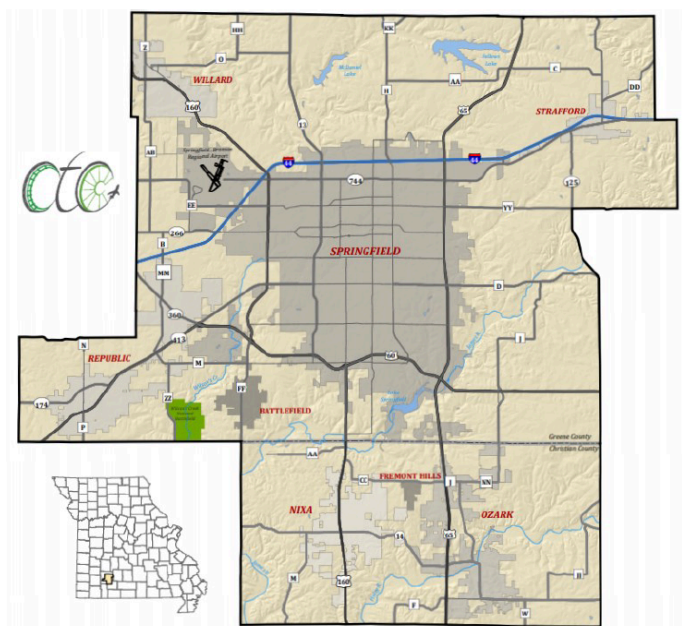
Local Project Administration Fees -

assessed at \$1,000 for each project that appears in the Transportation Improvement Program with federal funding programmed as of June of each year.

Project Specific Match Funds - In addition to Jurisdiction Dues, the OTO members may provide match funds for specific studies, grant applications, or projects. This match is provided by the jurisdiction involved in the projects and allows the use of federal funds to fund regional studies and projects.

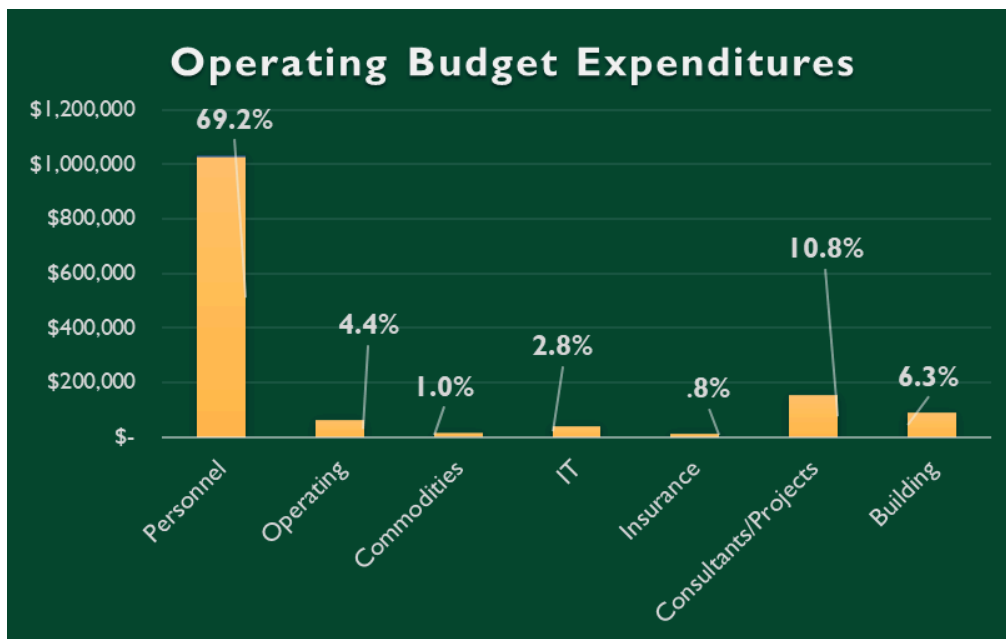
Safe Streets and Roads for All Local Match -

The FY 2025 budget has matching funds in the amount of \$57,200 for the Safe Streets and Roads for All grant.



Budget Highlights

- **Unrestricted Fund Balance** - OTO currently has an unrestricted balance. The balance estimate for the beginning of FY 2025 is \$445,000, which includes revenue reimbursables due within 30 days. The OTO invests part of its unrestricted funds balance in collateralized public deposits (Certificates of Deposit).
- **Debt** - The OTO utilizes a purchasing card program for small purchases that is paid in full each month. The OTO has an established business line of credit to cash flow special projects.
- **Grant Budgets:**
 - The UPWP grant budget includes \$30,000 In-Kind Match and \$60,000 MoDOT Direct Service Match. This is to match OTO grant funds and is not included in the OTO Operating Budget.
 - The Safe Streets and Roads for All (SS4A) grant is a multi-year project. Match funding and reimbursements may cross budget years.



Operating Budget



	BUDGETED	
	FY 2025	
	Jul '24 - Jun 25	
REVENUE		
Interest Revenue	\$	7,000
Miscellaneous Revenue	\$	200
Consolidated Planning Grant (CPG) FHWA & FTA	\$	993,235
Local Jurisdiction Dues/Project Fees	\$	196,100
Local Jurisdiction Studies Match	\$	15,000
Surface Transportation Block Grant - FHWA	\$	255,256
Total OTO Revenue	\$	1,466,791
EXPENDITURES		
Personnel Services		
Total Salaries and Fringe	\$	956,931
Mobile Data Plans	\$	3,240
Payroll Services	\$	3,500
Professional Services (Acctng, Audit, HR, Legal)	\$	63,000
Total Personnel	\$	1,026,671
Operating		
Bank Fees	\$	500
Dues/Memberships	\$	8,000
Education/Training/Travel	\$	29,000
Food/Meeting Expense	\$	8,000
Legal/Bid Notices	\$	1,200
Postage/Postal Services	\$	500
Printing/Mapping Services	\$	2,500
Staff Mileage Reimbursement	\$	4,000
Telephone/Internet	\$	7,000
Total Operating	\$	60,700
Commodities		
Office Supplies/Furniture	\$	6,365
OTO Media/Advertising	\$	1,000
OTO Promotional Items	\$	4,500
Public Input Promotional Items	\$	635
Publications	\$	700
Total Commodities	\$	13,200

Operating Budget Continued



Information Technology	
Computer Upgrades/Equip Replace	\$ 7,000
GIS Licenses	\$ 7,000
IT Maintenance Contract	\$ 12,500
Software	\$ 4,500
Webhosting	\$ 8,000
Total Information Technology	\$ 39,000
Insurance	
Directors & Officers	\$ 3,744
General Liability/Property	\$ 4,784
Workers Compensation	\$ 1,248
Network Defender	\$ 1,560
Total Insurance	\$ 11,336
Services/Projects	
Aerial Photography	\$ 25,000
Data Acquisition/Travel Sensing	\$ 30,000
Legislative Education	\$ 9,000
Rideshare	\$ 250
TIP Tool Maintenance	\$ 20,000
Trans Consulting Services	\$ 150,000
Travel Demand Model Update	\$ 12,000
Total Services	\$ 246,250
Building	
Building Lease	\$ 54,060
Common Area Main Exp	\$ 23,000
Maintenance	\$ 1,500
Office Cleaning	\$ 4,680
Utilities	\$ 3,400
Total Building	\$ 86,640
Total Expense	\$ 1,483,797
Income Over Expenditures	\$ (17,006)



Class 100 UPWP



The Ozarks Transportation Organization receives an annual formula grant from US Department of Transportation FHWA and FTA. This is the primary funding source of the OTO. The annual grant work program is contained in the FY 2025 Unified Planning Work Program and can be found at this link: <https://www.ozarkstransportation.org/what-we-do/upwp>.

The OTO is allowed to utilize in-kind dollars and MoDOT Direct Cost from the MoDOT Traffic Management Center as match for the grant program. This in-kind and direct cost is not included in the Operating Budget summary. The use of in-kind dollars allows the OTO to utilize an 83.38% federal reimbursement rate. The total budgeted costs for the FY 2025 UPWP is \$1,540,797; with \$1,248,491 in federal dollars and \$295,306 in state, local, and in-kind dollars.

	BUDGETED	
	FY 2025	
	Jul '24 - Jun 25	
REVENUE		
Consolidated Planning Grant (CPG) FHWA & FTA	\$	993,235
Local Jurisdiction Dues/Project Fees Match	\$	187,306
Local Jurisdiction Studies Match	\$	15,000
Surface Transportation Block Grant - FHWA	\$	255,256
Total Grant Revenue	\$	1,450,797
In-Kind Match	\$	90,000
Total Grant Revenue and Local Match	\$	1,540,797
EXPENDITURES		
Personnel Services		
Total Salaries and Fringe	\$	956,931
Mobile Data Plans	\$	3,240
Payroll Services	\$	3,500
Professional Services (Acctng, Audit, HR, Legal)	\$	45,000
Total Personnel	\$	1,008,671
Operating		
Dues/Memberships	\$	8,000
Education/Training/Travel	\$	29,000
Food/Meeting Expense	\$	8,000
Legal/Bid Notices	\$	1,200
Postage/Postal Services	\$	500
Printing/Mapping Services	\$	2,500
Staff Mileage Reimbursement	\$	4,000
Telephone/Internet	\$	7,000
Total Operating	\$	60,200

Class 100 UPWP Continued



Commodities		
Office Supplies/Furniture	\$	6,365
Public Input Promotional Items	\$	635
Publications	\$	700
Total Commodities	\$	7,700
Information Technology		
Computer Upgrades/Equip Replace	\$	7,000
GIS Licenses	\$	7,000
IT Maintenance Contract	\$	12,500
Software	\$	4,500
Webhosting	\$	8,000
Total Information Technology	\$	39,000
Insurance		
Directors & Officers	\$	3,744
General Liability/Property	\$	4,784
Workers Compensation	\$	1,248
Network Defender	\$	1,560
Total Insurance	\$	11,336
Services/Projects		
Aerial Photography	\$	25,000
Data Acquisition	\$	30,000
Rideshare	\$	250
TIP Tool Maintenance	\$	20,000
Trans Consulting Services	\$	150,000
Travel Demand Model Update	\$	12,000
Total Services	\$	237,250
Building		
Building Lease	\$	54,060
Common Area Main Exp	\$	23,000
Maintenance	\$	1,500
Office Cleaning	\$	4,680
Utilities	\$	3,400
Total Building	\$	86,640
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	\$	60,000
Membership Attendance at Meetings	\$	30,000
Total In-Kind Match	\$	90,000
Total Expenditures	\$	1,540,797
Income Over Expenditures	\$	0



Class 610

CRP Trail Projects

DRAFT



The Ozarks Transportation Organization is partnering to manage trail and sidewalk engineering projects for City of Ozark and Ozark Greenways in FY 2025. The preliminary engineering projects are funded through Carbon Reduction Program (CRP) funds. Local match is provided by the jurisdictions.

		BUDGETED
		FY 2025
		Jul '24 - Jun 25
Revenue		
Carbon Reduction Program Funds	\$	498,655
Local Match	\$	124,664
Total OTO Revenue	\$	623,319
Total Revenue	\$	623,319
 Expenditures		
Transportation Consultants		\$623,319.87
Total Expenditures	\$	623,320
	\$	(0)

Jurisdiction	Project Name	Total Cost	80% federal	20% Local
City of Ozark	Blue Stem - Phase I of North Ozark Greenway Trail	\$73,030.50	\$58,424.00	\$14,606.05
City of Ozark	Finley River Trail - Western Expansion	\$112,142.25	\$89,713.80	\$22,428.45
City of Ozark	Jackson Street Connection/Chadwick Flyer Phase I	\$33,403.76	\$26,723.00	\$6,680.76
City of Ozark	Kali Springs Trail Connector	\$32,388.00	\$25,910.40	\$6,477.60
Ozark Greenways	Fassnight Creek Greenway - Skate Park to Fort	\$168,788.10	\$135,030.48	\$33,757.62
Ozark Greenways	South Creek Greenway - Posenke Gap	\$160,378.66	\$128,302.93	\$32,075.73
Ozark Greenways	Ward Branch Greenway Trail - National Avenue to Fremont Avenue	\$43,188.60	\$34,550.88	\$8,637.72
Total CRP Engineering Planning and Design Projects		\$623,319.87	\$498,655.49	\$124,663.93

Class 620

CRP EV Projects

DRAFT



The Ozarks Transportation Organization allocated \$750,000 of Carbon Reduction Program (CRP) funds for the installation of Level 2 EV Chargers throughout the OTO Region. The OTO is partnering with five entities to manage a EV Charger installation contract. The project will install 21 Level 2 Chargers (42 ports in 10 locations) throughout the OTO area. Local match is provided by the entities.

BUDGETED	
FY 2025	
Jul '23 - Jun 24	
Revenue	
Carbon Reduction Program Funds	\$ 514,721
Local Match	\$ 150,072
Total OTO Revenue	\$ 664,793
Total Revenue	\$ 664,793
 Expenditures	
Transportation Consultants	\$ 664,793
Total Expenditures	\$ 664,793
	\$ -

Jurisdiction	Project Name	Total Cost	80% federal	20% Local
Christian County	EV Charger and installation	\$ 59,583.00	\$ 33,780.00	\$ 25,803.00
Greene County	EV Charger and installation	\$ 64,800.00	\$ 51,840.00	\$ 12,960.00
MSU	EV Charger and installation	\$ 109,044.00	\$ 84,008.00	\$ 25,036.00
City of Nixa	EV Charger and installation	\$ 131,366.00	\$ 105,093.00	\$ 26,273.00
City of Springfield	EV Charger and installation	\$ 300,000.00	\$ 240,000.00	\$ 60,000.00
Total CRP EV Charger Design Build Project		\$ 664,793.00	\$ 514,721.00	\$ 150,072.00

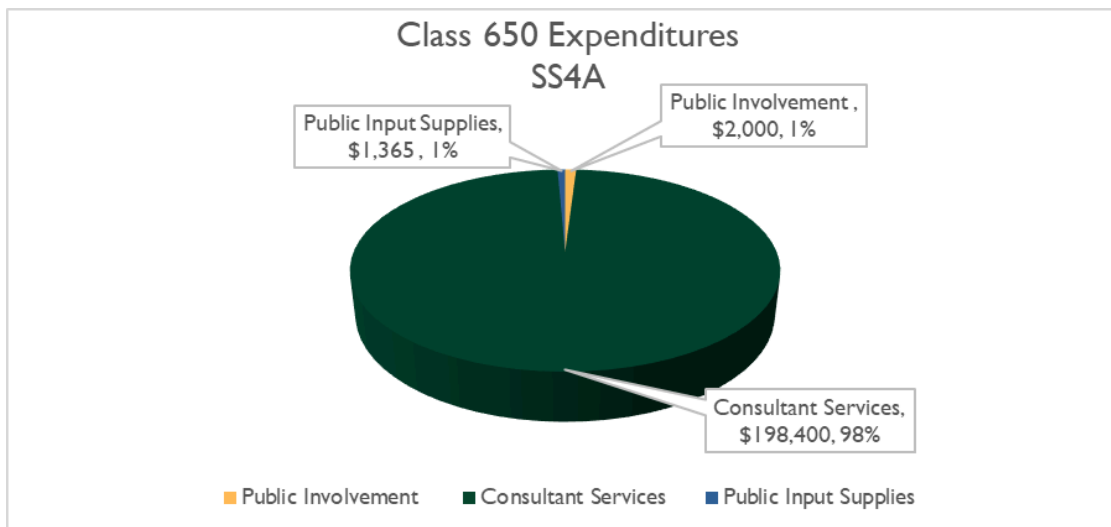
Class 650

SS4A



The Ozarks Transportation Organization applied for a US Department of Transportation Discretionary Grant for the Safe Streets and Roads for All program. The OTO was awarded a planning grant in the amount of \$228,800 to write a Safety Action Plan for the OTO region. This is a two year grant program, so not all the funds will be received or expended in the current fiscal year. Project began in FY 2024. All SS4A Match will be billed in FY 2025. The \$16,847 will reimburse OTO for FY 2024 expenses paid.

	BUDGETED	
	FY 2025	
	Jul '24 - Jun 25	
REVENUE		
Safe Streets for All Grant	\$	161,412
SS4A Local Match	\$	57,200
		<small>Total Local Match Billing</small>
Total OTO Revenue	\$	218,612
EXPENDITURES		
Salaries and Fringe	\$	-
Public Involvement Advertising	\$	2,000
Public Input Supplies	\$	1,365
		<small>Public Involvement Materials</small>
		<small>Includes Data Acquisition, Public Involvement Consultant, and Model Runs</small>
Trans Consulting Services & Data Acquisition	\$	198,400
Total Expense	\$	201,765
Net Ordinary Income*	\$	16,847





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Comment@ozarkstransportation.org



www.ozarkstransportation.org

The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate based on race, color, national origin, English proficiency, religious creed, disability, age, or sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at www.ozarkstransportation.org.

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



TAB 4

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.B.

Trail Planning and Design Engineering Services Consultant Selection & Contract Authority

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

AGENDA DESCRIPTION:

Project Background – the OTO has partnered with the City of Ozark and Ozark Greenways to manage seven trail planning and design projects funded with CRP funds.

The OTO and partner agency staff have reviewed and scored qualifications that were solicited through a competitive process. The OTO will enter into engineering service contracts with the following consulting firms pending successful scope and fee negotiations.

Agency	Project Name	Selected Firm
Ozark Greenways	South Creek-Posenke Gap	Wilson
Ozark Greenways	Ward Branch Greenway-National to Fremont	Bartlett & West
Ozark Greenways	Fassnight Trail-Skate Park to Fort	TREKK Design Group
City of Ozark	Chadwick Flyer-Jackson St Connector	Crawford Murphy & Tilley (CMT)
City of Ozark	Kali Springs Connector	CMT
City of Ozark	Blue Stem Phase 1	CMT
City of Ozark	Finley River Trail-Western Expansion	Toth & Associates

Project Funding – Funding for these projects are funded through Carbon Reduction Program (CRP) funds that were awarded at the May 2024 Board of Directors meetings. The partner agencies (City of Ozark and Ozark Greenways) will be providing the matching funds as outlined in their Transportation Alternative Program applications. The negotiated contracts will not exceed the amount of CRP funds awarded at the May 2024 BOD meeting as outlined below:

Jurisdiction	Project Name	Total Cost	80% federal	20% Local
City of Ozark	Blue Stem - Phase I of North Ozark Greenway Trail	\$73,030.50	\$58,424.00	\$14,606.05
City of Ozark	Finley River Trail - Western Expansion	\$112,142.25	\$89,713.80	\$22,428.45
City of Ozark	Jackson Street Connection/Chadwick Flyer Phase I	\$33,403.76	\$26,723.00	\$6,680.76
City of Ozark	Kali Springs Trail Connector	\$32,388.00	\$25,910.40	\$6,477.60
Ozark Greenways	Fassnight Creek Greenway - Skate Park to Fort	\$168,788.10	\$135,030.48	\$33,757.62
Ozark Greenways	South Creek Greenway - Posenke Gap	\$160,378.66	\$128,302.93	\$32,075.73
Ozark Greenways	Ward Branch Greenway Trail - National Avenue to Fremont Avenue	\$43,188.60	\$34,550.88	\$8,637.72
Total CRP Engineering Planning and Design Projects		\$623,319.87	\$498,655.49	\$124,663.93

Purchasing Policy - Per the OTO’s purchasing policy, projects that require engineering services require a Request for Qualifications. The OTO advertised the RFQ and accepted qualifications through June 21, 2024.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the included resolution 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.”

