



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

DECEMBER 18, 2024
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

**Technical Planning Committee Meeting Agenda
Wednesday, December 18, 2024 1:30 p.m.**

**The TPC will convene in person –
OTO Offices Chesterfield Village**

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

**The public may view the meeting in-person or on Facebook:
<https://www.facebook.com/ozarkstransportationorganization>**

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of October 16, 2024 Meeting Minutes..... Tab 1
(1 minute/Parsons)**

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING
MINUTES**

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

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

**E. Executive Director’s Report
(5 minutes/Fields)**

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

**F. Legislative Reports
(5 minutes/Legislative Staff)**

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

**G. MoDOT Report
(5 minutes/Miller)**

Representatives from MoDOT will provide an update on activities in the District and State.

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

Staff will provide an update on OTO Committee work activities and grant opportunities.

I. Federal Funds Status Update..... Tab 3

(2 minutes/Thomas)

Staff will provide an update on FY 2025 obligations.

II. New Business

A. Ozarks Clean Fuels Coalition

(15 minutes/Longpine & Neidigh)

Doug Neidigh with the Ozarks Clean Fuels Coalition will present on Clean Cities and Communities.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. Safe Streets and Roads for All *Destination Safe Streets Plan*..... Tab 4

(20 minutes/Longpine)

The SS4A Safety Action Plan *Destination Safe Streets* will be presented for member recommendation to the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF DESTINATION SAFE STREETS AND THE LEADERSHIP COMMITMENT RESOLUTION TO THE BOARD OF DIRECTORS

C. FY 2025-2028 TIP Administrative Modification One..... Tab 5

(2 minutes/Longpine)

Changes were made to the FY 2025-2028 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. FY 2025-2028 TIP Amendment Three Tab 6

(2 minutes/Longpine)

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2025-2028 TIP AMENDMENT THREE TO THE BOARD OF DIRECTORS

E. CRP/TAP Project Schedule Extension Tab 7

(5 minutes/Thomas)

The City of Springfield has requested to revise the schedule outlined for reasonable progress for the Sherman Parkway, Mount Vernon & Miller sidewalks, and South Creek Greenway projects.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE REVISED REASONABLE PROGRESS SCHEDULE FOR THE SHERMAN PARKWAY, MOUNT VERNON & MILLER, AND SOUTH CREEK GREENWAY PROJECTS BY THE BOARD OF DIRECTORS

- F. **Destination 2045 Amendment Number Eight** **Tab 8**
(3 minutes/Longpine)
Greene County has requested a change to the Major Thoroughfare Plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF DESTINATION 2045 AMENDMENT EIGHT TO THE BOARD OF DIRECTORS

- G. **2025 National Performance Targets**..... **Tab 9**
(5 minutes/Longpine)
The OTO must adopt performance targets relating to safety, system performance, system condition, and safety. The proposed targets are included for review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED TARGETS TO THE BOARD OF DIRECTORS

- H. **Technical Planning Committee Chair Rotation**..... **Tab 10**
(5 minutes/Fields)
A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A chairman-elect for 2025 to serve as chair for 2026 is needed at this time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL PLANNING COMMITTEE CHAIRMAN-ELECT FOR 2025

- I. **TPC 2025 Meeting Schedule** **Tab 11**
(1 minute/Fields)

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

- A. **Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. **Transportation Issues for Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.
- C. **Articles for Technical Planning Committee Member Information**..... **Tab 12**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, February 19, 2025 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the October 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.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee meeting minutes for October 16, 2024.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
OCTOBER 16, 2024**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present. Chair Parsons began the meeting at approximately 1:30 p.m.

The following members were present:

Eric Claussen, City of Springfield	John Montgomery (a), Ozarks Greenway
King Coltrin (a), City of Springfield	Jeremy Parsons, City of Ozark (Chair)
Matt Crawford, City Utilities	Jeff Roussell, City of Nixa
Karen Haynes, City of Republic	Tim Schowe, City of Strafford
Adam Humphrey, Greene County	Mark Webb, Greene County
Joel Keller (a), Greene County	Daniel Weitkamp (non-voting), FHWA
Frank Miller, MoDOT	

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

The following members were not present:

Keith Adams, Springfield Public Schools	David Schaumburg, Springfield-Branson National Airport
Steve Childers, City of Springfield	Aishwarya Shrestha (non-voting), SMCOG
Tristan Losh, City of Battlefield	Ben Vickers (non-voting), Springfield Chamber
John Matthews, Missouri State University	Jeremy Wegner, BNSF
Mike Ruesch, City of Willard	Todd Wiesehan, Christian County
Beth Schaller, MoDOT	Vacant, FTA
Mark Schenkelberg, FAA	

Others present were: Jered Taylor, Congressman Eric Burlison’s Office; Scott Bachman, City of Springfield; Derrick Estell, Toth & Associates; Kirsty Ketchum, Greene County; Cliff Spangler, Ozark; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Parsons welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for October 16, 2024. Karen Haynes seconded the motion. The motion passed.

C. Approval of August 21, 2024 Meeting Minutes

Jeff Roussell made a motion to approve the minutes from the August 21, 2024 Technical Planning Committee meeting. John Montgomery seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Chair Parsons advised there were public comments included in the packet. Chair Parsons asked for comments or questions.

E. Executive Director's Report

Sara Fields thanked those who were able to attend the Legislative Breakfast. The Legislative Priorities for the 2025 Legislative session were presented. The priorities included \$6 million for MM in Republic, additional funding for I-44, additional funding for the Governor's Cost Share program, and additional funding for multimodal priorities.

The travel demand model is almost complete with 2050 updates. The finalized files should be available in approximately a month.

F. Legislative Report

Jered Taylor with Congressman Eric Burlison's office stated the House is currently out of session due to the election. The Congressman has been touring the district on the Annual Ag tour in the western half of the district. The Congressman has also been visiting manufacturers in the area. Matthew Smith, the legislative transportation contact, with Congressman Burlison's office will be leaving the end of the year. Hannah Balash will be assuming those responsibilities. All the DC staff was in town last week to tour the district. After the election, the budget will be one of the top priorities.

G. MoDOT Report

Frank Miller shared that Stacy Reese presented a MoDOT update at the OTO Legislative Breakfast. The first wave of bids for I-44 are planned for December. The second wave includes the big design build that will cover Springfield to Joplin.

H. Committee Reports and Grant Opportunities

David Knaut stated that there has been one meeting of the Bicycle and Pedestrian Advisory Committee. While there was not an LCBT meeting, the OTO Board approved the Program Management Plan for the 5310 Program. At the BPAC meeting there was a presentation on the activities in the Statewide Active Transportation Plan to enhance conditions for bicyclists and pedestrians statewide. There were discussions regarding the Destination Safe Streets plan and the policies and educational programs for local jurisdictions. The Committee reviewed a few critical sidewalk gaps outside of the MoDOT system and possibly prioritizing those local needs and gaps in preparation for a future call for projects. OTO jurisdictions are encouraged to send critical gaps to the staff.

Debbie Parks shared OTO is hosting a Grant Writing Workshop on October 24th. Grants that are currently open include: MoDOT Regional Bridge Program, MoDOT's Cost Share Program, Environmental and Climate Justice Community Change Grants Program, EPA's Clean School Bus Rebate Program, and RAISE. There is more information about these grants on the Grant page of the OTO website.

I. Federal Fund Status Update

Jen Thomas reported the OTO MPO area was able to reach 130% of the annual obligation for 2024. Staff are waiting to find out what MoDOT's 2025 goal will be for the OTO MPO area. Staff continue to

monitor the critical projects as well as what is pending for FY 2025. Jurisdictions are encouraged to review the list and contact staff with any questions. There will be a meeting in December for all the Project Managers to review their respective projects.

II. New Business

A. Safe Streets and Roads for All Update

Natasha Longpine stated the Safety Action Plan process was divided into several parts, with an Equity Engagement Consultant, Safety Engineering Consultant, and OTO staff each contributing. The work of the Safety Engineering Consultant has concluded with several technical memos outlining the findings of their work. The complete draft plan will be presented to the Technical Planning Committee in December. Representatives from Lochmueller presented the Technical Memos.

John Montgomery made a motion to recommend the Board of Directors accept the safety engineering technical memos. Jeff Roussell seconded the motion. The motion passed.

B. FY 2025-2028 TIP Amendment Two

Natasha Longpine shared the items included as part of Amendment Number Two to the FY 2025-2028 Transportation Improvement Program.

- ***New*** Nicholas and Tracker (CC2504)
Christian County is requesting to add engineering, ROW, and construction of intersection improvements at Nicholas and Tracker for a total programmed amount of \$1,305,000.
- ***New*** MoDOT Permit Review (MO2523)
MoDOT is requesting to add review of permit projects at various locations for a total programmed cost of \$75,000.

Adam Humphrey made a motion to recommend the Board of Directors approve FY 2025-2028 TIP Amendment Two. Eric Claussen seconded the motion. The motion passed.

C. TAP Project Schedule Extension

Jen Thomas presented the revised schedules for the Cheyenne Road Multi-Use Trail and the Finley River Extension Project.

Jeff Roussell made a motion to recommend the Board of Directors approve the revised reasonable progress schedule for the Cheyenne Road multi-use trail and the Finley River extension project. Adam Humphrey seconded the motion. The motion passed.

D. September 30, 2024 Federal Funds Balance Report

Natasha Longpine highlighted the Federal Funds Balance Report. Members were asked to review the report and advise staff of any discrepancies.

No action was requested - - Informational only

E. FY 2026-2030 STIP Priorities

Sara Fields reviewed the recommended priorities for inclusion in the FY 2026-2030 Statewide Transportation Improvement Program.

John Montgomery made a motion to recommend the Board of Directors approve the STIP Priorities. Karen Haynes seconded the motion. The motion passed.

III. Other Business

A. Technical Planning Committee Member Announcements

Matt Crawford reported the fare decrease was approved and implemented. The new routes and technology are working well.

Jeremy Parsons stated the combined three phases of the pedestrian overpass in Ozark will receive bids on November 14th.

Sara Fields shared MoDOT, in partnership with the City of Springfield and City Utilities, in some cases, have been putting sidewalks on some of the major roads. This effort has made a huge difference in our area.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

Chair Parsons noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

With no further business to come before the Committee, the meeting adjourned at 2:20 pm.

Jeremy Parsons
Technical Planning Committee Chairman-Elect

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between October 16 and December 11, 2024.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Pedestrian Concern – Campbell near Grand

City/County of concern: Springfield/Greene County

Date received: 10/16/2024

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

Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment: People are crossing here without going through the crosswalk to get to the bus stop

Map



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



PUBLIC COMMENT



Area of concern: Traffic Light – Campbell & Grand

City/County of concern: Springfield/Greene County

Date received: 10/16/2024

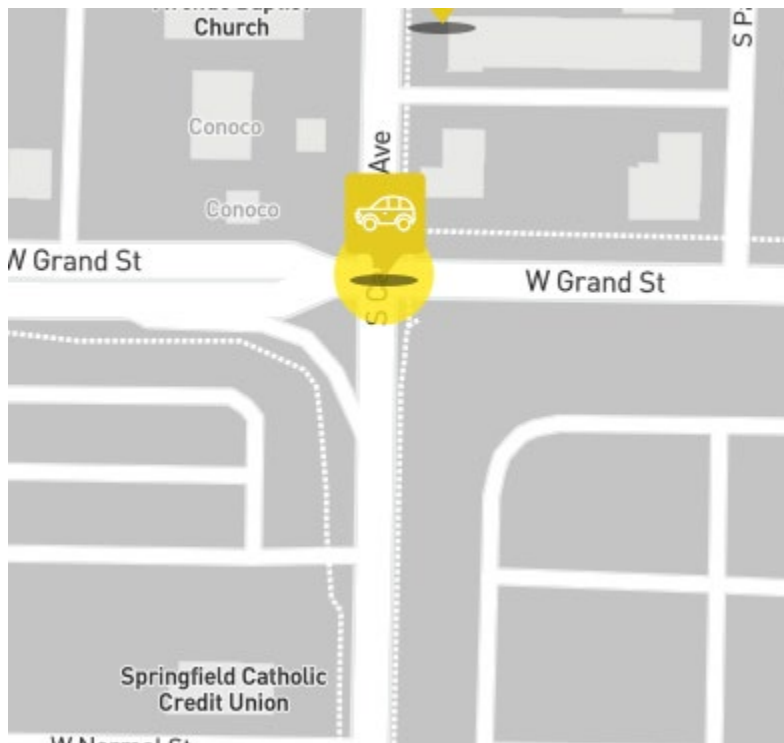
Received through: Map-A-Concern (OTO website)

Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment: Traffic light section's confusing. Can it be a roundabout?

Map



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



PUBLIC COMMENT



Area of concern: Continuous Green-T Intersection at US Route 160 & Route AA

City/County of concern: Nixa/Christian County

Date received: 07/22/2024

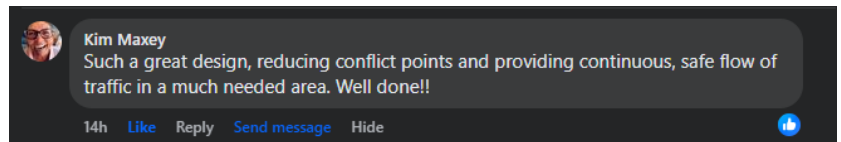
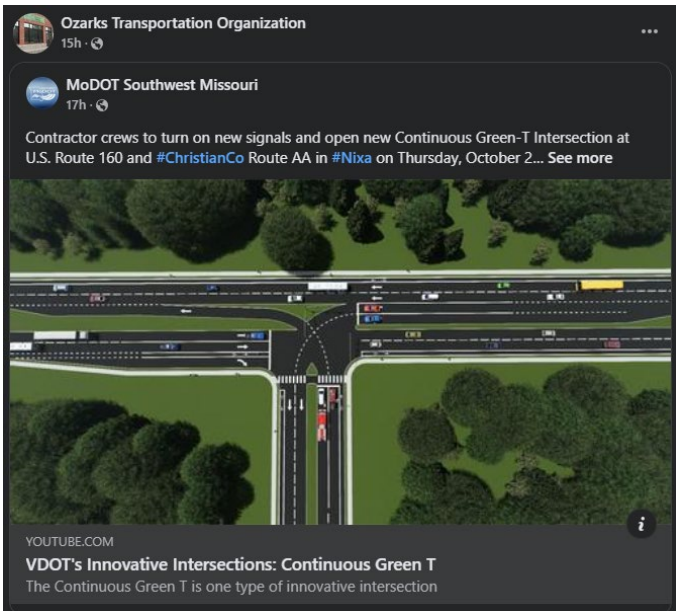
Received through: Facebook

Contact Name: Kim Maxey

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments





PUBLIC COMMENT



Area of concern: Safe Roads

City/County of concern: OTO MPO Area

Date received: 10/28/2024

Received through: Comment Email

Contact Name: Wade [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment – In Response to the SS4A Pop-Up Event:

It good idea made the road safe to drive and walk like see make the road slow make safe

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.