OR

“Move to approve the engineering services contract negotiations and execution of contracts, with these changes...”

TAB 5

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.C.

Resolution to Approve Line of Credit

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization is taking on additional projects utilizing reimbursable federal funds. The OTO established a Business Line of Credit in the amount of \$350,000 in 2022 to cash flow the construction of the Chadwick Flyer Trail Phase III. The OTO has wrapped up the Chadwick Trail project and will begin working on the EV Charger Installation Project approved by the Board of Directors at the May meeting.

MoDOT approved an OTO cash management plan for federal grants awards in November 2021 that will allow us to submit invoices and should reduce the time between invoice submittal and reimbursement. This should prevent a reduction in cash balances for a significant amount of time. It has been our experience that even with the cash management plan, there are occasions when reimbursements have been delayed.

As a backup plan, we would like to request reauthorization for the OTO line of credit to ensure that in the event MoDOT does not provide timely reimbursement we are able to meet our financial commitments.

The renewal resolution is provided with this agenda.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 12, 2024, the Executive Committee recommended the Board of Directors approve a resolution to renew a line of credit to cover any EV charger installation project costs until reimbursement can be made.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move 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.”

OR

“Move to approve a resolution with the following changes...”



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

July 18, 2024

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

WHEREAS, the Board deems it advisable and in the best interest of the Organization to renew a business line of credit with a maximum loan amount of Three Hundred and Fifty Thousand Dollars (\$350,000.00) to ensure that the cash flow of the Organization is sufficient.

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize officers of the Organization to enter into any contract.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby approve the renewal of the Line of Credit with Arvest Bank.

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[End of Resolution; Remainder of Page Intentionally Left Blank]

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

The above resolution is hereby Adopted on this 18th day of July 2024.

ATTEST:

Mr. Derek Lee
OTO Board of Directors Chair

Ms. Martha Smartt
OTO Board of Directors Secretary

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

May 16, 2024

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

WHEREAS, the Board wishes to advertise and receive qualifications for a design build for EV chargers; and

WHEREAS, the Board has appointed certain authorized representatives (the “Authorized Representatives”) to act on its behalf during the planning, bidding, award and construction phases of the EV charger installation; and

WHEREAS, the Board will contract with a qualified engineering firm to utilize Progressive Design Build procurement and to prepare plans, and such data as the Board deem necessary;

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize officers or a management employee of the Organization to enter into any contract.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize the Engineer and Grants Administrator to advertise and receive qualifications on behalf of said Board, and utilize the EV Project selection team to select an engineering firm based on the Ozarks Transportation Organizations Procurement Policy. The Board directs Sara Fields, Executive Director, to negotiate a price and contract with a qualified engineering firm based on final selection of qualified contractor.

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[End of Resolution; Remainder of Page Intentionally Left Blank]

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

Dated: _____



Executive Director



Secretary Ozarks Transportation Organization Board of Directors

TAB 6

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.D.

Strategic Action Plan

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

AGENDA DESCRIPTION:

On February 26th, OTO hired Alina Lehnert to assist the Board with a Strategic Planning Session to help set the organizational direction going forward. The Board was asked to do a SWOT analysis defining strengths, challenges, and growth areas. In addition, the Board was asked to list and rank what the organization should be focusing on. Staff worked with Ms. Lehnert to sort and list these items. Then staff worked to establish a more succinct document to use when implementing the established action items.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 12, 2024, the Executive Committee recommended the Board of Directors approve the Strategic Action Plan.

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 Strategic Action Plan.”

OR

“Move to approve the Strategic Action Plan with the following changes...”

STRATEGIC PLAN



ENSURING A BRIGHT TRANSPORTATION FUTURE

IMPLEMENTING THE VISION

- INCREASE COMMUNITY INVOLVEMENT AND ORGANIZATIONAL RECOGNITION
- BUILD LEGISLATIVE RELATIONSHIPS AND PROVIDE EDUCATIONAL MATERIALS
- CONTINUED EDUCATION OF OTO STAFF, BOARDS AND COMMITTEES
- FOSTER COLLABORATION IN THE PROJECT PRIORITIZATION AND PROGRAMMING PROCESS
- AGGRESSIVELY SEEK TO ENSURE THE TIMELY EXPENDITURE OF FEDERAL FUNDS
- SEEK ADDITIONAL FUNDING FOR REGIONAL TRANSPORTATION PROJECTS
- IDENTIFY AREAS OF SPECIAL TRANSPORTATION STUDY
- MONITOR FEDERAL AND STATE LEGISLATION THAT FUND AND REGULATE TRANSPORTATION
- FOSTER A STRONG RELATIONSHIP WITH MODOT LEADERSHIP INCLUDING DEVELOPING AN UNDERSTANDING OF THE OTO REGIONAL TRANSPORTATION NEEDS
- IMPLEMENT DESTINATION 2045 AND OTHER ADOPTED TRANSPORTATION PLANS
- MONITOR TRANSPORTATION SYSTEM PERFORMANCE

IMMEDIATE PRIORITIES

- INCREASED PRESENCE WITH THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION TO ENSURE AN EQUITABLE FUNDING DISTRIBUTION AND REPRESENTATION
- COMPLETE I-44 IMPROVEMENTS THROUGH THE OTO BOUNDARIES - INCLUDING WIDENING, PAVEMENT REPLACEMENT, AND INTERCHANGES
- CONTINUE TO STRENGTHEN THE PROJECT MANAGEMENT AND STREAMLINING TEAM TO GET PROJECTS SHOVEL READY

SHORT TERM PRIORITIES

- SEEK INTERSTATE DESIGNATION FOR I-244 LOOP (60/65)
- CONTINUE TO SUPPORT ECONOMIC DEVELOPMENT PROJECTS THROUGH PRIORITIZATION INCLUDING PROXIMITY TO ESSENTIAL TRANSPORTATION FACILITIES
- FILL IN GAPS ON THE TRAIL SYSTEM AND HAVE A MORE COLLABORATIVE APPROACH TO SELECT ONE BIG PRIORITY AT A TIME TO FOCUS ON
- COMMUNICATE WITH RELEVANT PARTNERS MORE FREQUENTLY THROUGH A NEWSLETTER

MID-TERM PRIORITIES

- PLAN FOR LONGER-TERM GROWTH (30-40 YEARS) TO EXPAND BEYOND CURRENT OTO AREA FOR TRANSPORTATION NEEDS
- SEEK FUNDING TO MAINTAIN EXISTING ROADS - DON'T FORSAKE MAINTENANCE TO BUILD NEW ROADS
- WORK TO BUILD AN INTEGRATED MULTIMODAL SYSTEM- TRANSIT, ROADS, RAIL, AIR
- PLAN FOR IMPROVED SAFETY AND USEABILITY OF EXISTING ROADS
- IDENTIFY WAYS TO EXPAND FREIGHT OPPORTUNITIES

LONG TERM PRIORITIES

- REGIONAL TRANSIT PLANNING TO INCLUDE HOW TO TRANSITION TO A REGIONAL TRANSIT SERVICE

GOALS

- SAFE SYSTEM FOR ALL USERS ON ALL MODES
- ASSET MANAGEMENT AND FISCAL RESPONSIBILITY
- CONNECTED INTEGRATED MULTI-MODAL SYSTEM
- RESILIENT AND PREPARED FOR THE FUTURE
- QUALITY PROJECTS IMPLEMENTING BEST PRACTICES

GROWTH AREAS

- INCREASE INVOLVEMENT BY GETTING DEVELOPERS/INVESTMENT COMMUNITY TO THE TABLE
- SHARE FACTUAL DETAILS TO REVEAL CURRENT AND FUTURE PROJECT FUNDING CHALLENGES TO INCREASE STAKEHOLDER UNDERSTANDING
- GREATER COORDINATION OF REGIONAL ELECTED OFFICIALS
- EXPLORE FEASIBILITY OF ADDITIONAL EDUCATION AND COMMUNICATION CHANNELS RANGING FROM NEWSLETTER TO PUBLIC FORUMS
- SERVE AS A COORDINATING GROUP TO HELP STREAMLINE PROCESS ON FEDERAL PROJECTS

STRENGTHS

- TRUSTED, TENURED, HARDWORKING LEADERSHIP AND STAFF
- TREMENDOUS REPUTATION WITH MODOT LEADING TO SUCCESS IN OBTAINING FUNDS
- COLLABORATIVE APPROACH TO FUNDING
- ADVOCATE FOR OTHER MODES FROM TRAILS TO FREIGHT
- ABILITY TO FORECAST AND PLAN FOR FUTURE
- HELP JURISDICTIONS STAY ON SCHEDULE FOR SPENDING FEDERAL FUNDS
- EXISTING STRONG RESOURCES AVAILABLE
- FACILITATE COOPERATION AMONG JURISDICTIONS
- COLLABORATION & COORDINATION WITH REGIONAL PARTERS
- KNOWLEDGE ABOUT FUNDING OPTIONS TO COORDINATE COMMUNITIES' INVESTMENT EFFORTS
- GOOD STEWARD OF LIMITED RESOURCES
- NEED IDENTIFICATION AND PRIORITIZATION

CHALLENGES

- LOCAL FUNDING FOR MAJOR PROJECTS
- INFLATION IMPACTS
- NUMBER OF COMPETING REGIONAL PRIORITIES DILUTES VISION AND ABILITY TO FULLY EXECUTE
- FUTURE EAST/WEST CORRIDOR LIMITS DEVELOPMENT WITH UNKNOWNNS
- ROAD CONSTRUCTION CANNOT KEEP UP WITH DEVELOPMENT DEMAND
- BALANCING CURRENT DEVELOPMENT WITH FUTURE DESIRED IMPROVEMENTS
- DELIVERY TIMELINE WITH MODOT AND EVALUATING FEASIBILITY WITH FEDERAL DOLLARS VERSUS OVERALL COST BENEFIT

TAB 7

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.E.

FTA Section 5310 Designated Recipient

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

AGENDA DESCRIPTION:

The Federal Transit Administration requires a designated recipient designation to administer the FTA 5310 Transit Funds. FTA 5310 Transit Funds are used to provide vans to Human Service providers as well as projects that are deemed above ADA improvements for sidewalks and/or bus stop improvements. Fifty-five percent is required to be used for capital vehicle purchases for elderly and disabled.

The Ozarks Transportation Organization's Board of Directors approved a Memorandum of Understanding (MOU) in 2014 to form a partnership between the OTO, City Utilities Transit and MoDOT regarding FTA 5310 funding. The MOU outlined the responsibilities between the various parties and designated MoDOT as the designated recipient for the Human Service Vehicles and CU Transit for the above ADA improvements for the Springfield, MO area. OTO was outlined as a partner and had the responsibility of soliciting applications and awarding vehicles for the Human Service Providers.

In May 2024, MoDOT notified OTO that the 2014 MOU needed an update to include language that references the current infrastructure bill and future infrastructure bills that govern FTA 5310 funding. The OTO is updating the MOU for the language as well as changing the Human Service Vehicle designated recipient from MoDOT to OTO. OTO staff has been in discussions with MoDOT staff over the past year to discuss the future possibility of transitioning roles. The MOU change will also require a letter request to the Governor of Missouri to officially make the designation.

The change will give the OTO the administrative duties of purchasing the vehicles, inspection, delivery, and then subrecipient monitoring through the life of the asset. The OTO would be a direct recipient of the federal funding and would be responsible for all aspects of grant distribution and oversight for subrecipients receiving funds under this program. The OTO would continue its current role of project selection and award of the Human Service Vehicles.

The goal of the designated recipient designation is to streamline the purchase of vehicles for the local human service agencies and provide direct assistance to the local agencies. The OTO would also allow a reduction in local match from 20 percent to the 15 percent match that is available through federal law for the program which would reduce the cost to the local agencies.

LOCAL COORDINATING BOARD FOR TRANSIT:

At a special meeting on June 27, 2024, the Local Coordinating Board for Transit recommended that the OTO becomes a designated recipient and that the Board of Directors approves the Memorandum of Understanding (MOU) between OTO and CU Transit including possible requested changes by CU transit.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes the following motion:

“Move to request the Governor of Missouri designate OTO and City Utilities Transit as the Designated Recipients for FTA Section 5310 funding and to approve the proposed Memorandum of Understanding between OTO and CU Transit for the designated recipients of FTA 5310 Funding.”

OR

“Move to



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

July 18, 2024

**A RESOLUTION DESIGNATING THE OZARKS TRANSPORTATION
ORGANIZATION AND CITY UTILITIES AS THE RECIPIENT OF SECTION
5310 FEDERAL TRANSIT FUNDS**

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, changes to federal law have required the 2014 5310 Memorandum of Agreement to be updated.

WHEREAS, MoDOT is the current designated recipient for the 5310 funds for the Springfield, MO area.

WHEREAS, MoDOT and Ozarks Transportation Organization mutually agree that the Ozarks Transportation Organization will become the Springfield, MO designated recipient of 5310 funds.

WHEREAS, this requires 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, the Federal Transit Administration requests that all transportation management areas designate agencies to be the recipients for Section Enhanced Mobility for Seniors and Individuals with Disabilities Program:

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.

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.

NOW THEREFORE BE IT RESOLVED, that the Ozarks Transportation Organization, (Springfield, Missouri Area MPO) and City Utilities be jointly designated as the Springfield area's recipient of Section 5310 federal transit funds with the understanding that:

1. That the decision on how Section 5310 funds will be distributed shall rest with the Ozarks Transportation Organization and shall be based on objective criteria that is established by the Ozarks Transportation Organization;
2. That a special subcommittee of the Ozarks Transportation Organization Technical Committee containing members of MoDOT shall arbitrate any disputes between City Utilities and any eligible applicant/recipient over Section 5310 transit funds, or applications for said funds.

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 18th day of July 2024.

ATTEST:

Mr. Derek Lee
OTO Board of Directors Chair

Ms. Martha Smartt
OTO Board of Directors Secretary

TAB 8

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.F.

TAP Project Schedule Extensions

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

AGENDA DESCRIPTION:

The Cities of Ozark and Springfield have requested to extend the schedules of the Garrison Springs Trail project (OK2303-23AM4) and Grand Street Trail project (SP2314-24A1), which were awarded TAP/CRP funds in January 2023. These would be one-time extensions, per OTO’s Reasonable Progress Policy.

The Garrison Springs Trail project is not on OTO’s list of Critical Obligations for Federal Fiscal Year 2024. The City of Ozark has proposed the following schedule:

Phase	Current Schedule	Proposed Schedule
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	August 2023	<i>Completed</i>
4. Preliminary & Right-of-Way Plans Submittal	December 2023	<i>Completed</i>
5. Plans, Specifications, & Estimate Submittal	April 2024	August 2024
6. Plans, Specifications & Estimate Approval	May 2024	September 2024
7. Construction Contract Award	July 2024	November 2024

The Grand Street Trail project is not on OTO’s list of Critical Obligations for Federal Fiscal Year 2024. The City of Springfield has proposed the following schedule:

Phase	Current Schedule	Proposed Schedule
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	February 2024	August 2024
4. Preliminary & Right-of-Way Plans Submittal	August 2024	May 2025
5. Plans, Specifications, & Estimate Submittal	December 2024	August 2025

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 26, 2024, the Technical Planning Committee recommended the Board of Directors approve the revised schedule for the Garrison Springs Trail and Grand Street Trail projects.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the revised reasonable progress schedules for the Garrison Springs Trail and Grand Street Trail projects.”

OR

“Move to recommend the following...”



PLANNING AND DEVELOPMENT DEPARTMENT
CITY OF OZARK, MO
205 N. 1ST STREET
OZARK, MISSOURI 65721

June 10, 2024

OTO Board of Directors
Ozarks Transportation Organization
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

RE: Extension Request Garrison Springs Trail TAP-9901 (852) Ozark, MO

Dear Directors,

Pursuant to the project schedule letter received from the OTO dated June 20, 2023, a one-time extension may be requested and approved by the OTO Board of Directors.

The City of Ozark is requesting a time extension due to project delays caused by the following reasons:

The original project manager's unauthorized easement acquisition.
The original project manager being released from his position with the City of Ozark.
Turnover of two other city staff members that were initially involved with this project.

The City of Ozark requests a four month time extension for Plans, Specifications, & Estimate (PS&E) Submittal. The requested project schedule is below.

Plans, Specifications, & Estimate (PS&E) Submittal – August 2024
Plans, Specifications, & Estimate (PS&E) Approval – September 2024
Construction Contract Award – November 2024

Note that right-of-way plans were submitted on March 22, 2024 and resubmitted on June 5, 2024. The RER through MoDOT is nearing completion. Plans, specifications, and estimate are nearing completion as well and will be resubmitted prior than the proposed August 2024 deadline. It shall also be noted that clearing and therefore construction cannot be started until November 1st per the RER review.

Again, thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417-581-2407 or crsmith@ozarkmissouri.org.

Respectfully,

A handwritten signature in black ink, appearing to read "CRS", written over the word "Respectfully,".

Cameron R. Smith, PLA
Community Development Director



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

June 6, 2024

Cameron Smith
City of Ozark
205 N. 1st St
Ozark MO 65721

RE: Garrison Springs Trail – TAP 9901(852)

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 City of Ozark has made insufficient progress on the Garrison Springs Trail project. This is the first violation letter advising you of the missed deadline.

The City of Ozark has missed the following deadlines:

Plans, Specifications & Estimate Submittal by April 30, 2024

Plans, Specifications & Estimate Approval by May 31, 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.

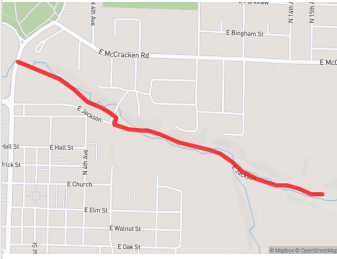
CC: Garrett Evans, MoDOT

City of Ozark
Garrison Springs Trail Project Schedule

Phase	Projected Schedule
1. Award Notification post TIP Amendment	January 2023
2. Programming Data Form	March 2023
3. Engineering Services Contract Approval	August 2023
4. Preliminary & Right-of-Way Plans Submittal	December 2023
5. Plans, Specifications, & Estimate Submittal	April 2024
6. Plans, Specifications & Estimate Approval	May 2024
7. Construction Contract Award	July 2024



OK2303-23AM4 - GARRISON SPRINGS TRAIL



Plan Revision 25Draft	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 \$550,000
MoDoT ID -	Federal ID 9901852	Project From -	Project To -

Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.