PUBLIC COMMENT



Area of concern: Kansas Expressway & Republic Road – Striping

City/County of concern: Springfield/Greene County

Date received: 10/28/2024

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

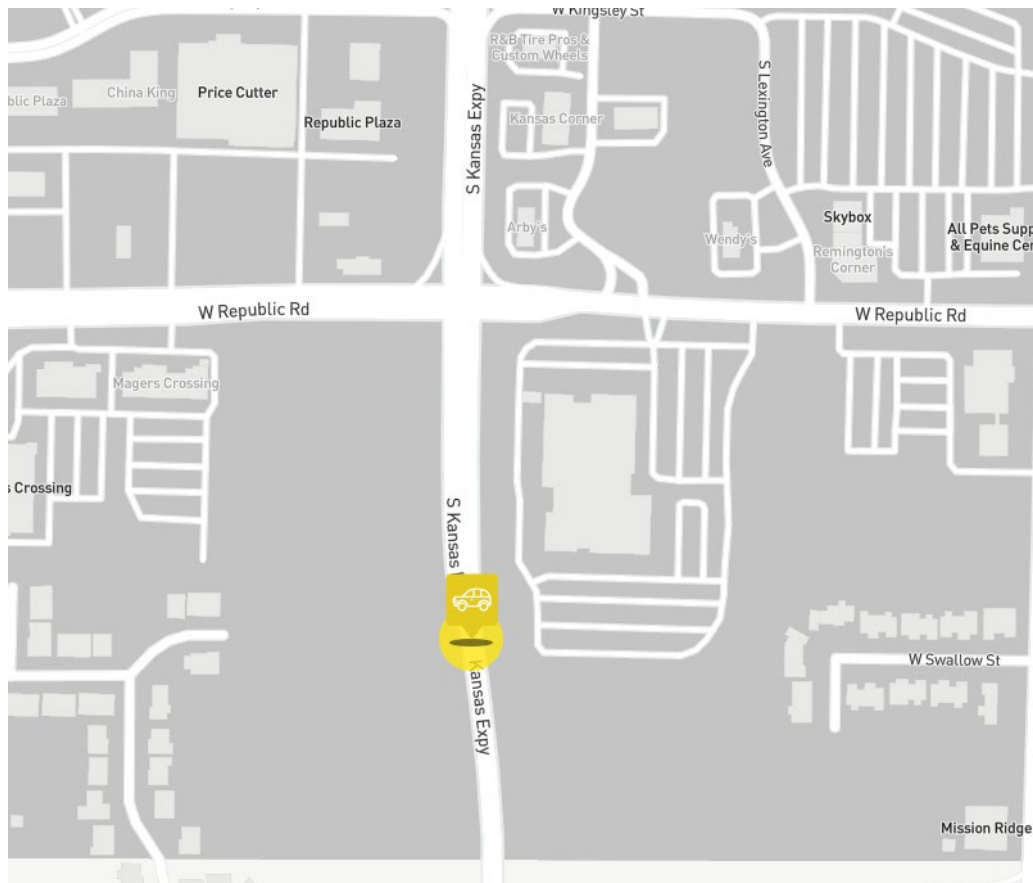
Contact Name: Wade █

Contact Email/Ph #: N/A

Comment:

This needs to be restrapped or proper turning lane put in because it's a rear end accident waiting cuz the new striping they did at Kansas expressway stoplight were stringing down to one lane going through

Map



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



PUBLIC COMMENT



Area of concern: Independence Street Crosswalk

City/County of concern: Springfield/Greene County

Date received: 10/28/2024

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

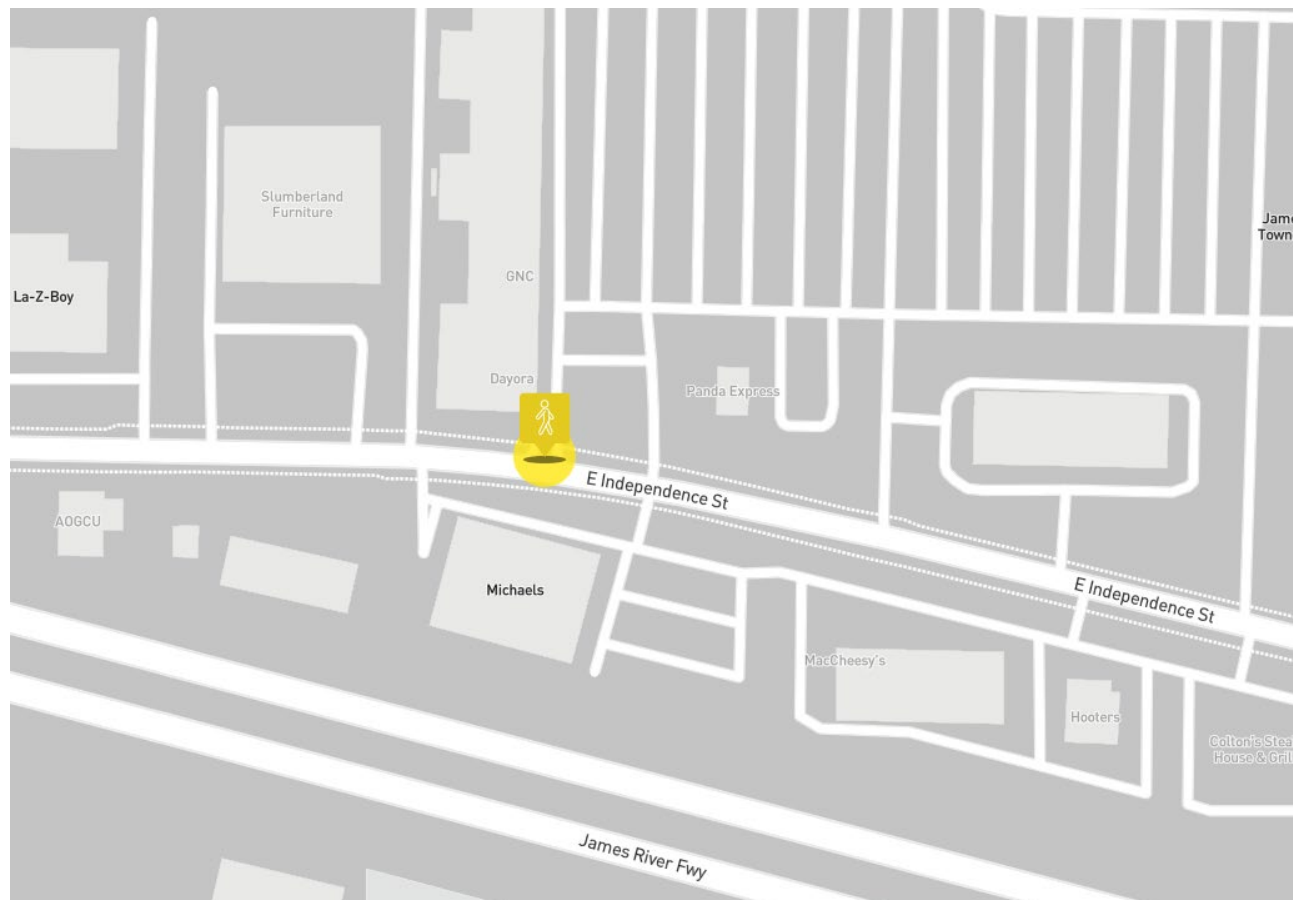
Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

There's no protected crosswalk anywhere on this road. I have walked this several times. You cross over to those very risky where I point out that's a right-in a right out. It'd be good place protecting crosswalk

Map



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



PUBLIC COMMENT



Area of concern: SGF Yields – Crosswalk Enforcement

City/County of concern: Springfield/Greene

Date received: 10/30/2024

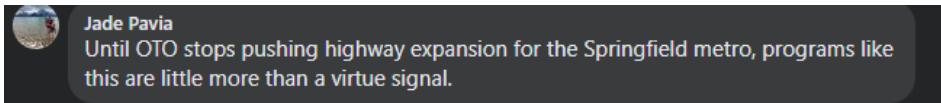
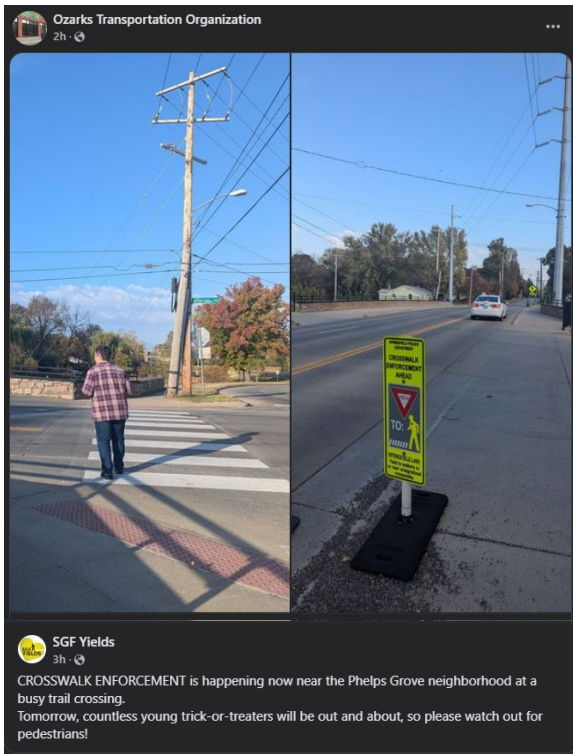
Received through: Facebook

Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Original Shared Posting

Facebook Comments





PUBLIC COMMENT



Area of concern: Traffic Safety – Evergreen Road

City/County of concern: Strafford/Greene County

Date received: 10/30/2024

Received through: MoDOT

Contact Name: Tiffani [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment Sent to MoDOT:

Good Afternoon,

I am reaching out with a heavy heart to address a serious safety concern affecting our team. Earlier this morning, one of our team members was tragically killed, and another was injured in an accident on Evergreen Road. This road, unfortunately, has been the site of multiple accidents over the years, including a previous incident at our American Products entrance and numerous close calls.

As development in the area has increased, so too has traffic on Evergreen Road. Even under optimal conditions, the road is dangerously narrow with no shoulder along the stretch from Wilson Logistics to the Northview exit. Low-light conditions make it especially challenging to navigate, and during winter, the road becomes treacherous, with minimal room for driver error.

At Amprod, safety is our top priority. With over 250 team members traveling to our campus daily, this issue is a pressing concern for our growing workforce. We would greatly appreciate the opportunity to collaborate with your team to explore options for making our entrances and exits safer. Additionally, we would like to inquire if there are any plans to widen this section of Evergreen Road in the near future.

Thank you for your consideration. I look forward to working together to improve the safety of this vital road for our team and the community.

Regards,

Tiffani [REDACTED]
[REDACTED]
[REDACTED]

MoDOT Response:

Thank you for reaching out with your concern. We are sorry to hear of the tragic loss of your team member.

Your email detailed several concerns with the current conditions on Evergreen Road. I've asked our Traffic Safety department to look at the roadway as well as the historical crash data so we can get a better feel for what safety challenges exist.

I would be glad to meet and discuss this concern in detail with you or others from your company. Please feel free to reach out and let me know your availability.

Sincerely

Beth A. Schaller, P.E.

Area Engineer covering OTO and SMCOG areas

Missouri Department of Transportation



PUBLIC COMMENT



Area of concern: Grant Street Project

City/County of concern: Springfield/Greene County

Date received: 11/01/2024

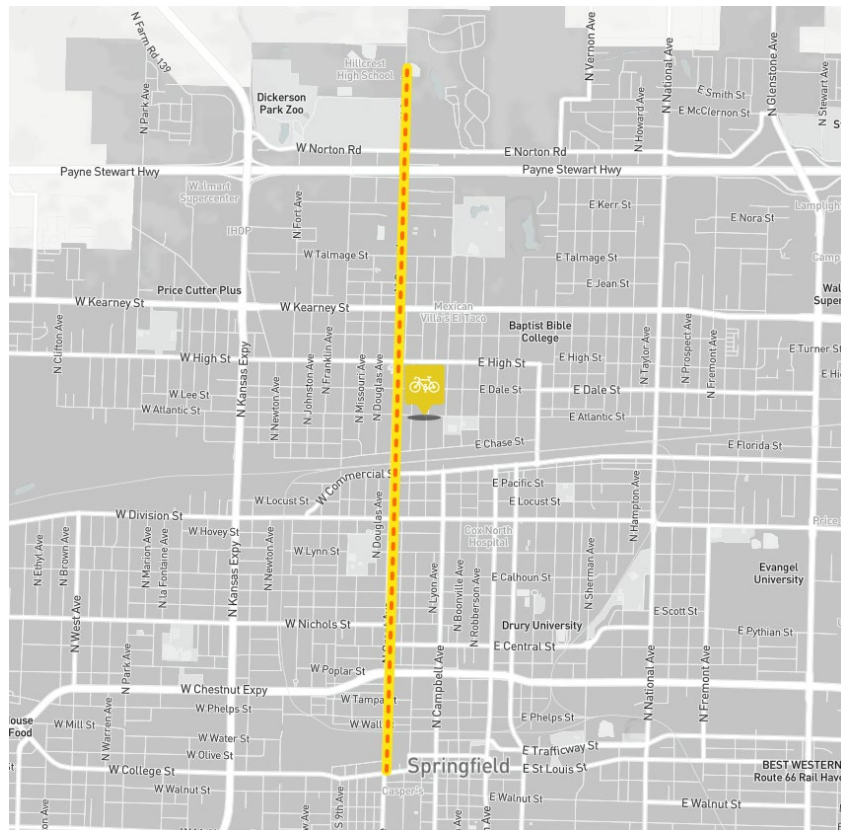
Received through: Map-A-Concern (OTO website)

Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment: Please complete the Grant St. Project to Lost Hill & create a path to Reed Academy. It will allow students to have a safer path to school, which aligns with SPS's goal of improving attendance. Improved attendance leads to improved lives & will have a long-term benefit in our community. Safe paths to schools will benefit our community in real ways. Completing the Grant St. Project to Lost Hill will benefit Hillcrest, Watkins, Bowerman, Weaver, & Pipkins students & the community at large.