Funding Source Notes
Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	Local	-	\$110,000	-	-	-	-	\$110,000
Construction	TAP (FHWA)	-	\$440,000	-	-	-	-	\$440,000
Total Construction		-	\$550,000	-	-	-	-	\$550,000
Total Programmed		-	\$550,000	-	-	-	-	\$550,000

June 18, 2024

OTO Board of Directors
Ozarks Transportation Organization
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

RE: Extension Request Grand Street Trail CRP-5901(831) Springfield, MO

Dear Directors,

Pursuant to the project schedule letter received from the OTO dated October 20, 2023, a one-time extension may be requested and approved by the OTO Board of Directors.

The City of Springfield is requesting a one-time extension due to project delays caused by consultant negotiations. The project was estimated at \$300,000 however after posting the RFQ our selected consultant submitted a fee estimate of \$1.53 million. We have worked with CFS to better define what is expected on this project and are back on track for completion, however based on their provided project schedule we will not be complete with the Plans, Specifications, & Estimate (PS&E) until August of 2025.

The City of Springfield requests an eight-month time extension for PS&E submittal. The requested project schedule is below.

PS&E Submittal – August 2025
PS&E Approval – September 2025

Again, thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417-864-1858 or grady.porter@springfieldmo.gov.

Respectfully,



Grady Porter, PE



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

June 6, 2024

Grady Porter
Springfield Public Works
840 N. Boonville
Springfield MO 65802

RE: Grand Street – CRP 5901(831)

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 City of Springfield has made insufficient progress on the Grand Street Trail project. This is the first violation letter advising you of the missed deadline.

The City of Springfield has missed the following deadline:

Engineering Services Contract Approval by February 28, 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.

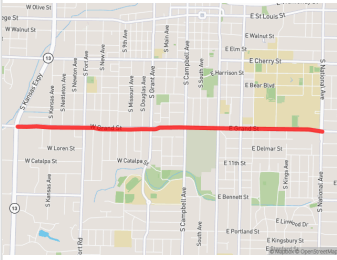
CC: Garrett Evans, MoDOT

City of Springfield
Grand Street Trail Project Schedule

Phase	Projected Schedule
1. Award Notification post TIP Amendment	October 2023
2. Programming Data Form	November 2023
3. Engineering Services Contract Approval	February 2024
4. Preliminary & Right-of-Way Plans Submittal	August 2024
5. Plans, Specifications, & Estimate Submittal	December 2024



SP2314-24A1 - GRAND STREET TRAIL



Plan Revision 25Draft	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 \$300,000

MoDoT ID -	Federal ID 5901831	Project From Kansas Expressway	Project To National Avenue
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Project Considerations
Environmental Justice Area, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Design for Bicycle and Pedestrian Improvements along the Grand Street Corridor from Kansas Expressway to National Avenue.

Funding Source Notes
Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$240,000	-	-	-	-	\$240,000
Engineering	Local	-	\$60,000	-	-	-	-	\$60,000
Total Engineering		-	\$300,000	-	-	-	-	\$300,000
Total Programmed		-	\$300,000	-	-	-	-	\$300,000

TAB 9

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.G.

***Destination 2045* Amendments Number 4, 5, and 6**

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

AGENDA DESCRIPTION:

These amendments are proposed separately, as the two major thoroughfare amendments will be adopted concurrently by the relevant jurisdictions and any OTO approval will be contingent upon those eventual approvals, meaning they may be approved on different schedules.

Amendment 4

Updated Projects

One project in the draft FY 2025-2028 Transportation Improvement Program is not on the Constrained Project List in *Destination 2045*, so two projects have been moved from the Unconstrained to Constrained list:

- 173 – Route 125/OO Intersection Improvements
- 174 – Route OO Capacity Improvements

Several estimates have also been updated to reflect the work programmed in the FY 2025-2028 TIP:

- 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 the I-44 Interchange > updated cost to \$57,224,000.

Updated Funding

Additional funding has been made available for I-44 and the 2025 funding projects have been updated to reflect the amount of funding for 2025 shown in the FY 2025-2028 TIP. Suballocated funding estimates for STBG-U, TAP, and CRP have also been updated in the LRTP revenue projection tables.

Amendment 5 – Major Thoroughfare Plan for Springfield/Greene County

A request has been made to update the Major Thoroughfare Plan near Haseltine/Farm Road 115 and Chestnut Expressway, in relation to property owned by Springfield Underground. A portion of the proposed principal arterial has been removed, the roadway realigned with existing access, and the functional classification changed to collector, as seen on the included map. The City of Springfield and Greene County will concurrently update their plans with the OTO approval process.

Amendment 6 – Major Thoroughfare Plan for Ozark

A request has been made to update the Major Thoroughfare Plan in Ozark for the connection between Jackson and Selmore along 17th Street. This is currently a principal arterial in the OTO MTP, while Ozark has the existing portion of 17th as a secondary, with the proposed sections as primary. The proposal is to classify the entire corridor as a secondary arterial. Ozark will concurrently update their plan along side the OTO process.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 26, 2024, the Technical Planning Committee recommended the Board of Directors approve Amendments Four, Five, and Six 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 Amendments Four, Five, and Six to *Destination 2045*.”

OR

“Move to approve Amendments Four, Five, and Six to *Destination 2045* with the following changes...”

Destination 2045
Amendment 4

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	\$165,730,000	\$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
TOTAL	\$100,410,254	\$97,182,645	\$80,896,941	\$180,232,831	\$73,074,888

	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
TOTAL	\$70,418,246	\$71,242,710	\$72,016,768	\$72,800,714	\$73,594,689

	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
TOTAL	\$74,460,191	\$75,274,657	\$76,099,590	\$76,935,143	\$77,781,468

	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
TOTAL	\$78,701,304	\$79,569,645	\$80,449,234	\$81,340,235	\$82,242,815

	2042	2043	2044	2045	TOTAL
MoDOT Directed Revenue	\$64,306,187	\$64,949,248	\$65,598,741	\$66,254,728	\$1,579,158,878
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	\$2,013,214,911

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
TOTAL	\$15,433,906	\$15,632,426	\$15,833,847	\$16,038,214	\$16,248,686

	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
TOTAL	\$16,459,094	\$16,672,595	\$16,889,241	\$17,109,084	\$351,681,431

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
TOTAL Points	140



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	\$180,232,831
Inflated Constrained Project Costs	(\$147,155,534)	(\$90,347,280)	(\$55,325,134)	(\$160,050,673)
Remaining Funding	\$12,187,999	\$19,023,364	\$44,595,172	\$64,777,330

	2026	2027	2028	2029
Prior Year Funding	\$64,777,330	\$65,716,301	\$34,520,244	\$70,466,212
Projected Funding	\$73,074,888	\$70,418,246	\$71,242,710	\$72,016,768
Inflated Constrained Project Costs	(\$72,135,917)	(\$101,614,303)	(\$35,296,741)	(\$68,823,084)
Remaining Funding	\$65,716,301	\$34,520,244	\$70,466,212	\$73,659,897

	2030	2031	2032-2037	2038-2045
Prior Year Funding	\$73,659,897	\$77,495,792	\$80,853,933	\$125,718,641
Projected Funding	\$72,800,714	\$73,594,689	\$459,252,353	\$662,091,872
Inflated Constrained Project Costs	(\$68,964,819)	(\$70,236,547)	(\$414,387,645)	(\$625,531,072)
Remaining Funding	\$77,495,792	\$80,853,933	\$125,718,641	\$162,279,441

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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
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	2032-2037	\$17,871,764

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
5	I-44	MoDOT I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2025	\$51,716,260
6	I-44	MoDOT I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540
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	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2027	\$57,224,000
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
8	Mulroy Road	Other Mulroy and I-44	Interchange Improvements	2023	\$3,090,000
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
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
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
TOTAL COST					(\$1,909,868,749)
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,013,214,911
Remaining Funding					\$162,279,441
*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

Expected Sponsor Expenses	2022	2023	2024	2025
CU Transit Operating Expenses	\$0	\$0	\$0	\$0
CU Transit Preventative Maintenance	\$0	\$0	\$0	\$0
CU Transit Planning	\$0	\$0	\$0	\$0
CU Transit Security	\$0	\$0	\$0	\$0
CU Transit ADA Enhancements	\$0	\$0	\$0	\$0
CU Transit Fixed Route Bus Replacement	\$0	\$0	\$0	\$2,000,000
CU Transit Paratransit Bus Replacement	\$0	\$0	\$560,000	\$0
CU Transit Shelter/Signs/ Amenities	\$0	\$0	\$0	\$0
CU Transit 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

Expected Sponsor Expenses	2026	2027	2028	2029
<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
Total	(\$13,707,096)	(\$13,723,606)	(\$13,740,447)	(\$13,757,624)
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

Expected Sponsor Expenses	2030	2031	2032-2037	2038-2045
<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
Total	(\$13,775,145)	(\$13,793,017)	(\$88,817,477)	(\$135,987,192)

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	Ozark 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	Battlefield New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	\$2,000,000
222	Camino Alto/Lyon	Springfield Camino Alto & Lyon Ave	Signalization	\$2,500,000
92	Campbell	Springfield Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	\$1,500,000
46	EW Arterial	Greene East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
47	EW Arterial	Greene East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	Greene East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	Greene E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	Greene 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	Greene Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	Greene Farm Road 89 & Hickory Ln	Signalization	\$10,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
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
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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
219	Main/Farm Road 168	Greene Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	Ozark McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	Ozark Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000
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
173	Route 125/00	MoDOT N. 125/00 Intersection Improvements	Intersection Improvements	\$2,000,000
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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
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
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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
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
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

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
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
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	\$5,800,000
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
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
Total				\$649,127,070

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

Expected Sponsor Expenses	2022-2026	2027-2031	2032-2037	2038-2045	Total
CU Transit 6 Paratransit Buses		\$726,000			\$726,000
CU Transit 10 Fixed Route Electric Buses		\$10,000,000			\$10,000,000
CU Transit 10 Fixed Route Electric Buses			\$10,000,000		\$10,000,000
CU Transit 6 Paratransit Buses			\$726,000		\$726,000
CU Transit 4 Fixed Route Electric Buses				\$4,000,000	\$4,000,000
CU Transit Trolley Service (3 Trolleys)		\$1,500,000			\$1,500,000
CU Transit Trolley Service (Operating)		\$500,000	\$5,000,000	\$5,000,000	\$10,500,000
CU Transit Electric Infrastructure	\$1,800,000	\$3,000,000	\$2,400,000	\$1,200,000	\$8,400,000
CU Transit Placemaking Shelters	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
CU Transit Route Study Level I Additional Costs	\$6,426,105	\$6,383,085	\$10,359,429	\$16,907,203	\$40,075,822
CU Transit Route Study Level II Additional Costs	\$13,135,181	\$11,517,597	\$21,643,197	\$30,507,247	\$76,803,222
CU Transit Route Study Level III Additional Costs	\$17,339,590	\$17,411,821	\$28,248,027	\$47,419,979	\$110,419,417
CU Transit Route Study Level IV Additional Costs	\$19,385,976	\$16,909,144	\$31,946,087	\$44,788,111	\$113,029,317
CU Transit Route Study Level V Additional Costs	\$49,579,852	\$47,097,901	\$82,218,339	\$127,784,880	\$306,680,972
CU Transit Limited Stop Circulator	\$626,281	\$674,683	\$878,796	\$1,474,536	\$3,654,297
Total	\$108,342,985	\$115,770,231	\$193,469,876	\$279,131,956	\$696,715,048

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.

Destination 2045
Amendment 5

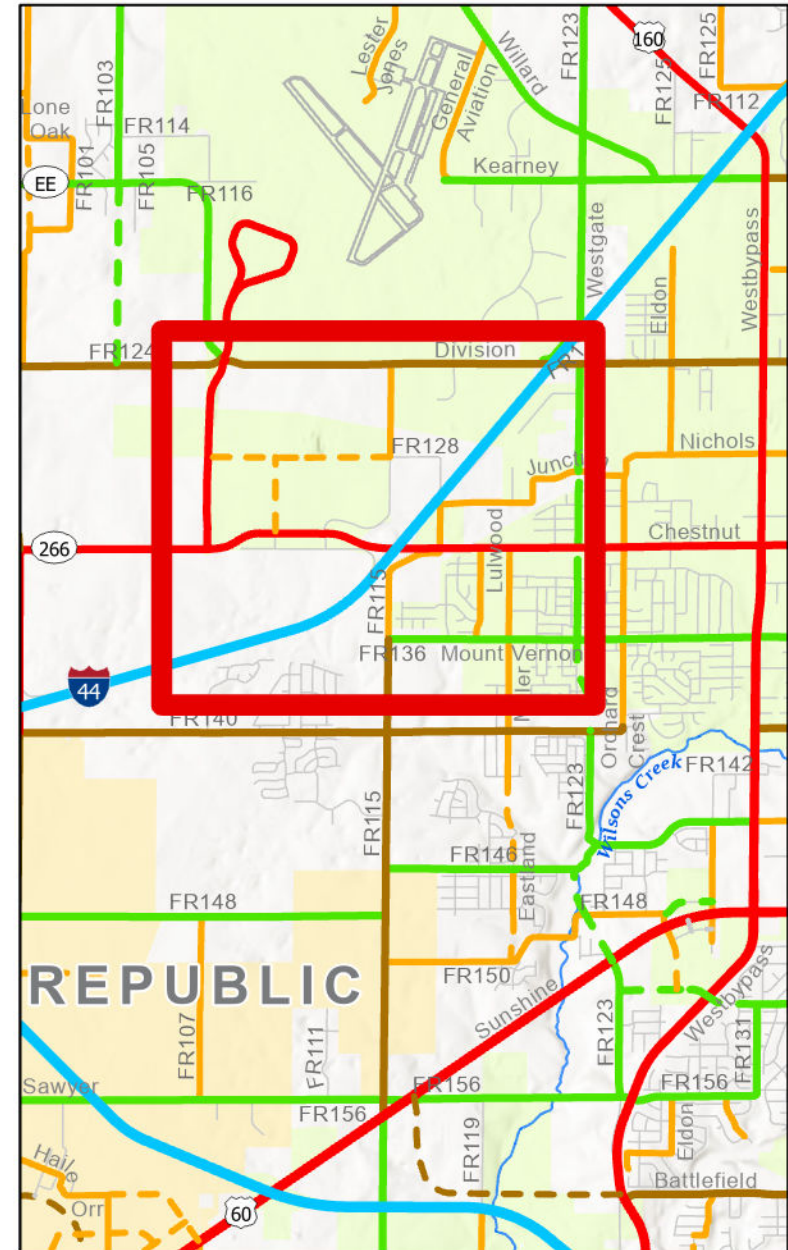
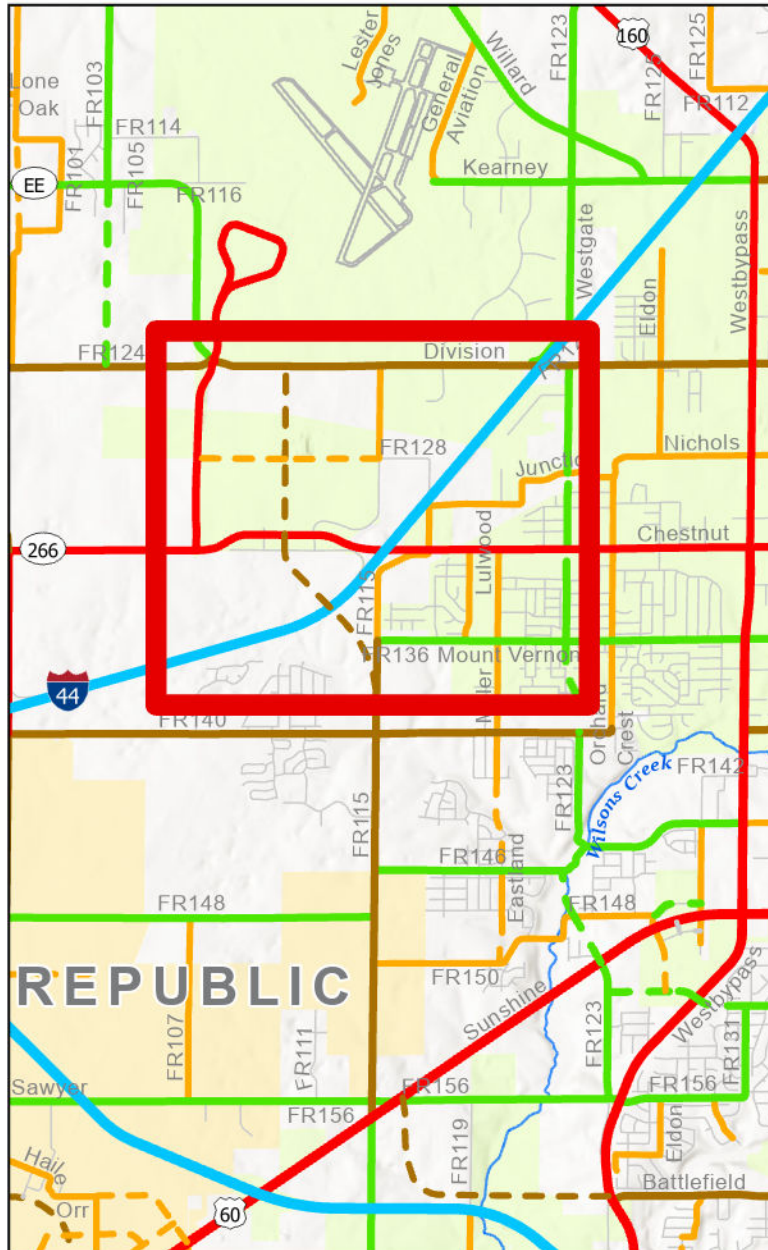
Major Thoroughfare Plan Ozarks Transportation Organization



As Approved by the OTO Board of Directors
July 22, 2022

Proposed

- Existing Roads
- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local
- Proposed Roads
- Proposed Expressway
- Proposed Primary Arterial
- Proposed Secondary Arterial
- Proposed Collector
- Proposed Local





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

Amendment Request Major Thoroughfare Plan

Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to info@ozarkstransportation.org or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

Application Information

Date: 5/31/2024

Contact Information

Name: Natasha Longpine
Title: Transportation Planning Manager
Agency: Ozarks Transportation Organization
Street Address: 2208 W. Chesterfield Boulevard
Suite 101
City/State/Zip: Springfield, MO 65807
Email: nlongpine@ozarkstransportation.org
Phone: 417-865-3042
Fax: 417-862-6013

Roadway Data

Roadway Name: Deer Lake/Haseltine
Termini of Roadway
From: Farm Road 115
To: Division
Length (miles): Proposed-N/A
Number of Lanes: Proposed-N/A
Lane Width: Proposed-N/A

Amendment Requested and Justification

Current Classification:

The current proposed principal arterial connects Haseltine Road (Farm Road 115) to Division Street through Springfield Underground Inc. property.