Map



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



PUBLIC COMMENT



Area of concern: Route ZZ Corridor

City/County of concern: Republic/Greene County

Date received: 11/01/2024

Received through: OTO Email

Contact Name: Cristen [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Good Afternoon,

Apologies if you already received this from our other email address, 4thefuturefarm@gmail.com: that one seems to end up in people's junk boxes, so I always follow up!

Mary Kromrey suggested I get in touch with you for the question I have regarding the Route ZZ Corridor extension project in Brookline/Republic.

I'm the owner of Ozarks Aeroponics, the company that owns 10 acres at 3983 S Farm 103, Brookline. Our long-term plans with this land is to create a aeroponic greenhouse farm to grow veggies and herbs, along with a sensory forest garden through the woods on the eastern half of our land. We want to offer work opportunities for folks with disabilities and neurodiversity and also offer horticulture/nature therapy with a learning annex and the sensory garden.

We're actually very excited about the plans for the ZZ corridor to come down our western boundary. Having access to that future neighborhood and the pedestrian path is definitely a benefit to us and exciting growth for Republic.

My question is about the proposed connector road that is drawn in on our southern boundary between us and our neighbor ([REDACTED]).

Is that something that's definitely happening or is it only an idea?

We've only owned the land for a little over a year, so unfortunately we missed a lot of the planning and commenting period for this project. I have three main concerns with that connector road alignment:

- For certain USDA grants and funding that we could qualify for, we need to have a minimum of 10 acres to qualify - which was a significant reason for us purchasing here. If the road goes through there, I'm guessing we'd have a fairly even split of right-of-way taken between us and that neighbor.
- Safety of our future staff and therapy clients having a road so close to our planned facilities and sensory garden. Having the buffer around the sensory garden for higher-needs and sensory-sensitive individuals is very important to us.
- Becoming an island from the other residential/agriculture-zoned properties around us (our neighbor to the north, [REDACTED], and us would end up being surrounded by roads on three sides and I'm concerned about our property value and desirability).

Thank you for helping me dig into this a bit more. We're looking at building and equipping over \$1-million worth of facilities, farm equipment, and educational amenities on this land and I need to be sure that this location is going to fit our needs as time progresses in the ZZ corridor's overall plan.

I'm attaching a screenshot of the area I'm referring to, the connector road I see is in between the two blue arrows.

Thank you for your help,
Cristen [REDACTED]
4 the Future Farm, LLC / Ozarks Aeroionics, LLC
Brookline, MO
(813) 731-4122



OTO Response:

I wanted to let you know that we are doing some research on this and will follow up as we get more details.

Thank you,
Natasha Longpine

Commentor reply:

I really appreciate you and the work your team does for the community.

Truly,
Cristen [REDACTED]

OTO Response:

The City of Republic let us know that they would be reaching out. Please let us know if you have any additional questions.

Thank you,
Natasha L. Longpine, AICP



PUBLIC COMMENT



Area of concern: Church Street and 3rd Street

City/County of concern: Ozark/Christian County

Date received: 11/06/2024

Received through: Phone Call

Contact Name: Todd [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Commentor expressed safety concerns for the intersection of Church Street and 3rd Street in Ozark. It needs a light and a safer pedestrian crossing. Many children cross at this intersection, and it is not safe. There is a lot of traffic including bus traffic. Traffic continues to rise due to the growing population. High traffic times and increased probability of accidents are during the morning commute times and between 4:00 pm – 5:00 pm. The caller has personally experienced a wait time of at least 10 minutes trying to pull out onto 3rd Street. Caller stated there should have already been a light at this intersection and safer crossings. Caller stated they had spoke with MoDOT who referred them to OTO. Caller asked what the next steps would be.

OTO Response:

Staff let the caller know that the intersection was already on a list of needs that are scored. The comment would be part of the next meeting agenda packets for the Technical Planning Committee and Board of Directors. Let the caller know they can contact OTO anytime.



PUBLIC COMMENT



Area of concern: Bike Lanes

City/County of concern: OTO MPO Area

Date received: 11/21/2024

Received through: Email

Contact Name: Jade [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I see that Springfield is expanding greenways and un-gapping the greenway map. I think that's great and we should continue these efforts, but there is SO much more potential for Springfield to becoming a biking city for commuting and not just recreating. Instead of building entire separated 10 foot bike paths, Springfield's bike-ability could be made so much better with nothing more than some paint and maybe some flex posts here and there.

Protected and/or buffered bike lanes do a lot to increase cyclist safety and comfort level while cycling. It could go a long way in increasing people's confidence to get started cycling. If we could narrow driving lanes and do buffered bike lanes on many of our collector streets it could pack a huge punch in increasing the modal share of bicycles by making cyclist feel safer.

Biking really is built around a common culture with it. I started cycling just a few years ago because I had some friends that got me into it and now I think it's so underutilized in our city. Springfield is just small enough that it's on a scale that is pretty damn bikeable. We just need to make biking a priority so that it feels like a legit mode of transportation and the people can really buy into the culture of it.

The more folks that start riding bikes means less cars on our roads. Traffic congestion can be eased and bikes cause less wear and tear on roads— less maintenance in the long run.

OTO Response:

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

Have a wonderful weekend!



PUBLIC COMMENT



Area of concern: I-44

City/County of concern: OTO MPO Area

Date received: 11/21/2024

Received through: Email

Contact Name: Jade [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Really disappointed to see this project being followed through with. I drive this stretch in rush hour frequently and it's really not that bad. It's a waste of money and is going to further entrench our region in auto-dependency.

OTO Response:

Thank you for this comment, as well. It will also be shared with our Technical Planning Committee and Board of Directors.

Have a great day!