Requested Change:

It is proposed to reclassify the proposed roadway to a collector, limit it to Springfield Underground, Inc. property between the Chestnut and the east/west proposed collector, and realign it with Deer Lake Avenue.

Describe Process for Jurisdiction Approval?

The City of Springfield and Greene County are concurrently working through the approval process.

Date of Approval by Jurisdiction

August 19, 2024

Please describe the history causing need for the amendment:

[Click [here](#) and type explanation]

What impacts would this amendment have on future ability to comply with the OTO MTP?

By removing a crossing with I-44 as well as the railroad, compliance with the revised MTP should be easier.

Additional information you would like to include.

[Click [here](#) and type additional information]

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information

If you have questions or need help regarding this application, please contact us:

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

417.865.3042 x103

417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807

June 12, 2024

Sara Fields, AICP
Executive Director
Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Dear Sara,

The city has received from your organization a proposal for two amendments to the Major Thoroughfare Plan (MTP), as submitted on May 31. This proposal is in the city's review process and should proceed according to the schedule below:

- July 11 – Planning & Zoning Commission Hearing, following a 15-day advertising period
- August 5 – City Council Hearing
- August 19 – City Council Action

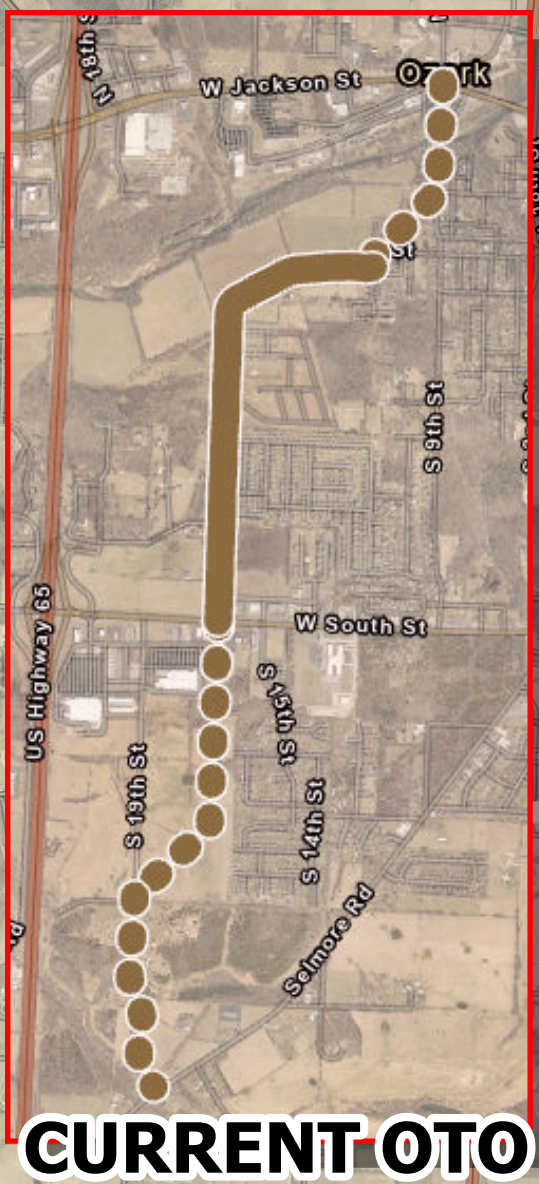
My staff will follow up with you if any deviation is expected from the schedule outlined above. Meanwhile, please let us know if you have any questions or need additional information.

Sincerely,

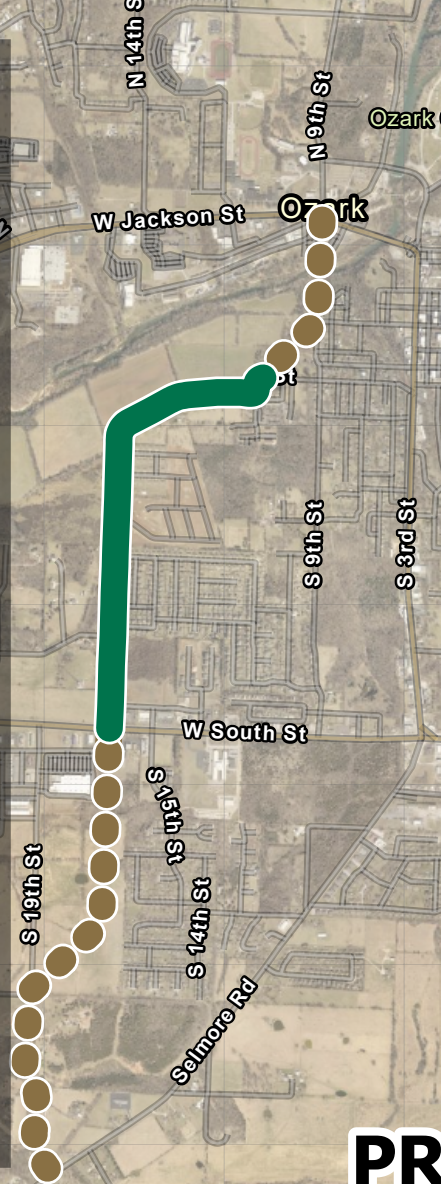

Matt Neal, Acting Director
Director of Public Works

Destination 2045
Amendment 6

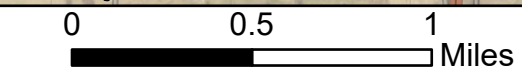
Current Ozark vs OTO MTP Classification With Proposed Changes



CURRENT OTO



PROPOSED CHANGE



LEGEND

	Primary Arterial
	Proposed Primary Arterial
	Secondary Arterial
	Proposed Secondary Arterial



The City of Ozark
MTP Excerpt

The City of Ozark makes no representations, express or implied, regarding the information's accuracy, completeness, and timeliness. This map is not suitable for legal, engineering, or surveying purposes. Notifications for any errors are appreciated.





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Amendment Request

Major Thoroughfare Plan

Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to info@ozarkstransportation.org or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long-range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

Application Information

Date: 6/10/2024

Contact Information

Name: Jeremy Parsons
Title: Public Works Director
Agency: City of Ozark
Street Address: 207 E. Brick St.
65721
City/State/Zip: Ozark, MO 65721
Email: jparsons@ozarkmissouri.org
Phone: 417-581-1702
Fax: 417-581-1708

Roadway Data

Roadway Name: 10th St. and 17th St
Termini
From: Jackson Street
To: Selmore Road

Length (miles): 15,861' or approximately 3 Miles
Number of Lanes: 2
Lane Width: 11'

Amendment Requested and Justification

Current Classification:

Primary Arterial

Requested Change:

Secondary Arterial

Describe Process for Jurisdiction Approval?

Staff would Adopt the Plan Amendment & Take to the Planning and Zoning Commission for recommendations and then to the Board of Aldermen for final Confirmation and adoption of an ordinance.

Date of Approval by Jurisdiction

9/23/2024

Please describe the history causing need for the amendment:

Limited Right-of-Way and the existing physical conditions have initiated this request. Historically, as properties have developed along the 17th St. Corridor, City Staff and the Ozark Special Road District (OSRD) have been collecting a total of 80' of Right-of-Way. After speaking with our planning partners and OSRD's third-party engineer we feel that a secondary arterial is more in line with the current and future needs of Ozark. Additionally, the City's Major Thoroughfare Plan currently identifies this roadway as a Secondary Arterial and we would like for the OTO and Ozark Plans to directly correlate. We have attached a map that illustrates the current and proposed amendment.

What impacts would this amendment have on future ability to comply with the OTO MTP?

No Negative Impacts

Additional information you would like to include.

See Attached Map

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information

If you have questions or need help regarding this application, please contact us:

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

417.865.3042 x103

417.862.6013 Fax

2208 W. Chesterfield Boulevard, Suite 101

Springfield, MO 65807

DRAFT



June 18, 2024

Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Re: Letter of Support for Road Classification Changes

Dear OTO Board:

Please accept this letter as confirmation of Christian County's support as it relates to the City of Ozark's proposal to change the classification of 10th St. and 17th St. within the Major Thoroughfare Plan. We believe this change will allow local and regional transportation plans to better mirror one another while also facilitating progress toward the overarching goals of improved connectivity in the local road network and economic development.

Best regards,

A handwritten signature in blue ink, appearing to read "Todd M. Wiesehan".

Todd M. Wiesehan
Director

TAB 10

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.H.

Draft FY 2025-2028 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The FY 2025-2028 Transportation Improvement Program can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>.

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

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP.

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

The document is available for review online at www.GiveUsYourInput.org

The draft TIP was made available for public comment beginning on June 16, 2024. Any comments will be provided to the Board of Directors for consideration. The draft document has been reviewed by MoDOT and USDOT.

TIP SUBCOMMITTEE ACTION TAKEN:

Following its meeting on May 23, 2024, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2025-2028 Transportation Improvement Program, with the understanding additional projects would be included upon scoring of OTO discretionary funding.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 26, 2024, the Technical Planning Committee recommended the Board of Directors approve 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 the FY 2025-2028 Transportation Improvement Program.”

OR

“Move to ask staff to revisit the document to make these changes...”

TAB 11

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.I.

2026-2030 Draft STIP Project Prioritization Criteria

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

AGENDA DESCRIPTION:

The STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Staff would like the committee to review the criteria and recommend any changes.

Included for review is the draft Prioritization Glossary which includes the criteria to be used for the next round of prioritization. The 2026-2030 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors meetings.

Some significant updates were made to the criteria this year. These changes included moving to a 100-point scale with a 25-point possible bonus. This will provide a good point of reference when examining the scores. The point changes are outlined in the table below.

An additional tier was added to the high-volume corridors for volumes over 65,000 AADT and the points were increased and changed within tiers. This was done to recognize the significance of the freeway system in the network.

Significant changes were made to the safety scoring that include adding points if a project appears in the top tier of the OTO or MoDOT safety plan which will reflect fatality and serious injury crashes. In addition, the crash rate was changed to crashes per mile. This was done to reflect the highest crash locations on a per mile basis for the OTO area.

A new category of economic development was added for 10 possible points. This will require Council, Board or Commission adoption of an area for economic development focus. The goal of this is addition is to provide additional opportunity for projects where a community commitment to grow is demonstrated.

Finally, a bonus 25 points were added as regional points. This will only be available to communities who have not had a construction project other than maintenance in the last five years. This is being proposed to facilitate some regional distribution of funding over time.

CRITERIA	POINTS	POINTS
	2024	2025
High Volume Corridors	6	15
Safety	20	25
RR Crossing	5	4
Congestion Current	14	14
Congestion Future	5	4
Environmental Justice	4	4
MultiModal	3	3
Freight Corridor	2	0
Percentage Freight	3	3
Travel Time	14	14
Bridge Condition	4	4
Economic Development	0	10
TOTAL	80	100

Following the Board approval of the Prioritization Criteria, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- July 2024 – OTO staff **Score Projects**
- August through September 2024 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- October through November 2024 – OTO Approval of **STIP Priorities**
- January through March 2025 – MoDOT updates on proposed project programming
- March through May 2025 – OTO **TIP Programming** of STIP Projects
- May 2025 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2025 – OTO Board requested to **Endorse the STIP**
- July 2025 – FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on June 26, 2024, the Technical Planning Committee recommended the Board of Directors approve the STIP Project Prioritization Criteria as presented.

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 STIP Project Prioritization Criteria as presented.”

OR

“Move to recommend that criteria are revised as follows...”

FY 2026-2030 STIP Project Prioritization Glossary

1. **High Volume Corridors. (15 points possible)** *Corridors are scored based upon AADT that has been adjusted for passenger car equivalent. This data is obtained annually from MoDOT. The most recent data is used.*

- Over 65,000 = 15 Points*
- 40,000 to 65,000 = 10 Points*
- 30,000 to 40,000 = 6 Points*
- 20,000 to 30,000 = 3 Points*
- 10,000 to 20,000 = 1 Points*

2. **Safety. (25 pts possible)**

A. **Crashes per mile (15 points possible)** All crashes for the previous five-year period (2019 – 2023) were aggregated and summed for each roadway segment. Crashes per mile for each segment was calculated using the crash sums and roadway attributes:

$$\text{Total crashes / Roadway Length}$$

Crashes per mile for segments were grouped into four classes by percentile rank representing the top 25% and so on to the lowest 25%. Points were then awarded based on the following scale.

- 75th percentile and up = 15 points
- 75th – 50th percentile = 10 points
- 50th – 25th percentile = 5 points
- 25th – 0th percentile = 0 points

B. **Identified Safety Project.** The project is an identified safety project. **(10 points possible)**. Project is either in the top tier of the MoDOT safety plan or the top tier of the OTO Regional Safety Plan.

- Yes = 10
- No = 0

3. **Improvement or Removal of At-Grade Railroad Crossing (4 points possible).** *If a project improves or removes an at-grade railroad crossing, it receives four points.*

- Yes = 4
- No = 0

4. **Congestion Management Current (14 points possible)**

- Current volume-to-capacity greater than or equal to 0.86 = 7 Points*
- Current volume-to capacity greater than or equal to 0.92 = 11 Points*
- Current Volume-to-Capacity Greater than or equal to 1 = 14 Points*

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2023 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by

the percentage of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2050 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 4 Points.

Future volume-to-capacity ratios were calculated for opposing directions. The volume from the 2050 model is used. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

6. Environmental Justice

In order to adequately identify minority and low-income populations in the OTO area, each of these demographics were mapped using occupied housing units for 2020 census blocks, local construction permits, and estimates from the 2018 – 2022 American Community Survey. Census block estimates were aggregated into a grid of hex bins covering the OTO area. Hexagons within a half mile of each proposed project were selected and the estimated number of low income and minority individuals were summed before percentages were calculated using the total population within the selected hexes. If the value for one of these selections was greater than the overall percentage for the MPO area, it is considered an environmental justice area for priority scoring.

Projects that have a higher percentage of minorities than the OTO area as a whole = 2 points

Projects that have a higher percentage below the poverty level than the OTO area as a whole = 2 points

7. Multi-Modal (maximum of 3 points)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 0 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

9. Travel Time

The OTO uses HERE travel time data from the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. The 25th percentile speed during the AM and PM peaks was derived for business days during March, April, and May of 2024. The collection period for

the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. The 25th percentile speed was subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Free Flow Speed = 14

10.0 to 19.9 mph Below the Free Flow Speed = 10

5.0 to 9.9 mph Below the Free Flow Speed = 4

Freeways

10 mph or more Below the Free Flow Speed = 14

9.9 to 5 mph Below the Free Flow Speed = 10

4.9 to 0.1 mph Below the Free Flow Speed = 4

10. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined by using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

11. Economic Development (10 points possible)

Each community will be allowed to designate areas for the highest economic development focus.

Communities with a population of less than 10,000 will designate one area. Jurisdictions between 10,000 and 100,000 will be able to designate two areas. Communities over 100,000 people will be able to designate three areas. The ruling body will be required to pass a resolution or officially adopt these areas and proof must be provided along with a site map. New resolutions or adoptions will be required every five years.

Project within ½ mile travel distance by road to designated economic development area will receive 10 points.

12. Regional Points (25 points possible)

If a community has not had a STIP Project other than resurfacing, maintenance, or a minor safety improvement in the last five years, an additional 25 points may be awarded. The year that the project first appeared in the STIP will be used for the five-year look back. However, the look back period will begin with the 2024-2028 adopted STIP.

Example: Project appeared in the STIP in 2024 for construction. If no other project were programmed in the jurisdictional boundary during the next five years of STIP Prioritization rounds, the project would be awarded 25 additional points in calendar year 2029 for programming in the 2030-2034 STIP.

TAB 12

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.J.

FY 2026-2030 Draft STIP Prioritization Project List

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

AGENDA DESCRIPTION:

OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program. This list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year.

Members are asked to review the list and propose any additions, deletions, or modifications.

BOARD OF DIRECTORS ACTION REQUESTED:

Members are asked to review the FY 2026-2030 Draft STIP Prioritization Project List.

FY 2026-2030 Proposed Projects for STIP Prioritization

Roadway	Project Description
Campbell (South) & Plainview	(Public Comment)
Chestnut Expwy	Kansas to National (City of Springfield)
Chestnut Expwy & Glenstone/BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements
Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan
Chestnut/LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan
Division	RR seperation west of US 65
FR 115 & FR 140	Roundabout (Public Comment/City of Nixa)
Glenstone & Luster	(Public Comment)
Glenstone/Evergreen	Intersection improvements/ped safety
Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan
Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street
Hwy 125 & FR 186	Intersection improvements
I-44	Widen to six lanes/aux lanes from Route 160 (West Bypass) to Route 13 (Kansas Expressway)
I-44	Capacity/Pavement rebuild from Rte. 13 (Kansas Expressway) to Rte. 65
I-44	Capacity/Operational Improvements from 125 to 65
I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)
I-44	Widen to six lanes from Rte. MM to LP 44 (Chestnut Expressway)
I-44	Widen to six lanes from MO 360 to Rte MM
I-44	Future Overpass by Exotic Animal Paradise
I-44 & Rte MM	Phase II interchange improvements at Route MM
I-44 WB at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan
I-44/US 65	Phase II interchange improvements at Rte. 65
Le Compte Rd/Rte YY	Intersection improvements
Main/FR 168	Four way stop/Flashing light
MO 13 & FR 94	Add J-turn at FR 94.
MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)
MO 13 (Kansas Expressway)	Context Sensitive Solution from Mt. Vernon Street to Grand Street
MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard
MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements Battlefield Road to Rte. 60
MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)
MO 13 (Kansas Expressway)/I-44	Phase II, III and IV interchange improvements at Interstate 44 - WB Ramp
MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division to include hawk signal at Bolivar Road
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Mt Vernon
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Division
MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary
MO 13/Division	Intersection improvements at Kansas Expressway and Division Street
MO 413 - JRF to West Bypass	Six Lane
MO 413 at CRD 129	Check Clearance Interval w/ all red, Backplates with retroreflective tape/MoDOT SW Safety Plan
MO 744	Kearney Street Phase II Safety and Intersection Improvements

Roadway	Project Description
MO 744	Intersection improvements at National Avenue
Nicholas & Tracker	Intersection improvements
Plainview & FR 141	(Public Comment)
RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements
RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from I-44 to Rte 160
RT H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14
Rte 125	Safety Improvements FR 84 to OTO North Boundary
Rte 125 N. of JJ	Improve curve delineation
Rte 125/DD	(City of Strafford)
Rte 125/Evergreen	(City of Strafford)
Rte 125/FR 132	Intersection Improvements
Rte 125/FR 84	Intersection Improvements
Rte 125/OO South	Intersection Improvements
Rte 125/Rte D	intersection improvements
Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves
Rte 125/YY	Intersection Improvements
Rte 14	Capacity and Safety Improvements 14th Street to W
Rte 14	NN to 3rd Bridge widening
Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
Rte 14	3rd Street in Ozark
Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
Rte 14	Nicholas to OTO Western Limits
Rte 14	Capacity and Safety Improvements W to JJ
Rte 14 & 32nd	(Public Comment)
Rte 14/Church	(City of Ozark) - including pedestrian improvements
Rte 14/Fremont	Intersection improvements
Rte 14/Oak	Intersection Improvements
Rte 14/Rte W	Intersection Improvements
Rte 160 & Grand	Intersection improvements
Rte 174	Capacity Improvements Main to 60
Rte 174/Boston Ave	Intersection Improvements
Rte 174/Main St	Intersection Improvements
Rte 266	Capacity & Safety improvements Rte B to Rte AB
Rte 360	ITS Improvements from I-44 to 60
Rte 413 & FR 115	(Public Comment)
Rte 744 & Mulroy	Intersection improvements
Rte AA/Ellen	Intersection improvements
Rte AA/Owen Rd	Intersection Safety Improvements

Roadway	Project Description
Rte AB	Railroad grade separation
Rte AB	Capacity & Safety improvements Rte EE to Rte 266
Rte AB	Safety Improvements from Rte 160 to EE
Rte AB & FR 84	(Public Comment/City of Willard)
Rte AB & FR 94	(Public Comment/City of Willard)
Rte AB & Hwy 160	Intersection improvements with pedestrian underpass
Rte AB & Rte EE	Intersection improvements
Rte B	Capacity improvements from 266 to I-44
Rte CC	Capacity and Safety Improvements Main to Cheyenne
Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
Rte CC	Widening from US 160 to Main MoDOT
Rte CC & Fremont	(Public Comment)
Rte D/Enterprise	Change from permitted/permitted-protected to protected and pedestrian facilities /MoDOT SW Safety Plan
Rte EE	Safety improvements I-44 to Airport Blvd
Rte EE & Willard S. Elementary	(Public Comment)
Rte FF	Capacity Improvements through Battlefield
Rte FF & 3rd	Battlefield
Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing
Rte FF & US 60	(Public Comment)
Rte FF/ Weaver	Intersection Improvements
Rte J	Additional WB lane between Farmer Branch & 17th
Rte J/NN	2 thru lanes EB/WB at intersection
Rte M	Capacity Improvements ZZ to FF
Rte M/FR 101	Operational improvements
Rte M/FR 168	Safety/Capacity Improvements
Rte MM	Extension from new intersection at US 60 to Rte M
Rte MM	Capacity and Safety Improvements 360 to Haile St
Rte MM	Realignment and RR overpass from Haile St. to US 60
Rte MM	MO 360 to I-44
Rte MM/MO 360	Bridge Widening at MO 360 interchange
Rte MM/Sawyer	Intersection Improvements
Rte NN	Realign curve south of Route 60
Rte NN	Capacity and Safety Improvements Weaver to Jackson
Rte NN	Capacity and Safety Improvements J to Pheasant
Rte NN to Sunset	Bike lanes & sidewalks
Rte NN/FR 194	Intersection improvements
Rte NN/Melton	Intersection improvements
Rte NN/Sunset	Intersection improvements
Rte O (Willard)	(Public Comment)
Rte OO	Center turn lane from Rte 125 N to Rte 125 S

Roadway	Project Description
Rte P	Center turn lane from US 60 to Lombardy
Rte P/Miller Ave	Intersection Improvements
Rte YY	Intersection improvements at FR 193
Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)
Rte ZZ/FR 174	Signal/Roundabout
Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic
US 160	Capacity Improvements from Plainview to AA
US 160	Six-Lane from AA to CC
US 160	Safety and Capacity 14 to OTO Southern Boundary
US 160	Widening from Jackson to Hwy 123
US 160	4 lane to Pembroke/Rosedale
US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)
US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)
US 160/ FR146	Intersection Improvements
US 160/Battlefield	Intersection improvements at Battlefield Road
US 160/Chestnut Expwy	Intersection improvements
US 160/Division	Intersection improvements
US 160/FR 123	Intersection Improvements
US 160/Mt Vernon	Intersection improvements
US 160/Nichols	Intersection improvements
US 160/Rte 413	Widen dual left turn lanes NB & WB (City of Springfield)
US 60	Upgrade to freeway from Routes NN/J to west of Route 125
US 60	Rte 174 to Bailey Intersection Improvements as noted in study
US 60	Bailey to Rte MM
US 60	Capacity and Safety Improvements west of Republic
US 60	JRF- Capacity Improvements Kansas to West Bypass
US 60	Capacity improvements Rte FF to MO 360
US 60 & Bailey	Intersection improvements at Bailey Avenue
US 60 & Elm	Intersection improvements
US 60 & FR 107	Intersection improvements at FR 107 and FR 107 grade crossing closure
US 60 & FR 189	New Interchange
US 60 & Fremont	Fremont bridge over JRF (City of Springfield)
US 60 & Hamilton	(Public Comment)
US 60 & Hines	Intersection improvements
US 60 & Main	Intersection improvements
US 60 (James River Freeway)	Northbound ramp improvement at Route 65
US 60/FR 103	Intersection improvements at relocated Rte MM
US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan
US 60/Kansas Expwy	Interchange improvements
US 60/National Ave	Interchange/Operational improvements

Roadway	Project Description
US 60/US 65	Phase II interchange improvements at Rte. 65
US 65	Longview Interchange
US 65	Capacity from 14 to F
US 65	6-lane 65 from F to EE
US 65	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)
US 65 SB ramp to JRF	MoDOT
US 65/Division	Interchange (Public Comment) - Bridge Replacement may be needed by 2037
US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029
US 65/Rte AA	Intersection Improvements

TAB 13

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.K.

I-44 Cost Apportionment Agreement & Contract Authority

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

AGENDA DESCRIPTION:

Project Background – the OTO is entering into a cost appropriation agreement with MoDOT, Greene County, and City of Springfield for improvements to I-44. The proposed improvements will involve construction of additional travel lanes on I-44 between Route 13 and Route H, multi-use path connections and underpass near Doling Park. In addition, replacement of the Farm Road 127 (New Melville Road) bridge over I-44 and inclusion of bicycle and pedestrian accommodations on the new structure.

Project Funding – The OTO will be contributing \$302,006 in Transportation Alternatives Program (TAP) funds towards the project. The complete breakout of cost appropriation is included below:

Financial Responsibilities	
City of Springfield STBG	\$2,000,000
Greene County	\$1,000,000
OTO - TAP	\$302,006
MoDOT	\$33,691,621
Total	\$36,993,627

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move 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.”

OR

“Move to approve the execution of the Cost Apportionment Agreement, with the following changes...”



Resolution # 2024-14

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

July 18, 2024

RESOLUTION TO AUTHORIZE COST APPROPRIATE AGREEMENT BETWEEN MODOT, GREENE COUNTY, AND THE CITY OF SPRINGFIELD

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

WHEREAS, the Board wishes to partner with MoDOT, Greene County, and the City of Springfield;
and

WHEREAS, the Board supports the reconstruction of I-44 including the construction of additional travel lanes on I-44 between Route 13 and Route H, multi-use path connections and underpass near Doling Park, as well as replacement of the Farm Road 127 bridge over I-44 and inclusion of bicycle and pedestrian accommodations on the new structure.

WHEREAS, the Board is willing to contribute \$302,006 in Transportation Alternatives Program (TAP) funding towards the I-44 project;

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize officers or a management employee of the Organization to enter into any contract.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize the Executive Director, to enter into and execute a cost appropriation agreement with MoDOT, Greene County, and the City of Springfield.

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of

the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[End of Resolution; Remainder of Page Intentionally Left Blank]

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

The above resolution is hereby Adopted on this 18th day of July 2024.

ATTEST:

Mr. Derek Lee
OTO Board of Directors Chair

Ms. Martha Smartt
OTO Board of Directors Secretary

CCO Form: DE07
Approved: 07/97 (DPP)
Revised: 12/21 (BDG)
Modified: 01/24 (MWH)

Cost Apportionment Agreement
Route: Interstate 44
County: Greene
Job No.: SU0076, 8S3156
eAgreement # 2023-12-82937

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
COST APPORTIONMENT AGREEMENT**

THIS AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the City of Springfield (hereinafter, "City"), Greene County (hereinafter "County"), and the Ozarks Transportation Organization (hereinafter "MPO"). The City, County and MPO are collectively referred to as "Entities".

WITNESSETH:

WHEREAS, the Commission owns and maintains Interstate 44 (I-44) in Greene County as part of the State Highway System;

WHEREAS, the parties desire the improvement or reconstruction of I-44, extending generally from west of Route 13 (Kansas Expressway) to Route H (Glenstone Avenue); and

WHEREAS, the Entities are willing to provide assistance in the construction or reconstruction of the improvements, including assistance with aesthetic improvements, subject to the terms and conditions herein.

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations in this Agreement, the parties agree as follows:

(1) PURPOSE: The purpose of this Agreement is to co-ordinate the participation by the Entities in the cost of the Commission's public improvements for I-44, in the County of Greene. The public improvement designated as Job Number SU0076 will involve construction of additional travel lanes on I-44 between Route 13 and Route H, multi-use path connections and underpass near Doling Park. The public improvement designated as Job Number 8S3156 will involve replacement of the Farm Road 127 (New Melville Road) bridge over I-44 and inclusion of bicycle and pedestrian accommodations on the new structure.

(2) LOCATION: The transportation improvement that is the subject of this Agreement is contemplated at the following location:

I-44, Greene County Missouri, Generally from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone Avenue) in Springfield (SU0076); and also at bridge A0441, which carries Farm Road 127 (New Melville Road) over I-44 (8S3156).

The general location of the public improvement is shown on attachment marked "Exhibit A" and incorporated herein by reference.

(3) AMENDMENTS: Any change in this Agreement, whether by modification or supplementation, must be accomplished by a formal contract amendment signed and approved by the duly authorized representatives of the Entities and the Commission.

(4) USE OF RIGHT-OF-WAY: The City and County grant the right to use the right-of-way of public roads, streets, park lands, and alleys, as necessary for construction and maintenance of said public improvements.

(5) COMMISSION REPRESENTATIVE: The Commission's Southwest District Engineer is designated as the Commission's representative for the purpose of administering the provisions of this Agreement. The Commission's representative may designate by written notice other persons having the authority to act on behalf of the Commission in furtherance of the performance of this Agreement.

(6) PROJECT RESPONSIBILITIES: With regard to project responsibilities under this Agreement, the parties agree to contribute as follows:

(A) The Commission will be responsible for the preparation of detailed right-of-way and construction plans and project specifications. This includes design, letting of project, and inspection of project. The plans shall be prepared in accordance with and conform to Commission requirements.

(B) The Commission will acquire right-of-way as needed for the project in accordance with Commission requirements.

(C) The Commission will be responsible for letting the work for the herein improvement, which includes advertising the project for bids and awarding the construction contract. The Commission will solicit bids for the herein improvement in accordance with plans developed by the Commission, or as the plans may from time to time be modified in order to carry out the work as contemplated.

(D) The Commission will be responsible for construction of the herein improvements, which includes administration of the construction contract and inspection of the project work. The project shall be constructed in accordance with and conform to Commission requirements.

(E) The Commission will be responsible for the preparation of plans and project specifications for the aesthetic improvements in consultation with the City and County. The Commission will provide the aesthetic plans to the City and County for review and approval prior to letting the work.

(7) PAYMENT RESPONSIBILITIES: With regard to payment responsibilities under this Agreement, the parties agree to as follows:

(A) The Entities' payment responsibilities include a lump sum payment for both projects, SU0076 and 8S3156. In addition, the City and the County shall be responsible for one hundred percent (100%) of the cost for aesthetic improvements on both projects, SU0076 and 8S3156. The Commission will be responsible for the remainder of the project costs, comprised of adding lanes, pavement improvements and bridge improvements.

(i) SU0076 and 8S3156 Lump Sum Contribution: The City agrees the Commission may program up to one million, six hundred eleven thousand, eight hundred thirty dollars (\$1,611,830) of Surface Transportation Block Grant (STBG)-Urban program funding allocated by the MPO. The County agrees to make a cash contribution of nine hundred two thousand, nine hundred fifty-seven dollars (\$902,957), no more and no less. The MPO agrees the Commission may program up to three hundred two thousand, six dollars (\$302,006) for Transportation Alternatives Program (TAP) Funds designated for the Springfield Urban Area.

(ii) SU0076 Aesthetics: The City agrees the Commission may program up to two hundred sixty-seven thousand, two hundred thirty-eight dollars (\$267,238) of STBG-Urban funding allocated by the MPO. The County agrees to make a cash contribution of sixty-six thousand, eight hundred nine dollars (\$66,809).

(iii) 8S3156 Aesthetics: The City agrees the Commission may program up to one hundred twenty thousand, nine hundred thirty-three dollars (\$120,933) of STBG-Urban funding allocated by the MPO. The County agrees to make a cash contribution of thirty thousand, two hundred thirty-three dollars (\$30,233).

(vi) Aesthetics Overruns and Underruns: The City is responsible for additional costs of aesthetics over three hundred thirty-four thousand, forty-seven dollars (\$334,047) on SU0076 and over one hundred fifty-one thousand, one hundred sixty-six dollars (\$151,166) on 8S3156. For any overrun costs, the City agrees that the Commission may program up to an additional two hundred thousand dollars (\$200,000) of STBG-Urban funding allocated by the MPO, above the amounts in the paragraph above, for no more than eighty percent (80%) of the overrun cost. The remainder of the overrun cost shall be paid by the City in local cash. Any local cash payment shall be made out to *Missouri Highway and Transportation Commission – Local Fund*. Any cost savings for aesthetics under three hundred thirty-four thousand, forty-seven dollars (\$334,047) on SU0076 and one hundred fifty-one thousand, one hundred sixty-six dollars (\$151,166) on 8S3156 will be shared by the City and County on a pro rata share of the initial investment.

(v) County Cash Payment: In fulfillment of its obligations stated above, the County shall remit a check in the amount of one million dollars (\$1,000,000) no later than five (5) days prior to the Commission's advertisement of the project for bids.

This check should be made payable to *Missouri Highway and Transportation Commission – Credit Local Fund*. If the County fails to make the deposit, the Commission is under no obligation to continue with the project. The maximum County contribution to projects SU0076 and 8S3156 under this agreement is one million dollars (\$1,000,000).

(B) The Commission will be responsible for all other project costs other than the amounts listed above. The Commission's total estimated contribution for project 8S3156 is four million, three hundred seven thousand, four hundred forty-seven dollars (\$4,307,447) and for project SU0076 is twenty-nine million, three hundred eighty-eight thousand, one hundred seventy-four dollars (\$29,388,174). The Commission will be responsible for all cost overruns and will received all cost savings, except for aesthetic improvements as noted in Paragraph 7(A) above.

(C) If, at the time of the letting, the lowest responsive bid for aesthetic improvements is higher than the estimated construction and inspection cost amount for aesthetics, the City, upon written notification from the Commission shall remit a check in the amount of its local cash share of the difference between the estimated amount and the lowest responsive bid no later than one (1) day prior to the date of the Commission meeting wherein the subject bid will be considered for award or a later date set by the Commission in its sole discretion. In the event the Commission, in its sole discretion, extends the day the Entities payment is due, it shall notify the City of the new due date in writing, which shall be binding immediately upon the City's receipt of the written notice. The check must be made payable to the *Missouri Highways and Transportation Commission – Credit Local Fund*. The Commission, in its sole discretion, reserves the right to take action at the said Commission meeting and either reject all bids if the City fails to make the payment by the due date, or award the contract to the lowest responsive bidder contingent upon receipt of the additional funds from the City by the extended due date. If the Commission makes a contingent award of the contract and the City fails to make the required deposit(s) by the extended due date, the contingency of the contract award by the Commission shall be deemed unsatisfied, the award of the contract shall be deemed null and void and the Commission shall be under no obligation to continue with the project.

(D) Project cost and payment details are shown on the attachment marked "Exhibit B" and incorporated herein by reference.

(8) COMMINGLING OF FUNDS: The Entities agree that all local funds deposited by the Entities, pursuant to this Agreement with the Commission, may be commingled by the Commission with other similar monies deposited from other sources. Any deposit may be invested at the discretion of the Commission in such investments allowed by its Investment Policy. Only interest earned on Aesthetic items shall be payable to the *Local Fund* and credited to the project. If the amount deposited plus any applicable credited interest with the Commission shall be less than the actual obligation of the Entities for this project, the Entities, upon written notification by the Commission, shall tender the necessary monies to the Commission to completely satisfy its obligation. Upon

completion of the project, any excess funds or interest credited to the Entities shall be refunded to the Entities based on its pro rata share of the investment.

(9) ASSIGNMENT: The Entities shall not assign, transfer or delegate any interest in this Agreement without the prior written consent of the Commission.

(10) LAW OF MISSOURI TO GOVERN: This Agreement shall be construed according to the laws of the State of Missouri. The Entities shall comply with all local, state and federal laws and regulations relating to the performance of this Agreement.

(11) APPROVAL OF FHWA AND AVAILABILITY OF FUNDS: This Agreement is entered into subject to the approval of the Federal Highway Administration and is further subject to the availability of federal and state funds for this construction.

(12) CANCELLATION: The Commission may cancel this Agreement at any time for a material breach of contractual obligations or for convenience by providing the Entities with written notice of cancellation. Should the Commission exercise its right to cancel this Agreement for such reasons, cancellation will become effective upon the date specified in the notice of cancellation sent to the Entities.

(13) VENUE: It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

(14) SOLE BENEFICIARY: This Agreement is made for the sole benefit of the parties hereto and nothing in this Agreement shall be construed to give any rights or benefits to anyone other than the Commission and the Entities.

(15) COMMISSION RIGHT OF WAY: All improvements made within the state-owned right-of-way shall become the Commission's property, and all future alterations, modifications, or maintenance thereof, will be the responsibility of the Commission, except as otherwise provided by this Agreement or a separate written agreement.

(16) NO INTEREST: By contributing to the cost of this project or improvement, the Entities gain no interest in the constructed roadway or improvements whatsoever. The Commission shall not be obligated to keep the constructed improvements or roadway in place if the Commission, in its sole discretion, determines removal or modification of the roadway or improvements, is in the best interests of the state highway system. In the event the Commission decides to remove the landscaping, roadway, or improvements, the Entities shall not be entitled to a refund of the funds contributed by the Entities pursuant to this Agreement.