PUBLIC COMMENT



Area of concern: Plainview Road and Campbell

City/County of concern: Springfield/Greene County

Date received: 12/04/2024

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

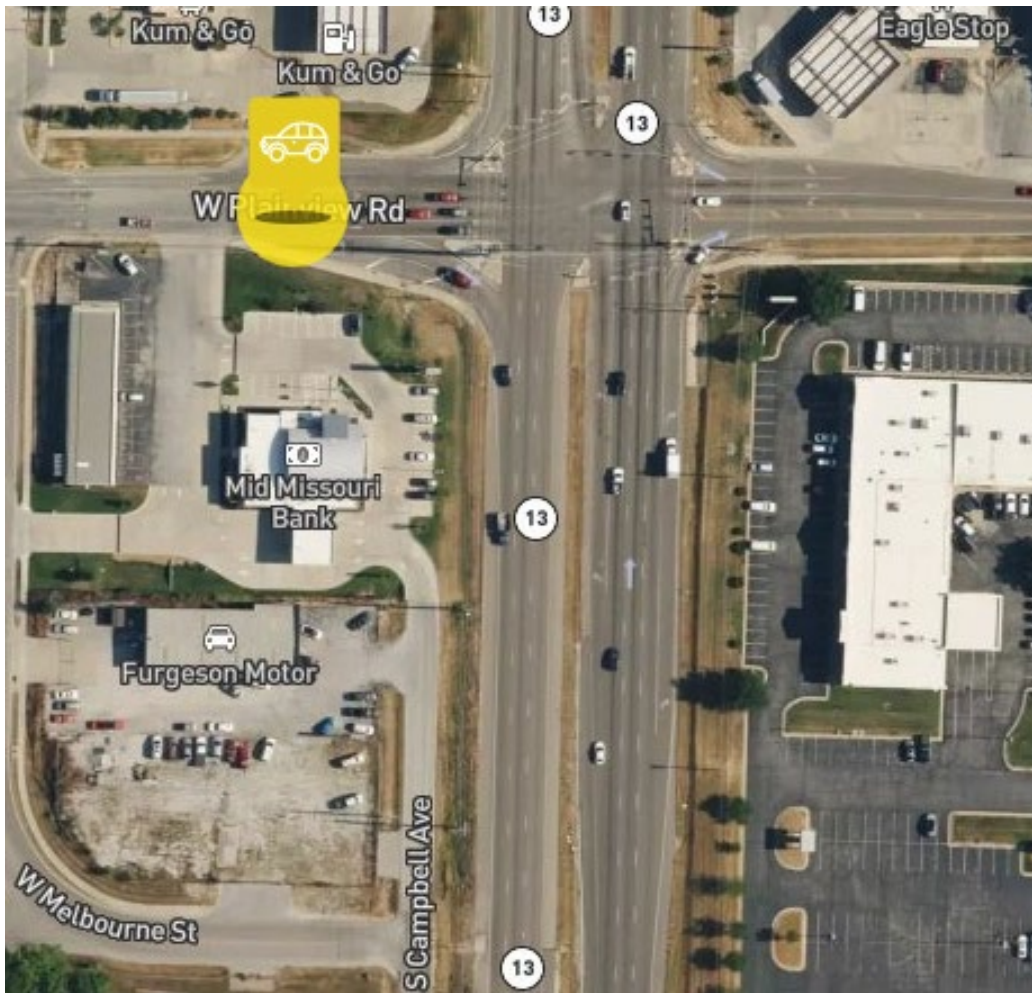
Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

There should be a barrier making this a right in or right out some people trying get in straight line to go straight or try to go across all the line to go to nixa

Map



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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM I.I.

Federal Funds Obligation Status – December 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 \$10.3 MILLION BY SEPTEMBER 30, 2025 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 \$12.2 million by September 30, 2025.

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 2025 Status

FY 2024 Ending Balance inc. Correction	All Funds	1,324,458.98
FY 2025 Allocations (100%)	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(362,826.72)
Balance as of 12/11/2024	All Funds	11,652,327.38
Pending Obligations/Deobligations		(209,953.21)
Pending Balance		11,442,374.17
Percent Obligated	All Funds	3%

List of FY 2025 Obligations/Deobligations

9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)
5900851 Pavement Resurfacing	STBG-U	476,268.40
9901849 Chadwick Flyer Overpass	STBG-U	(208,093.28)
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)
00FY823 OTO Operations	STBG-U	62,359.47
5910811 TMC Salaries 2024	STBG-U	(23,461.33)
9901878 Finley River Trail West	CRP	(89,714.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(158,369.50)
0442344 I-44 Kansas to Glenstone	STBG-U	50,000.01
Amount subtracted from balance		(362,826.72)

MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(362,826.72)
100% Goal Obligations Remaining	All Funds	10,327,868.40

MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	(362,826.72)
120% Goal Obligations Remaining	All Funds	12,214,460.88

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING (DE)OBLIGATIONS			
S604064 Strafford 125 West SW	Strafford	(32,041.60)	(32,041.60)
S605063 N. Main Street	Nixa	(177,911.61)	(209,953.21)
PLANNED CRITICAL OBLIGATIONS			
5901827 Jordan Creek Trail Smith Park	Springfield	(100,441.23)	(310,394.44)
9901852 Garrison Springs	Ozark	(440,000.00)	(750,394.44)
5901824 TMC Signal Replacements	Springfield	(1,074,770.00)	(1,825,164.44)
5900852 ADA Improvements	Springfield	(1,165,000.00)	(2,990,164.44)
RP2503 Hines and ZZ	Republic	(336,000.00)	(3,326,164.44)
S604089 New Melville over I-44	MoDOT	(371,793.00)	(3,697,957.44)
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(3,982,675.44)
EN2502 South Crk at Glenstone	Springfield	(46,633.00)	(4,029,308.44)
9901858 Route OO East Sidewalks	Strafford	(175,223.35)	(4,204,531.79)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(869,236.00)	(5,073,767.79)
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)	(5,299,932.79)
0652084 East Sunshine Sidewalks	MoDOT	(626,000.00)	(5,925,932.79)
9901860 Nixa Multi-Use Path	Nixa	(602,134.00)	(6,528,066.79)
S605047 Weaver Road Improvements	Battlefield	136,518.00	(6,391,548.79)
9901839 Downtown N. Main Street	Nixa	(200,000.00)	(6,591,548.79)
9901867 Lost Hill Park Bridge CON	Greene Parks	(107,000.00)	(6,698,548.79)
MO2604 FY 2026 TMC Staff	Springfield	(496,000.00)	(7,194,548.79)
OT1901-19A5 (UPWP FY 2026)	OTO	(268,019.00)	(7,462,567.79)
S602092 MM Shared Use Path/Underpass	Republic	(496,697.00)	(7,959,264.79)
9901838 N. Old Orchard	Strafford	(481,362.00)	(8,440,626.79)
9901864 Finley River Trail Extension	Ozark	(114,175.54)	(8,554,802.33)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(8,966,009.47)
5901830 South Ck Fremont/Glenstone	Springfield	(644,270.00)	(9,610,279.47)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(11,610,279.47)
5919806 Grant Avenue Viaduct	Springfield	(2,022,339.00)	(13,632,618.47)
5901838 MLK Jr. Bridge	Springfield	(935,284.00)	(14,567,902.47)
5901826 LeCompte Trail	Springfield	(383,160.00)	(14,951,062.47)
<i>Total Critical Obligations</i>			(14,951,062.47)

MODOT MANDATED MINIMUM

100% Goal Obligations Remaining	All Funds	10,327,868.40
Critical Obligations	All Funds	(14,951,062.47)
Obligations over MoDOT Mandated Minimum		(4,623,194.07)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	12,214,460.88
Critical Obligations	All Funds	(14,951,062.47)
Obligations over MoDOT Mandated Goal		(2,736,601.59)

At-Risk Projects

Projects Programmed for FY 2025 Anticipated to be Delayed to FY 2026

Name	Responsible Agency	Programmed	TOTAL
S602093 MM I-44 to 360	Republic	(2,296,000.00)	(2,296,000.00)
S605031 CC Cost Share	Ozark	(2,128,397.00)	(4,424,397.00)
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	(8,424,397.00)
<i>Total FY 2025 At-Risk Projects</i>			<i>(8,424,397.00)</i>

Potential Deobligations from Completed Projects

Name	Responsible Agency	Remaining Expenditures	TOTAL
5901822 Chadwick Flyer Phase III	OTO	\$189,843.63	189,843.63
0141028 14-Fort to Ridgecrest	MoDOT	\$18.18	189,861.81
0141029 Jackson and NN	MoDOT	\$23,456.49	213,318.30
1602076 Kearney/West Bypass	MoDOT	\$26,449.00	239,767.30
7441012 Kearney/Packer	MoDOT	\$69,522.96	309,290.26
9901827 ChadwickFlyr Jackson/Clay	Ozark	\$41.57	309,331.83
00FY824 OTO Operations/Planning	OTO	\$140,170.20	449,502.03
<i>Total Near-Term Potential Deobligations</i>			<i>449,502.03</i>

Deobligations Held for 2026

Name	Responsible Agency	Remaining Expenditures	TOTAL
			0.00
<i>Total FY 2026 Pending Deobligations</i>			<i>0.00</i>

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM II.B.