(17) AUTHORITY TO EXECUTE: The signers of this Agreement warrant that they are acting officially and properly on behalf of their respective institutions and have been duly authorized, directed and empowered to execute this Agreement.

(18) SECTION HEADINGS: All section headings contained in this Agreement are for the convenience of reference only and are not intended to define or limit the scope of any provision of this Agreement.

(19) ADDITIONAL FUNDING: In the event the Commission obtains additional federal, state, local, private or other funds to construct the improvement being constructed pursuant to this Agreement that are not obligated at the time of execution of this Agreement, the Commission, in its sole discretion, may consider any request by the Entities for an off-set for the deposited funds, a reduction in obligation, or a return of, a refund of, or a release of any funds deposited by the Entities with the Commission pursuant to this Agreement. In the event the Commission agrees to grant the Entities' request for a refund, the Commission, in its sole discretion, shall determine the amount and the timing of the refund. Any and all changes in the parties' financial responsibilities resulting from the Commission's determination of the Entities' request for a refund pursuant to this provision must be accomplished by a formal contract amendment signed and approved by the duly authorized representative of the Entities and the Commission.

(20) NO ADVERSE INFERENCE: This Agreement shall not be construed more strongly against one party or the other. The parties to this Agreement had equal access to, input with respect to, and influence over the provisions of this Agreement. Accordingly, no rule of construction which requires that any allegedly ambiguous provision be interpreted more strongly against one party than the other shall be used in interpreting this Agreement.

(21) ENTIRE AGREEMENT: This Agreement represents the entire understanding between the parties regarding this subject and supersedes all prior written or oral communications between the parties regarding this subject.

(22) VOLUNTARY NATURE OF AGREEMENT: Each party to this Agreement warrants and certifies that it enters into this transaction and executes this Agreement freely and voluntarily and without being in a state of duress or under threats or coercion.

(23) NOTICES: Any notice or other communication required or permitted to be given hereunder shall be in writing and shall be deemed given three (3) days after delivery by United States mail, regular mail postage prepaid, or immediately after delivery in person, or by facsimile or electronic mail addressed as follows:

Commission to: Missouri Department of Transportation
Attn: Stacy Reese, District Engineer
3025 E. Kearney Street
Springfield, MO 65803
Email: stacy.reese@modot.mo.gov

City to: City of Springfield
Attn: Dan Smith, Director of Public Works
840 N. Boonville Avenue
Springfield, MO 65801
Email: dsmith@springfieldmo.gov

County to: Greene County Highway Department
Attn: Adam Humphrey, Administrator
2065 N. Clifton Avenue
Springfield, MO 65803
Email: ahumphrey@greencountymo.gov

MPO to: Ozarks Transportation Organization
Attn: Sara Fields, Executive Director
2208 W. Chesterfield Boulevard Suite 101
Springfield, MO 65807
Email: sfields@ozarkstransportation.org

or to such other place as the parties may designate in accordance with this Agreement.

*Remainder of Page Intentionally Left Blank; Signatures and Execution Appear on
Following Pages*

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

Executed by the City on _____(DATE).

Executed by the County on _____(DATE).

Executed by the Commission on _____(DATE).

Executed by the MPO on _____(DATE).

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

CITY OF SPRINGFIELD

Title _____

By _____
Title _____

ATTEST:

ATTEST:

Secretary to the Commission

By _____
Title _____

Approved as to Form:

By _____
Title _____

Commission Counsel

By _____
Title _____

Approved as to Form:

Title: _____

Ordinance No _____

GREENE COUNTY

OZARKS TRANSPORTATION ORGANIZATION

By _____

By _____

Title _____

Title _____

By _____

Title _____

By _____

Title _____

ATTEST:

Title _____

ATTEST:

By _____

Title _____

Approved as to Form:

Title _____

AUDITOR CERTIFICATION

I certify that the expenditure contemplated by this document is within the purpose of the appropriation to which it is to be charged and that there is an unencumbered balance of anticipated revenue appropriated for payment of same.

EXHIBIT A
Location Map

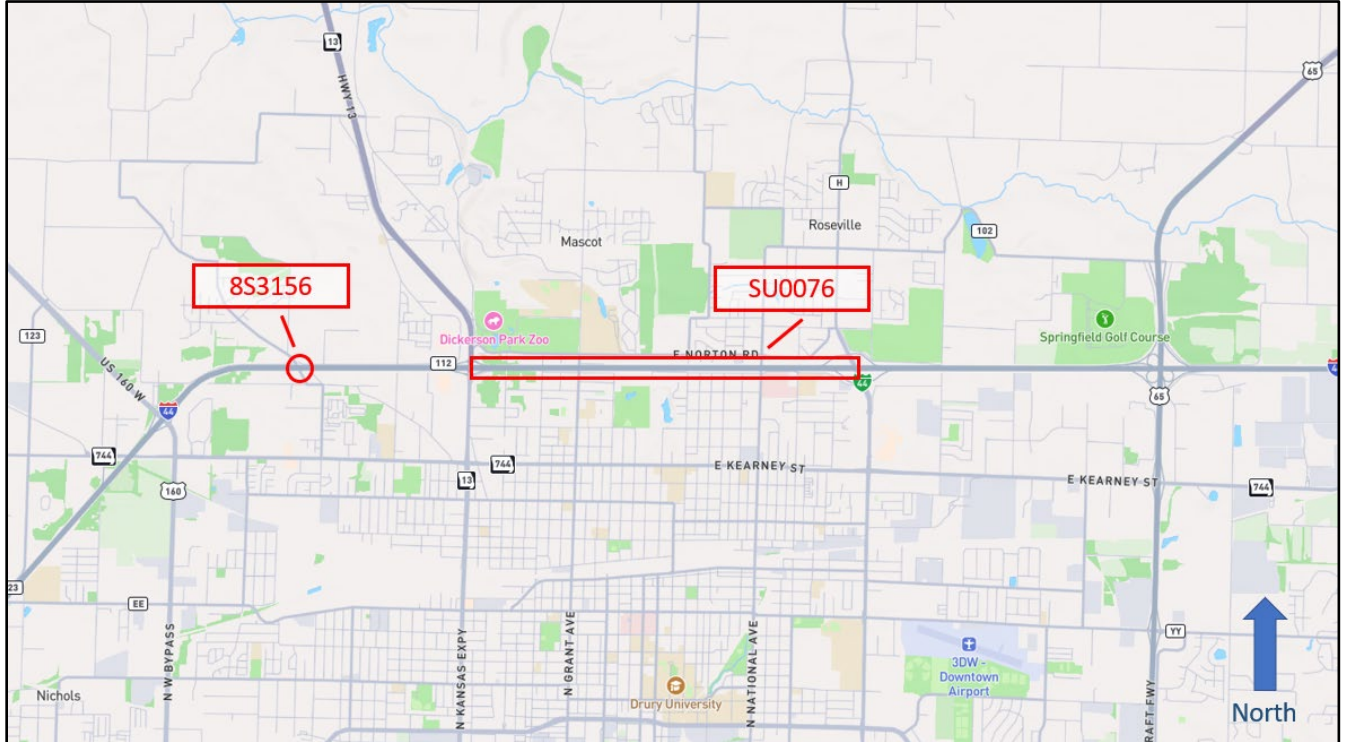


EXHIBIT B

Project Name:	I-44 Improvements				
MoDOT Job Number:	SU0076, 8S3156				
Description:	Add lanes and replace bridges from Rte. 13 (Kansas Expressway) to Rte. H (Glenstone Avenue) and Bridge replacement on Melville Road over I-44 in Springfield				
Cost Apportionment Terms Include:					
Lump Sum Contribution	Aesthetics - 100% Actual Cost				
Project Estimate					
	SU0076, 8S3156 Total Project Cost	SU0076 Aesthetic Improvements	8S3156 Aesthetic Improvements	SU0076 8S3156 Lump Sum Contribution	Cost- Apportionment Eligible
Preliminary Engineering	\$ 3,468,942	\$ 30,368	\$ 20,155	\$ -	\$ 50,523
Right-of-way	\$ 8,100	\$ -	\$ -	\$ -	\$ -
Right-of-way Incidentals	\$ 15,000	\$ -	\$ -	\$ -	\$ -
Utilities	\$ 909,000	\$ -	\$ -	\$ -	\$ -
Construction w/ Conting.	\$ 27,469,622	\$ 258,127	\$ 111,975	\$ 2,816,793	\$ 3,186,895
Non-contractuals	\$ 300,000	\$ -	\$ -	\$ -	\$ -
Inspection and Letting	\$ 4,822,963	\$ 45,552	\$ 19,036	\$ -	\$ 64,588
Total	\$ 36,993,627	\$ 334,047	\$ 151,166	\$ 2,816,793	\$ 3,302,006
Project Responsibilities					
Preliminary Engineering	MoDOT				
ROW Acquisition	MoDOT				
Letting	MoDOT				
Inspection	MoDOT				
Financial Responsibilities					
City of Springfield STBG - Aesthetics	\$ 388,170				Total Local Share
Greene County - Aesthetics	\$ 97,043				\$ 3,302,006
City of Springfield STBG - Lump Sum	\$ 1,611,830				
Greene County - Lump Sum	\$ 902,957				
OTO -TAP - Lump Sum	\$ 302,006				
MoDOT Engineering	\$ 8,176,794				Total MoDOT Share
MoDOT RW and Construction Funds	\$ 25,514,827				\$ 33,691,621

How are overruns and underruns handled?

City to pay for overruns with at least 20% local funds and 80% of overruns to be paid with City STBG-U, up to \$200,000 between both SU0076 and 8S3156. Underrun savings will be split between City and County per prorata share.

TAB 14

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM II.L.

Federal Discretionary Grant Support

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

AGENDA DESCRIPTION:

Federal discretionary funding requires a project to appear in a Transportation Improvement Program or have a commitment that a project will appear in the TIP if funding is awarded. There are two discretionary grant applications that will need to be added to the TIP if awarded discretionary grant funding.

The City of Springfield is applying for a Safe Streets and Roads for All (SS4A) grant, a discretionary funding program available through the Bipartisan Infrastructure Law. SS4A funding is available for planning and demonstration projects. The City of Springfield is submitting an application for the following:

- Data collection and development of a Transportation Master Plan that builds upon OTO's draft Action Plan and includes:
 - Neighborhood Traffic Calming Needs Assessment
 - Critical Traffic Capacity Analysis and related studies
 - EMS Response Time Modeling & Needs Assessment
 - Evaluate risky driver behavior that leads to crashes and development of countermeasure recommendations, such as public outreach, education and training.
 - Studies supporting Springfield's Vision Zero campaign and content development

The OTO is in the process of applying for EV Charging Infrastructure funds. There may be multiple EV Charger grant opportunities coming up in 2024. The OTO is looking to apply with multiple partner jurisdictions, with each partner contributing their share of the twenty percent required matching funds. The final amount of the grant applications are unknown at this time, but the maximum amount for the Charging and Fueling Infrastructure (CFI) discretionary grant Community Program is \$15 million. The first grant opportunity for EV Charging Infrastructure is due August 18, 2024. MoDOT may have additional funding available for applications later in 2024.

OTO has prepared resolutions and certificates of inclusion for the applications. These do not specify the particular discretionary funding program should another avenue of funding be necessary.

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 resolutions and TIP Certifications of Inclusion as provided.”

OR

“Move to approve the included resolutions and certifications with amendments as follows...”



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

July 18, 2024

RESOLUTION OF SUPPORT FOR THE CITY OF SPRINGFIELD'S SS4A SUPPLEMENTAL PLAN PROJECT

WHEREAS, the Ozarks Transportation Organization has adopted *Destination 2045*, the regional long-range transportation plan; and

WHEREAS, *Destination 2045* has an identified goal of a safe transportation system for all users on all modes, including considerations of vulnerable road users and under-represented populations to ensure equity in transportation decision-making; and

WHEREAS, the City of Springfield is requesting to develop a Transportation Master Plan that builds upon OTO's draft Action Plan, including a neighborhood traffic calming needs assessment, critical traffic capacity analysis and related studies, EMS response time modeling and needs assessment, evaluation of risky driver behavior and development of countermeasure recommendations, and studies supporting Springfield's Vision Zero campaign and content development; and

WHEREAS, the City of Springfield has not been able to identify adequate funding sources to complete the Plan; and

WHEREAS, the Ozarks Transportation Organization is currently preparing a Regional Safety Action Plan; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of supplemental planning in coordination with the development of a Safety Action Plan.

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the City of Springfield's Safe Streets and Roads for All (SS4A) supplemental planning project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the SS4A project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

[End of Resolution; Remainder of Page Intentionally Left Blank]

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

The above resolution is hereby Adopted on this 18th day of July 2024.

ATTEST:

Mr. Derek Lee

OTO Board of Directors Chair

Ms. Martha Smartt

OTO Board of Directors Secretary



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary grant funding, the **City of Springfield's Safe Streets and Roads for All (SS4A)** project will be included in the Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes federal investment in the region.

Derek Lee, Chairman
Ozarks Transportation Organization
Board of Directors

Date



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

July 18, 2024

**RESOLUTION OF SUPPORT FOR THE OZARKS TRANSPORTATION ORGANIZATION EV CHARGING
INFRASTRUCTURE PROJECT**

WHEREAS, the Ozarks Transportation Organization has identified the need for more Electronic Vehicle Charging Infrastructure in the OTO region;

WHEREAS, the Ozarks Transportation and partner jurisdictions have not been able to identify adequate funding sources to complete the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to EV charging infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the EV Charging Infrastructure project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the EV Charging Infrastructure project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

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 18th day of July 2024.

ATTEST:

Mr. Derek Lee

OZO Board of Directors Chair

Ms. Martha Smartt

OZO Board of Directors Secretary



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, hereby certifies that upon award of federal discretionary grant funding, the Ozarks Transportation Organization's **EV Charging Infrastructure project** will be included in the Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes federal investment in the region.

Derek Lee, Chairman
Ozarks Transportation Organization
Board of Directors

Date

TAB 15

BOARD OF DIRECTORS AGENDA 07/18/2024; ITEM I.C.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 15 of the agenda packet, for Board member review, are Public Comments for the time frame between May 16, 2024 and July 9, 2024. Any additional public comment received by July 17, 2024 will be shared at the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Trails

City/County of concern: OTO MPO Area

Date received: 05/20/2024

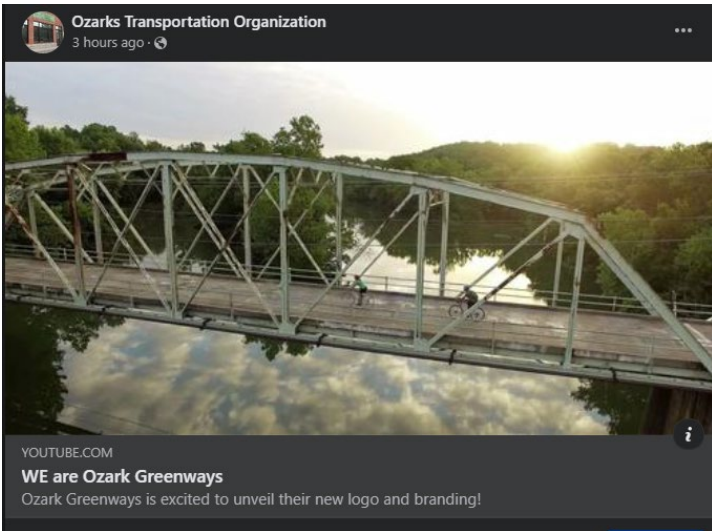
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments



Carolyn McGhee

More trails, more outdoor access...it's helpful in more ways than we recognize. It's good for physical, mental, and emotional health. It helps us get rid of the stress built up by engaging in our fast-paced world. Contrary to popular belief, taking time to slow down actually helps increase productivity and will do whatever the task is better vs if you were stuck in a rush mindset.

1h [Like](#) [Reply](#) [Send message](#) [Hide](#)





PUBLIC COMMENT



Area of concern: J-Turns and Runners/Cyclists

City/County of concern: OTO MPO Area

Date received: 05/20/2024

Received through: Comment Email

Contact Name: John [REDACTED]

Contact Email/Ph #: [REDACTED]
[REDACTED]

Comment:

Why does MoDot not plan for runners and cyclists when planning J Turns. This backwards thinking does not take into consideration the large number of runners and cyclists that like to enjoy the rural Missouri backroads. J Turns are extremely unsafe for those of use that like to get out and enjoy the outdoors. J Turns are extremely dangerous to cross for runners and cyclists.

The states of Iowa and Arkansas have greenway paths that blend well with the roads thru the use of bollards. The Arkansas Big Dam Bridge is a good example. The closing of FR 194 is just another example of poor planning. These are very popular routes that a large number of athletes use. Planning a safe haven in the middle should be in the early planning.

Others include Hwy 160 & FR 123 Hwy 13 & Hwy O Hwy 13 & WW

The crossing at Hwy 60 & Chicory is better to cross but to have to hop the curb.

But none of these provide the runners and cyclists a safe haven for crossing.

Big Dam Bridge | Little Rock, AR

High Trestle Trail | Bike Trail | Travel Iowa

Please feel free to contact me I am an active member of Springbike Bike club and I sit on the board. I run the TandemOftheOzarks tandem Bike Club here in Springfield. With poor planning it is becoming harder to enjoy the rural roads of the Ozarks.

John [REDACTED]

OTO Response:

Thank you for your comments. Public input is vital to the planning process. This information will be forwarded to MoDOT and shared with our Technical Planning Committee and Board of Directors. We appreciate you reaching out!