Safe Streets and Roads for All Safety Action Plan *Destination Safe Streets*

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

AGENDA DESCRIPTION:

The regional Safety Action Plan, *Destination Safe Streets*, is drafted and ready for consideration by the OTO Board of Directors. The draft Plan serves as an SS4A eligible safety action plan for OTO's member jurisdiction who may want to apply for an SS4A implementation grant.

The Draft Plan can be viewed here -

<https://www.ozarkstransportation.org/uploads/documents/Destination-Safe-Streets-12112024.pdf>.

Included with *Destination Safe Streets*:

- Vision Zero Goal – Zero Fatalities by 2040 and Zero Serious Injuries by 2050
- Engagement Summary
- Safety Analysis, including systemic safety improvements and recommendations
- Policy Analysis
- Prioritized Projects List
- Community Crash Profiles
- Process for Monitoring Progress – The TPC will receive an annual report on progress toward zero fatalities and serious injuries
- Appendices with detailed information from the Equity Engagement Consultants and the Safety Engineering Consultants

Also included for member recommendation is a resolution which provides the required leadership commitment for a goal of zero fatalities and zero injuries, as well as documenting the monitoring process for progress.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the Board of Directors adopt *Destination Safe Streets* and the accompanying leadership commitment resolution.”

OR

“Move to request *Destination Safe Streets* include the following changes...”



Resolution # 2025-1

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

January 16, 2025

**RESOLUTION APPROVING THE REGIONAL SAFETY ACTION PLAN AND VISION ZERO GOAL FOR THE OTO
REGION**

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

WHEREAS, the Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization (MPO) for the Springfield, MO Urban Area; and

WHEREAS, a Safety Action Plan that meets USDOT requirements would enable all jurisdictions in the OTO region to subsequently qualify for consideration of USDOT discretionary Safe Streets and Roads for All (SS4A) discretionary grants; and

WHEREAS, the OTO has completed *Destination Safe Streets*, which was developed through consultation with expert stakeholders, the Safety Action Plan Advisory Team, and public outreach across the OTO region; and

WHEREAS, *Destination Safe Streets* is based on the Safe System Approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial; and

WHEREAS, *Destination Safe Streets* establishes a regional commitment that one life lost on the region's transportation network is one too many.

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

That the OTO *Destination Safe Streets* Safety Action Plan is hereby approved and identifies a wide variety of strategies, goals, and potential projects; and

That the OTO adopts a goal of zero roadway fatalities by the year 2040 and zero roadway serious injuries by the year 2050.

That progress on the Vision Zero goal will be monitored by the Technical Planning Committee on an annual basis according to the metrics described in the Safety Action Plan.

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 16th day of January 2025.

ATTEST:

Mr. John Russell
OTO Board of Directors Chair

Ms. Martha Smartt
OTO Board of Directors Secretary

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM II.C.

Administrative Modification 1 to the FY 2025-2028 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are multiple items included as part of Administrative Modification 1 to the FY 2025-2028 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

Basis for Administrative Modification - *Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000).*

1. South Creek Greenway - Posenke (EN2415-25AM1)
Increased CRP funding from \$128,303 to \$132,650 and Local funding from \$32,076 to \$33,162 for a new total programmed amount of \$165,812.
2. Blue Stem Phase I North Ozark Greenway (EN2421-25AM1)
Decreased CRP funding from \$58,424 to \$57,811 and Local funding from \$14,607 to \$14,453 for a new total programmed amount of \$57,811.
3. Finley River Trail Western Expansion (EN2422-25AM1)
Increased CRP funding from \$89,714 to \$91,416 and Local funding from \$22,428 to \$22,854 for a new total programmed amount of \$114,270.

Bases for Administrative Modification - *Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*

4. Lost Hill Greenway Bridge (EN2402-25AM1)
Moved \$33,500 from Construction to Engineering and the total programmed amount remains the same at \$150,000.

Basis for Administrative Modification - *Minor changes to funding sources between federal funding categories or between state and local sources.*

5. Trail/Sidewalk Hwy CC Chadwick Flyer Connection (EN601-25AM1)
Changed federal funding source from TAP to CRP.

TECHNICAL PLANNING COMMITTEE 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

4 November 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 One to the OTO FY 2025-2028 Transportation Improvement Program (TIP) on November 4, 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



EN2415-25AM1 - SOUTH CREEK GREENWAY - POSENKE

Plan Revision 25AM1 Section Sponsored by Local Public Agencies Project Type Bicycle and Pedestrian Lead Agency Ozark Greenways

County Greene County Municipality Unincorporated Greene County Status Programmed Total Cost \$165,812

MoDoT ID - Federal ID 5901834 Project From - Project To -

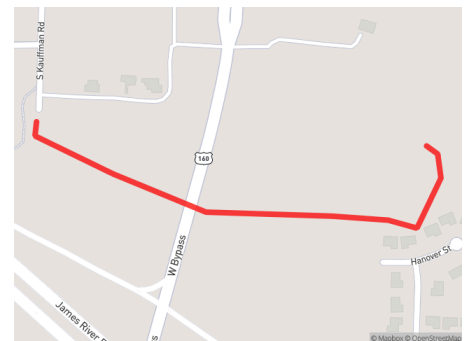
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design for a .5 mile trail gap along the South Creek Greenway and a direct connection to the Wilson's Creek Greenway.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$132,650	-	-	-	-	\$132,650
Engineering	Local	-	\$33,162	-	-	-	-	\$33,162
Total Engineering		-	\$165,812	-	-	-	-	\$165,812
Total Programmed		-	\$165,812	-	-	-	-	\$165,812

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 "EN2415-24A4" to "EN2415-25AM1" Plan Revision Name changed from "25Adopted" to "25AM1"
FUNDING CHANGES	CRP (FHWA) + Increase funds in FY 2025 in ENG from \$128,303 to \$132,650 Local + Increase funds in FY 2025 in ENG from \$32,076 to \$33,162
FEDERAL PROJECT COST	Increased from \$128,303 to \$132,650 (3.39%)
TOTAL PROJECT COST	Increased from \$160,379 to \$165,812 (3.39%)



EN2421-25AM1 - BLUE STEM PHASE I NORTH OZARK GREENWAY

Plan Revision 25AM1 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 \$72,264

MoDoT ID - Federal ID 9901877 Project From - Project To -

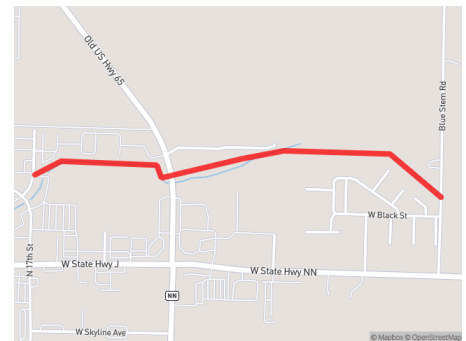
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Engineering and design of the Blue Stem Phase I trail across north Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$57,811	-	-	-	-	\$57,811
Engineering	Local	-	\$14,453	-	-	-	-	\$14,453
Total Engineering		-	\$72,264	-	-	-	-	\$72,264
Total Programmed		-	\$72,264	-	-	-	-	\$72,264