PUBLIC COMMENT



Area of concern: Ozark Greenways OG Trailblazer Challenge

City/County of concern: OTO MPO Area

Date received: 05/29/2024

Received through: Facebook

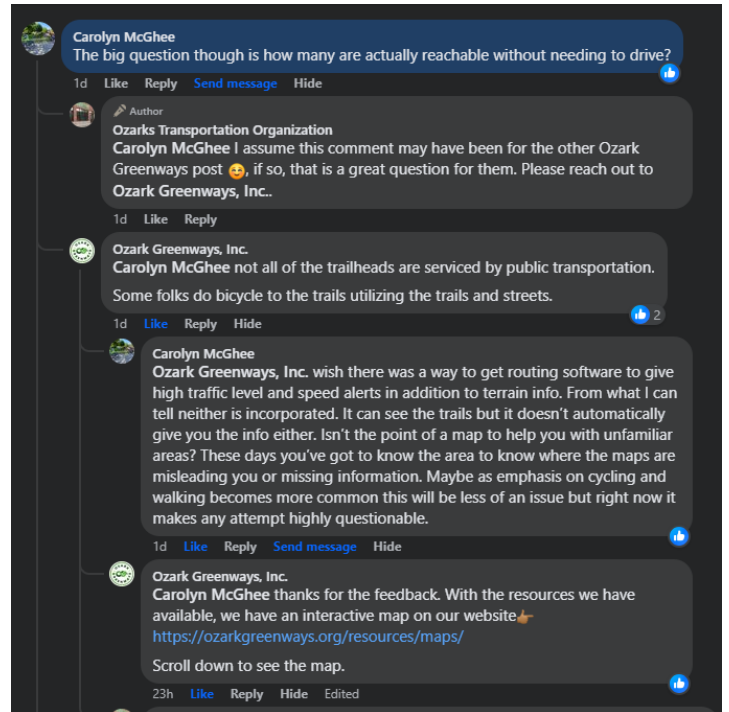
Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Re-Posting

This is the post she references in her comment

Facebook Comments





PUBLIC COMMENT



Area of concern: Kearney Corridor Resurfacing/Pedestrian Improvement Project

City/County of concern: Springfield/Greene County

Date received: 05/30/2024

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Re-Posting

Facebook Comments

Ozarks Transportation Organization
1h · 🌐

MoDOT

KEARNEY STREET CORRIDOR

KEARNEY STREET RESURFACING & PEDESTRIAN IMPROVEMENT PROJECT IN SPRINGFIELD BEGINNING THE WEEK OF JUNE 3

MODOT.ORG/SW

MoDOT Southwest Missouri
4h · 🌐

Drivers can expect lane closings, narrow lanes and traffic shifts on Kearney Street (Missouri Route 744) in #Springfield when contractor crews resurface, install signal, turn lanes, intersection and sidewalk (ADA) improvements beginning the week of June 3, <https://www.modot.org/node/47409> #MoDOTSW City of Springfield, MO

Carolyn McGhee
Depending on where it's at it may impact transit too.

1h Like Reply Send message Hide



PUBLIC COMMENT



Area of concern: Highway 160 and Croley Boulevard

City/County of concern: Nixa/Christian County

Date received: 06/18/2024

Received through: Comment Email

Contact Name: Wade [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Croley boulevard needs a turn lane how many times I will see you in rear end accidents here

OTO Response:

Thank you for this information. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and Board of Directors as well as MoDOT and the City of Nixa.



PUBLIC COMMENT



Area of concern: S Cox Road and W Vincent & S Warren

City/County of concern: Springfield/Greene County

Date received: 06/21/2024

Received through: Map-A-Concern (OTO website)

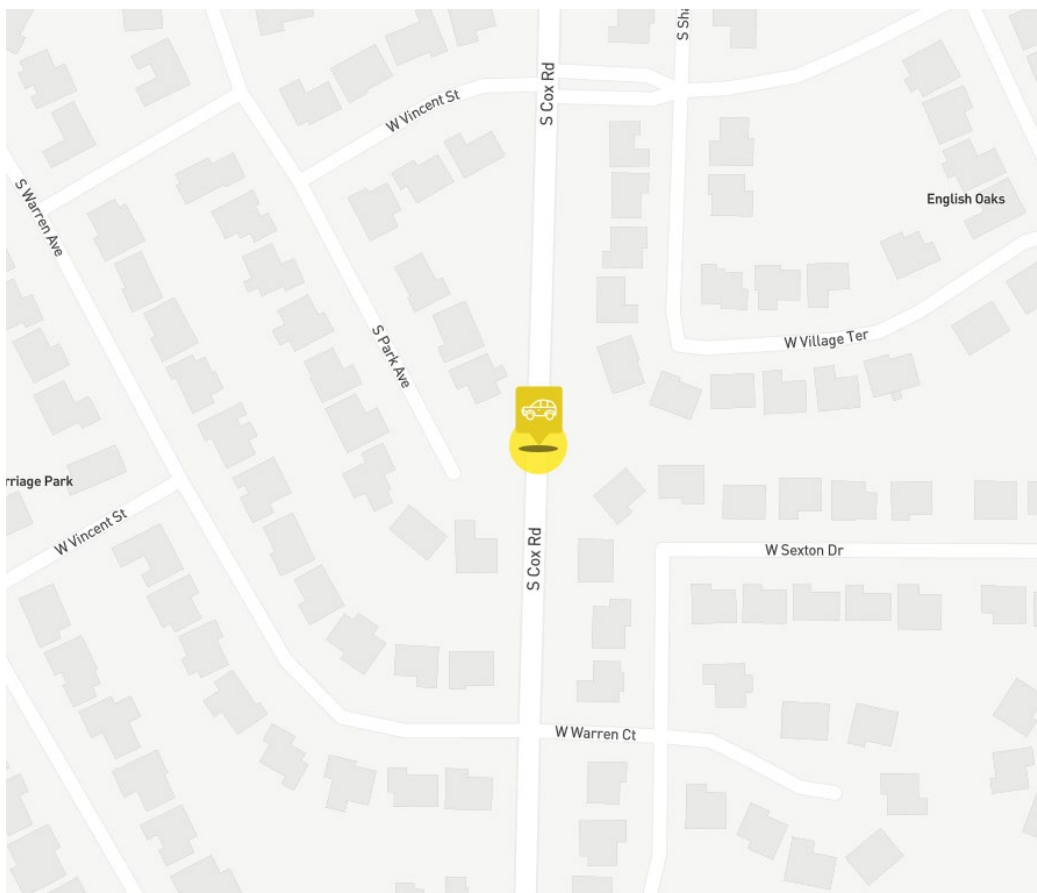
Contact Name: Wade [REDACTED]

Contact Email/Ph #: N/A

This is an additional comment received for this area; the original comment requested a raised median on Cox Road between Vincent and Warren:

Also put in a protected crosswalk

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Haseltine and W Sunshine

City/County of concern: Springfield/Greene County

Date received: 06/21/2024

Received through: Map-A-Concern (OTO website)

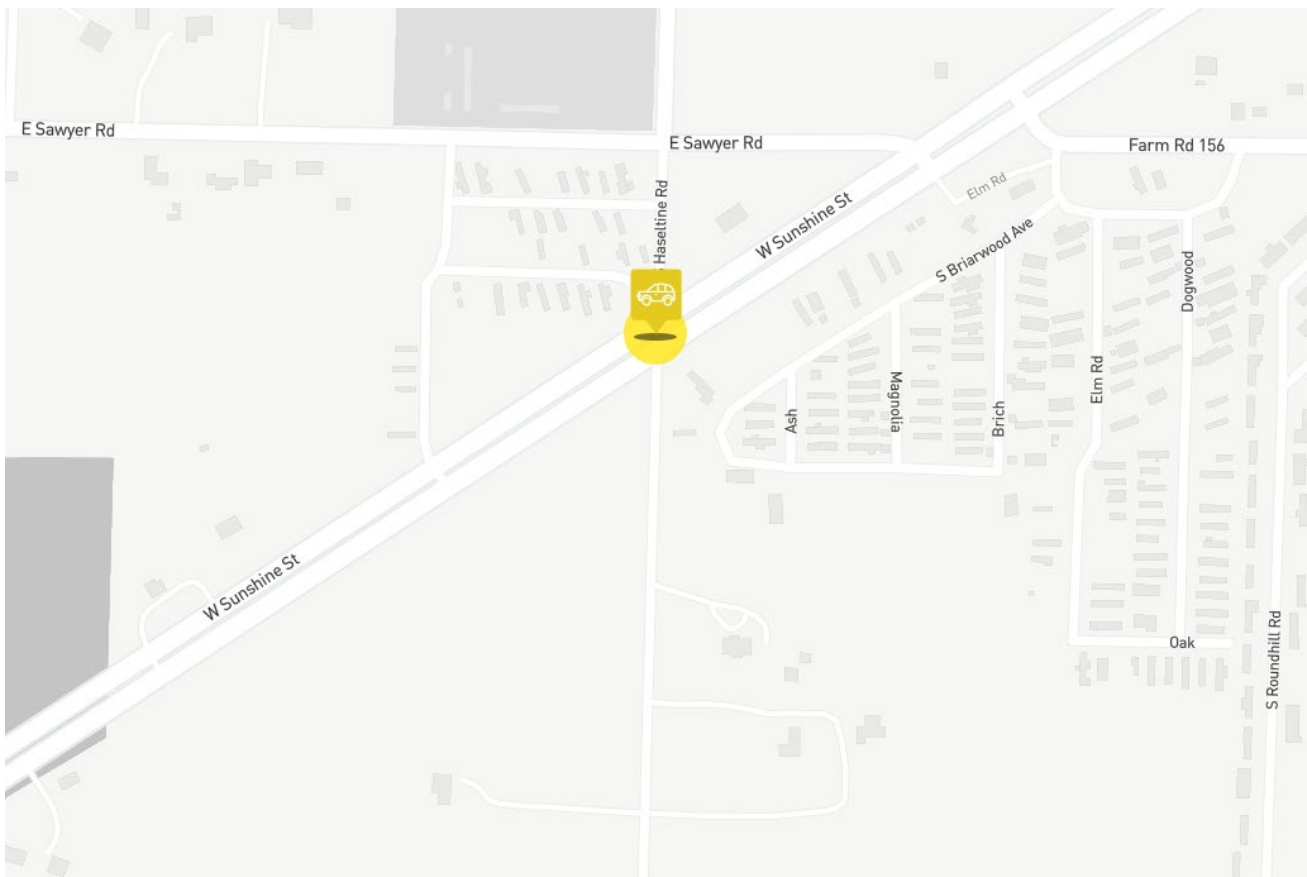
Contact Name: Wade Thomas

Contact Email/Ph #: N/A

This is an additional comment received for this area; the original comment requested a streetlight to make it more visible at night where the north side of Haseltine/115 intersects with Sunshine:

How about traffic circle

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Passenger Rail

City/County of concern: OTO MPO Area

Date received: 06/24/2024

Received through: Comment Email

Contact Name: [REDACTED] James [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Dear Friends,

The Federal Railway Administration is in the process of proposing new daily long haul train routes. One of these is a service from New York City to Dallas passing through Missouri following more or less the I-44 corridor.

1. Could OTO endorse this proposal and respond on the comment page of the FRA website?
2. Has OTO been involved in the regional discussions organized by FRA so far in Kansas City as a stakeholder (on the Mo DOT seems to there)?
3. Are there contacts within OTO or outside OTO who would like to join an effort to encourage train passenger service to return to the Ozarks for the first time since 1967?

Sincerely,

Jim [REDACTED]

OTO Response:

Thank you for reaching out. Staff will need to review the proposal before possibly endorsing it but are open to that possibility. OTO has not been involved in the regional discussions organized by FRA. While we do not have any specific contacts, the OTO does support passenger rail. Please let us know if you have any more questions.



PUBLIC COMMENT



Area of concern: Grant Avenue – College to Hillcrest High School

City/County of concern: Springfield/Greene County

Date received: 06/28/2024

Received through: Map-A-Concern (OTO website)

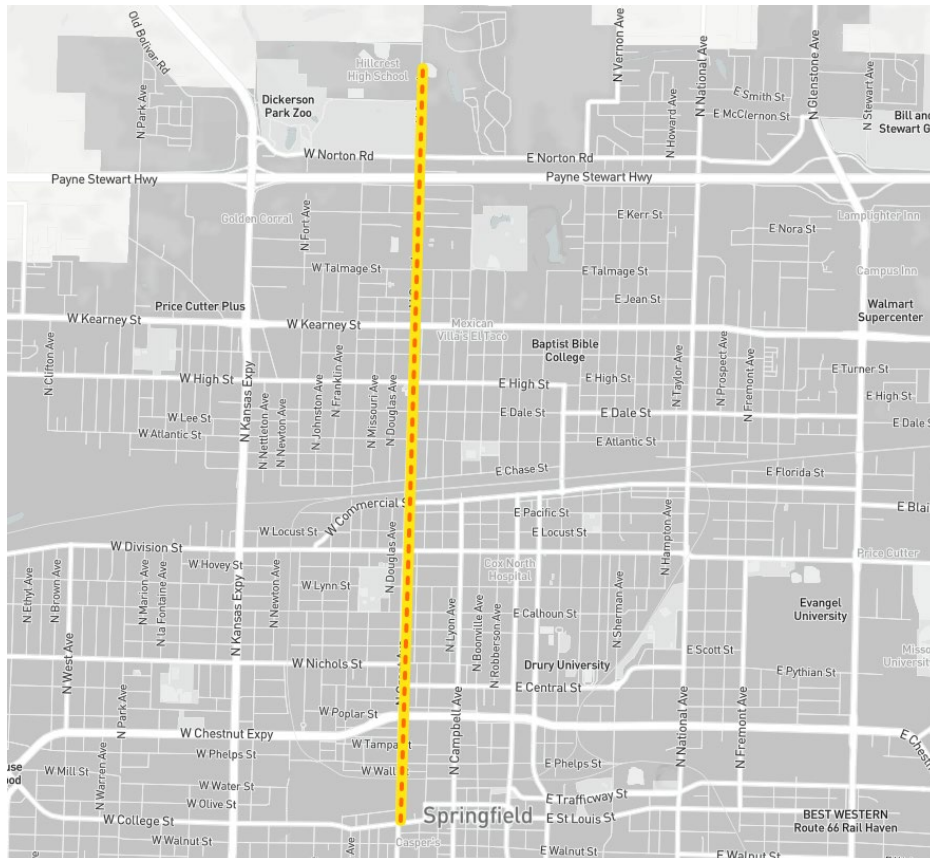
Contact Name: Joe

Contact Email/Ph #: N/A

Comment:

Please complete the Grant Ave. Project to Hillcrest High School. It will allow those north of Chestnut Expressway without a car to have a safe path to make it to the bus transfer station. It will allow students at some of our lower income areas to have safer paths to school. It will also address some of the harm done in that area by redlining. Please advocate hard for completing the project to Hillcrest High School.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Campbell & Plainview Road

City/County of concern: Springfield/Greene County

Date received: 07/02/2024

Received through: Map-A-Concern (OTO website)

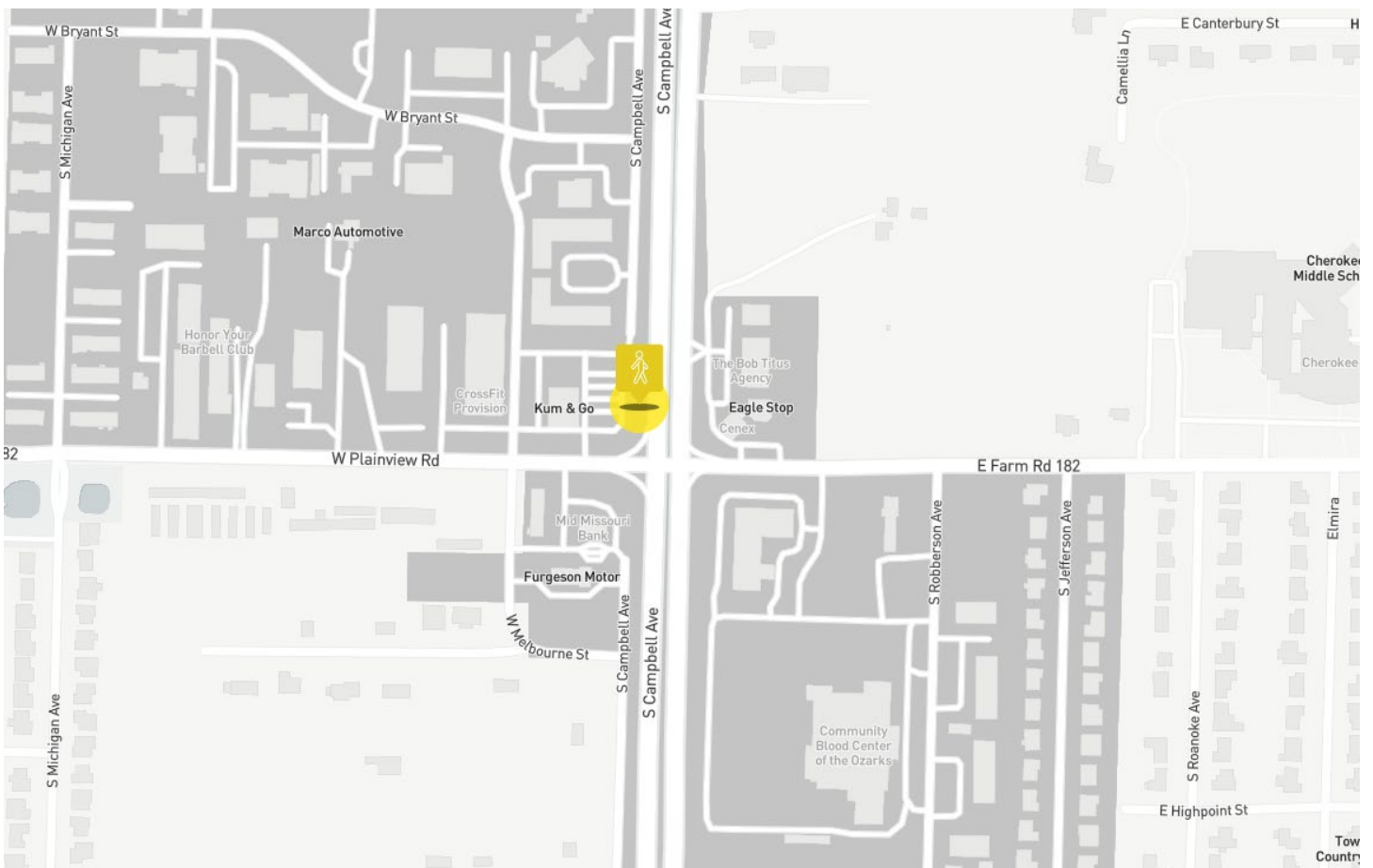
Contact Name: W Thomas

Contact Email/Ph #: N/A

Comment:

Here in front of Kum & Go sidewalk needs to be added I see a lot of people walking here. Looks like they need to get to the bus stop in front of the library

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Massey Boulevard & Wasson Drive

City/County of concern: Nixa/Christian County

Date received: 07/02/2024

Received through: Map-A-Concern (OTO website)

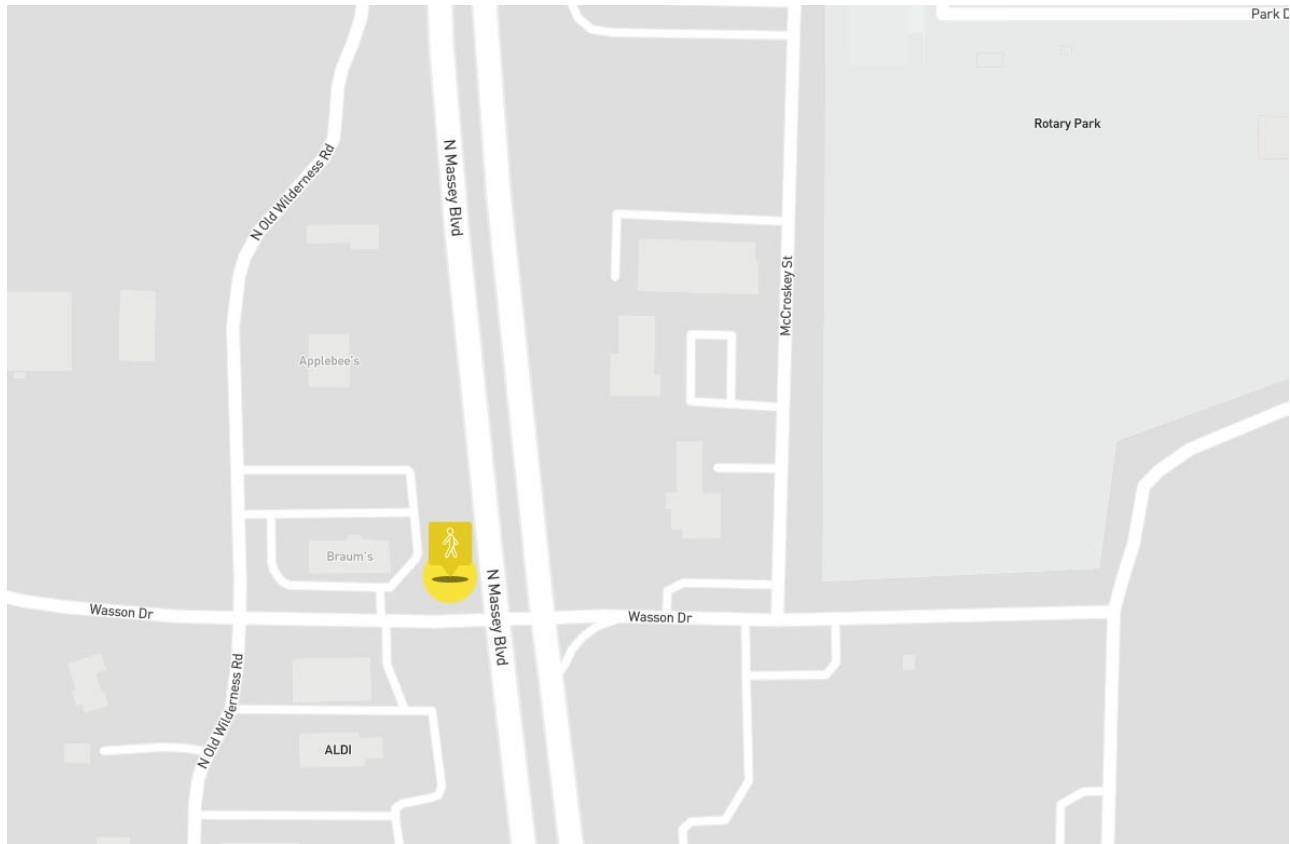
Contact Name: W Thomas

Contact Email/Ph #: N/A

Comment:

Right here needs a crosswalk and sidewalks I see people across here a lot to get to the park

Map



OTO Response: Unable to respond through the Map-A-Concern feature

TAB 16



ECONOMY

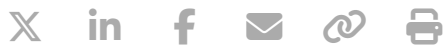
ENERGY AND ENVIRONMENT


TRANSPORTATION

Gas taxes can't pay for roads much longer, but Amazon deliveries might

More states could follow Colorado and Minnesota in putting a fee on retail deliveries.

BY: **ALEX BROWN** - JULY 9, 2024 5:00 AM



 An Amazon truck makes deliveries in Wheeling, Ill., earlier this year. Some states have passed or considered measures that would impose a fee on retail deliveries in order to provide funding for road maintenance. Nam Y. Huh/The Associated Press

For decades, states have relied on gas taxes to provide much of the money to maintain roads and bridges. But as cars become more fuel efficient, and some Americans switch to electric vehicles, state leaders say the gas tax won't pay the bills for much longer.

At the same time, many cities have seen their streets crowded with delivery trucks from Amazon and other companies, as consumers increasingly opt to have products delivered to their homes. In a few

states, lawmakers think fees on those deliveries could be part of their road-funding solution.

“If you’re going to be creating wear and tear on our roads, you should help pay to maintain them,” said Colorado state Rep. Cathy Kipp, a Democrat who chairs the Energy and Environment Committee.

In July 2022, Colorado became the first state with a retail delivery fee, a charge on all vehicle deliveries to consumers within the state. The fee, which currently stands at 29 cents per delivery, provides funding for highways, bridges, tunnels, electric vehicle charging stations and projects to reduce air pollution and to electrify vehicle fleets and transit systems. It has brought in more than \$160 million.



If you're going to be creating wear and tear on our roads, you should help pay to maintain them.

- Colorado Democratic state Rep. Cathy Kipp

Colorado leaders have had to simplify the law to help businesses comply with it, but they say it’s largely been a success story. Minnesota enacted its own retail delivery fee in 2023, and lawmakers in New York and Illinois have proposed similar measures. Meanwhile, legislators and transportation officials in several other states have commissioned studies to consider the concept.

Some retailers and Republican lawmakers have argued that the fee hurts consumers, and many businesses in Colorado initially had trouble complying with the law.

“The 27-cent delivery fee is not trivial, its effects are not imperceptible, and it greatly affects our citizens – especially those who are already struggling to pay the bills and provide for their families,” Republican state Rep. Rose Pugliese, the House minority leader, wrote in a Colorado Springs Gazette guest [column](#) several months after the law was enacted.

But backers of the fee say they see growing interest across the country, especially as delivery trucks become ubiquitous in many neighborhoods.

'Future-proofing' transportation funding

State law in Colorado limits the ways in which lawmakers can expand taxes. With gas tax revenues dwindling, legislators didn't have an obvious solution to pay for roads. They eventually settled on the retail delivery fee, which is not characterized as a tax.

Initially, the program was a struggle for many businesses, due to a requirement that they detail the fee separately on each receipt.

"For our medium and small businesses, it was a real complicated thing and very burdensome for them to have to reprogram their software with a whole extra line item," Kipp said.

Last year, Kipp joined a bipartisan group of lawmakers to amend the program. They rescinded the requirement that businesses itemize the fee on each receipt and allowed companies to cover the fee themselves rather than breaking it out on each order. They also exempted retailers with less than \$500,000 in sales.

Since the fix was adopted, Kipp said she has stopped hearing complaints about the program. Chris Howes, president of the Colorado Retail Council, said he too has not heard any recent gripes.

"We've got it straightened out by now," he said. "People have accepted it and moved on."

Amazon did not grant a Stateline interview request, and the National Retail Federation deferred questions to state chapters. Chamber of Progress, a tech industry advocacy group, did not arrange an interview by publication time.

Last year, lawmakers in Minnesota enacted their own retail delivery fee, a 50-cent charge on purchases of more than \$100. Lawmakers heard from local governments that they were struggling to maintain their roads and badly needed state aid to make up the gap.

“This is trying to future-proof our transportation funding,” said Democratic state Rep. Erin Koegel, who sponsored the bill. “We keep getting performance grades from civil engineers saying we’re

at a C- or D for our infrastructure. We needed to think about ways to get more revenue in the system.”

Koegel said the measure was a compromise. Her initial draft, which did not have a \$100 threshold for purchases, was intended to be a deterrent, much like cigarette taxes. She said delivery trucks are increasing congestion in many cities and damaging streets that weren't built to support large vehicles. However, lawmakers ultimately decided to limit the fee to more expensive purchases in order to protect lower-income consumers.

Minnesota's fee is projected to generate \$59 million in its first fiscal year. The funding will be distributed to cities, counties and towns to help with their road-funding needs.

Traffic throughout the day

Cities and counties in Washington state also [have asked for help](#), and some local leaders have asked state lawmakers to consider a retail delivery fee – or to authorize cities to collect one. State lawmakers commissioned an [analysis](#), published last month, looking at the potential for such a program. The report found that a fee could generate \$45 million to \$112 million in revenue in 2026, depending on which businesses and orders were covered.

“We're now seeing that there's traffic on our system throughout the day, and the growth of these delivery services is a part of that,” said Democratic state Sen. Marko Liias, who chairs the Transportation Committee. “We've had a history in transportation of user-based fees. This feels like a mechanism that could help in that regard.”

Liias emphasized that some version of the fee is likely to be a big topic of discussion in the next legislative session. He said he's already heard strong arguments on both sides of the issue.

In some areas, the rise in retail deliveries has put the greatest burden on the infrastructure surrounding shipping facilities. Illinois' CenterPoint Intermodal Center, the nation's largest inland port, connects interstate trucking, railway lines and Mississippi River barges.

"There really needs to be a shift in the tax structure, since many of these facilities are not generating the local sales tax you'd get at a brick and mortar," said Democratic state Sen. Rachel Ventura, whose district includes the CenterPoint facility. "We have a lot of traffic going in and out, and the environmental burden and road repairs and the tax burden fall locally."

Ventura has drafted a bill that would allow communities to assess fees on intermodal facilities – locations that transfer products from one type of transportation to another. Local governments that opted in would be able to spend the funds on roads within five miles of the facilities. The fee, which would be based on the weight of each shipment, is projected to generate \$33 million to \$68 million per year.

The bill has not passed out of committee, and Ventura said lawmakers are still discussing the path forward amid opposition from the trucking industry.

In New York, a Democratic bill to impose a 25-cent fee on deliveries within New York City has been introduced but remains in committee. Meanwhile, state agencies in Nevada and Ohio have commissioned studies examining the feasibility of retail delivery fees. Those reports have not yet led to legislative action.



Getting ready for AVs? 93% of US municipalities say yes

Verra Mobility research finds city technology leaders will also use AI for road safety

By Adam Hill



Survey indicates urgency preparing for AVs (© One Photo | Dreamstime.com)

Autonomous vehicles are coming: most US municipalities (93%) think they will need to be ready for driverless AVs on their streets in the next five years.

That is among the key findings from research (<https://www.verramobility.com/survey-urban-mobility-technology-2024>) by Verra Mobility Corporation, which also found that 52% of city technology leaders surveyed would want to use artificial intelligence (AI) to identify road safety priorities.

The survey of tech leaders in cities of all sizes was conducted by Wakefield Research.

"This study confirms that cities are balancing many challenges during this exciting transition period in the transportation industry, and technology is at the heart of the solution," said David Roberts, Verra president and CEO.

"Autonomous, connected, electric and shared mobility elements have already arrived in some form and are continuing to evolve. While AI shows a lot of promise, our survey revealed cities are still struggling to collect or analyse the data they need to make informed mobility decisions. City technology leaders need to harness these trends at a pivotal time when fatalities on US roads are at a nearly 16-year high."

The survey also found:

55% of municipal tech leaders have "reducing road safety incidents" as a top three priority for tech-based solutions.

43% report their jurisdiction has deprioritised support for EV infrastructure because consumer demand for the technology hasn't kept up with predictions.

81% anticipate some systems will need to be updated before they're ready to incorporate connected vehicles technology into their mobility initiatives.

The influx of e-bikes, e-scooters, and other shared vehicles has complicated technology-focused mobility efforts for 84% of municipalities.

73% face analysis barriers that prevent them from using their data to implement or improve their mobility and safety initiatives.

"While survey respondents indicated the urgency in preparing for AVs, the reality is there will be human-driven vehicles on our roads for decades to come," said Roberts.

"And even as AVs become a more common fixture on our roads, we'll discover new safety challenges as human drivers interact with advanced machines. Our survey findings emphasise the need for city leaders, automotive manufacturers, technology providers and safety advocates to come together to find ways to make transportation easier, more efficient and much safer than it is today."

Missouri governor to sign bill banning local EV charging mandates

Bill contains multiple rollbacks of local authority



JEFFERSON CITY, Mo. (KY3) - Under a bill Missouri Governor Mike Parson plans to sign into law Tuesday, local cities and counties will not be allowed to require businesses, churches, or organizations to install a designated number of electric vehicle charging stations to any new parking lot they pave.

The bill, [HB 2062](#), was filed after St. Louis County imposed a new ordinance requiring EV charging stations to be installed in any new parking lot containing greater than 30 spaces.

The bill does clarify that it's in no way a ban on the private installation of EV charging stations.

"Nothing in this section shall prohibit a business owner or property owner from paying for the installation, maintenance, or operation of an electric vehicle charging station," the bill states.

While significant pushback to the idea of government mandates to install EV infrastructure, energy companies continue to invest in the growth of the technology independently.

"Specifically within this past year, we've received a lot of engagement from our local business customers that are wanting to learn more about it, either to meet sustainability goals within their organization or just meet the needs of their customers that are coming to their businesses," said Sacoyya Davis, the efficient electrification program manager for Ameren Missouri.

Davis said most energy providers recognize the growth in EV demand and appear to be investing in kind, even without a mandate from local governments or even an incentive.

"Number one, it's an opportunity to attract new customers to your facility," Davis said. "Two, there's also an opportunity to bring in an additional revenue stream, because there could you may decide to have a fee assess for drivers using the charging equipment. And then three, I think, which is most importantly, is that you're creating a cleaner environment, you know, for the community that you're living in, for those customers that are coming to your business. So it's a win, win for everyone that's involved."

The bill also places limits on local governments' ability to regulate chicken pasturing, home inspections before a sale, and rental evictions.

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NDDOT study shows roundabouts help reduce serious injuries, fatalities

<< All News

Tuesday, July 2, 2024 - 01:00 am

Categories: General

BISMARCK, N.D. – The North Dakota Department of Transportation (NDDOT) recently completed a traffic study that shows the state’s roundabouts are reducing serious injuries and saving lives.

The study reports severe injury and fatal crashes were reduced by 59% and overall crash numbers are down by 33%.

“Roundabouts are a proven counter safety measure,” said NDDOT Director Ron Henke. “This data shows roundabouts are performing well and saving lives in North Dakota.”

This study examined the safety performance of roundabouts by comparing the before-and-after completion crash rates and severity. Data was analyzed from 12 roundabouts on the state transportation system.

“Safety is the number one priority and consideration in all of our highway projects. While we are pleased with the results of this study, we continue to explore new ways to reduce serious injuries and fatalities to zero,” said Henke. “But we can’t do it alone. We need every driver, passenger, bicyclist, and pedestrian to take responsibility for their safety by staying alert and following the rules of the road.”

North Dakota’s first highway roundabout was built in 2012 on Highway 22 near Killdeer. Today, there are 14 roundabouts on the state transportation system with 13 additional roundabouts planned to be installed in the next few years.

Roundabouts are just one method the NDDOT is deploying to improve safety on the state highway system.

The state’s first reduced conflict intersections are being built on U.S. Highway 2 near Williston this year. Also, motorists will start to see six-inch pavement markings around the state to improve roadway visibility.

For more information on roundabouts and to see this study visit www.dot.nd.gov/travel-and-safety/highway-safety/roundabouts.

POSTED ON JULY 2, 2024

The City of Atlanta's E-bike rebate program is a runaway – or should we say, rollaway? – success.

Consider that 8,888 people applied for an e-bike rebate by the June 23 deadline for the first round of awards. That's more than 2% of the city's entire adult population. Talk about shifting into a higher gear.

Anecdotally, Atlanta bike shop owners say they've been flooded with interest in the program. Some customers who heard about the program were even persuaded to buy an e-bike without even applying for a rebate.

The Atlanta Regional Commission, which is administering the program for the city, held a lottery to determine the first batch of 413 recipients, with 75% of the rebate dollars, or \$375,000, reserved for low- and middle-income earners ("income eligible" in program parlance).

If you didn't get a rebate this time around, you'll have more chances later this year. More on that below.

The rebates are substantial. Income-eligible residents can receive a \$1,500 rebate for a standard e-bike or \$2,000 for a cargo e-bike. That's enough to cover the full cost of many models. Bike shops are throwing in a free helmet to boot, and PropelATL is providing free safety lessons.

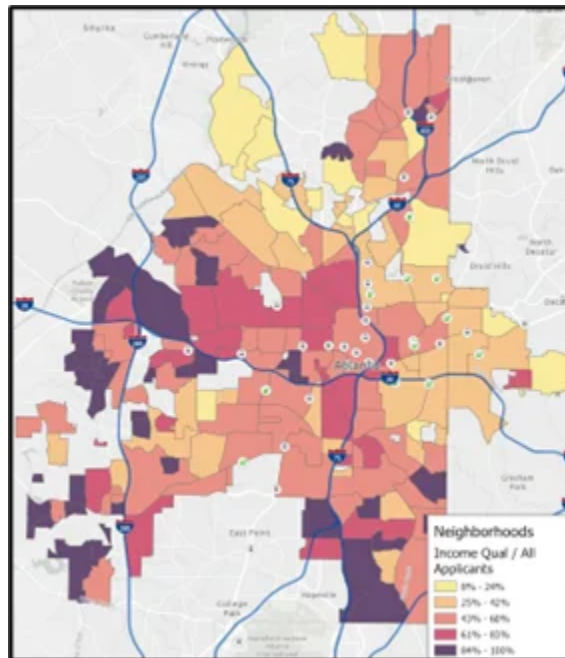
OK, let's drill into the numbers to get a deeper look at the response to date:

A diverse group of applicants

Of the 8,888 people who applied, 44% said they were income qualified. That means they earn at or below 80% of the Atlanta region's median household income. The income limit varies based on size of household, starting at \$60,200 for an individual.

The income-qualified applicants were drawn from across the city. The map below shows the percent of applicants that were income qualified, by neighborhood. Neighborhoods on the city's south and west sides had largest share of income-qualified applicants.

Propel ATL, a nonprofit that advocates for safer bicycling and pedestrian infrastructure, is conducting outreach to raise awareness of the e-bike rebate program, focusing on communities most in need.



Filling an urgent need

The e-bike rebate program was set up to provide cost-effective transportation to those who need it most.

According to the data, it's hitting the mark.

About one in three income-qualified applicants said they do not have a car, compared to 7% of other applicants.

Meanwhile, nearly half – about 44% – of income-qualified applicants said they primarily want an e-bike to commute to work, compared to 30% of general applicants.

Also consider that about half of all trips are less than 4.5 miles, an ideal length for an e-bike. And the average metro Atlanta resident spends more than \$11,000 a year on car expenses, such as fuel and maintenance. The annual cost of electricity to power an e-bike is less than \$15.

What's next?

The next application window is tentatively scheduled by the end of August, with the selection lottery in September. A third round is planned for this fall, likely in October.

Visit www.atlantaregional.org/ebikerebate to subscribe to receive updates on the next application window.

Photo courtesy of Edison Electric Bike Co.

What's Next ATL, produced by the Atlanta Regional Commission, is a community resource that explores how metro Atlanta is growing and changing, and how the region is addressing its most pressing challenges.