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 "EN2421-24A4" to "EN2421-25AM1" Plan Revision Name changed from "25Adopted" to "25AM1"
FUNDING CHANGES	CRP (FHWA) - Decrease funds in FY 2025 in ENG from \$58,424 to \$57,811 Local - Decrease funds in FY 2025 in ENG from \$14,607 to \$14,453
FEDERAL PROJECT COST	Decreased from \$58,424 to \$57,811 (-1.05%)
TOTAL PROJECT COST	Decreased from \$73,031 to \$72,264 (-1.05%)



EN2422-25AM1 - FINLEY RIVER TRAIL WESTERN EXPANSION

Plan Revision 25AM1 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 \$114,270

MoDoT ID - Federal ID 9901878 Project From - Project To -

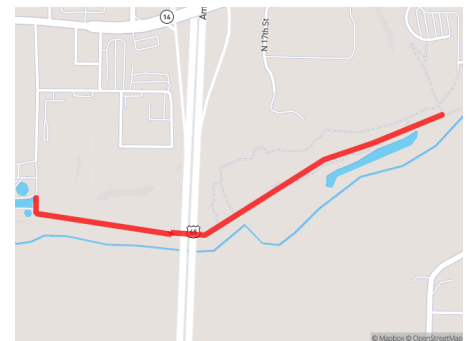
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the western expansion of the Finley River Trail from the Ozark Community Center, west.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$91,416	-	-	-	-	\$91,416
Engineering	Local	-	\$22,854	-	-	-	-	\$22,854
Total Engineering		-	\$114,270	-	-	-	-	\$114,270
Total Programmed		-	\$114,270	-	-	-	-	\$114,270

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 "EN2422-24A4" to "EN2422-25AM1" Plan Revision Name changed from "25Adopted" to "25AM1"
FUNDING CHANGES	CRP (FHWA) + Increase funds in FY 2025 in ENG from \$89,714 to \$91,416 Local + Increase funds in FY 2025 in ENG from \$22,428 to \$22,854
FEDERAL PROJECT COST	Increased from \$89,714 to \$91,416 (1.90%)
TOTAL PROJECT COST	Increased from \$112,142 to \$114,270 (1.90%)



EN2402-25AM1 - LOST HILL GREENWAY BRIDGE

Plan Revision
25AM1

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Greene County Parks

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
\$150,000

MoDoT ID
-

Federal ID
9901867

Project From
-

Project To
-

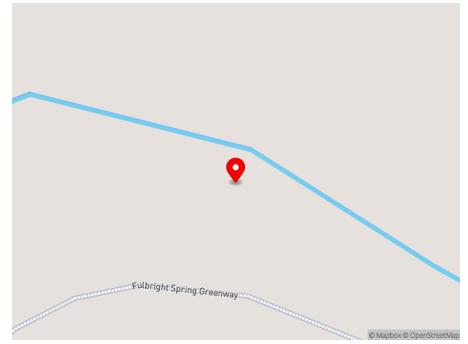
Project Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$10,975	-	-	-	-	\$10,975
Engineering	TAP (FHWA)	-	\$43,900	-	-	-	-	\$43,900
Total Engineering		-	\$54,875	-	-	-	-	\$54,875
Construction	Local	-	\$21,625	-	-	-	-	\$21,625
Construction	TAP (FHWA)	-	\$73,500	-	-	-	-	\$73,500
Total Construction		-	\$95,125	-	-	-	-	\$95,125
Total Programmed		-	\$150,000	-	-	-	-	\$150,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	ID changed from "EN2402-24" to "EN2402-25AM1" Plan Revision Name changed from "25Adopted" to "25AM1"
FUNDING CHANGES	<p>TAP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in ENG from \$10,400 to \$43,900 - Decrease funds in FY 2025 in CON from \$107,000 to \$73,500 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in ENG from \$2,600 to \$10,975 - Decrease funds in FY 2025 in CON from \$30,000 to \$21,625
FEDERAL PROJECT COST	Stays the same \$117,400
TOTAL PROJECT COST	Stays the same \$150,000



EN2601-25AM1 - TRAIL/SIDEWALK HWY CC CHADWICK FLYER CONNECTION

Plan Revision: 25AM1
 Section: Cost Shares
 Project Type: Bicycle and Pedestrian
 Lead Agency: City of Ozark

County: Christian County
 Municipality: Ozark
 Status: Programmed
 Total Cost: \$555,726

MoDoT ID: -
 Federal ID: -
 Project From: Fremont Road
 Project To: N 22nd Street

Project Considerations
 Bike/Ped Plan

Project Description
 Construction of Trail/Sidewalk along State Hwy CC from Fremont Road to N 22nd Street.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	CRP (FHWA)	-	-	\$444,580	-	-	-	\$444,580
Construction	Local	-	-	\$111,146	-	-	-	\$111,146
Total Construction		-	-	\$555,726	-	-	-	\$555,726
Total Programmed		-	-	\$555,726	-	-	-	\$555,726

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 "EN2601-25A1" to "EN2601-25AM1" Plan Revision Name changed from "25A1" to "25AM1"
FUNDING CHANGES	TAP (FHWA) - Decrease funds in FY 2026 in CON from \$444,580 to \$0 CRP (FHWA) + Increase funds in FY 2026 in CON from \$0 to \$444,580
FEDERAL PROJECT COST	Stays the same \$444,580
TOTAL PROJECT COST	Stays the same \$555,726

REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
TOTAL	\$63,158,659	\$394,093,632	\$69,202,353	\$92,811,726	\$55,966,310	\$173,000,117

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,275,520)	(\$426,941)	(\$480,773)	(\$603,873)	(\$16,787,107)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,785,762	\$77,531,101	\$77,371,242	\$77,139,252	\$294,827,357

Transit Local Operations/Maint.	Carryover	2025	2026	2027	2028	Total
System Operations Local	\$8,008,970	\$7,708,899	\$7,708,899	\$7,708,899	\$7,708,899	\$38,844,566
System Maintenance Local	\$399,880	\$399,880	\$399,880	\$190,000	\$190,000	\$1,579,640
Local Programmed O&M	--	(\$16,517,629)	(\$8,108,779)	(\$7,898,899)	(\$7,898,899)	(\$40,424,206)
Carryover	\$8,408,850	\$8,408,850	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	\$3,443,357	\$36,000	\$0	\$0
CRP (FHWA)	\$4,352,108	\$444,580	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$0	\$0
NHPP (FHWA)	\$82,242,400	\$19,783,200	\$44,060,800	\$19,803,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$30,849,191	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$5,911,486	\$383,160	\$134,836	\$0
Federal Subtotal	\$182,204,258	\$23,359,959	\$46,262,255	\$22,355,491
STATE				
MoDOT	\$208,732,749	\$8,700,600	\$12,661,582	\$5,984,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$237,334,711	\$27,404,963	\$24,354,399	\$15,422,513
LOCAL/OTHER				
Local	\$15,275,520	\$426,941	\$480,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$20,504,522	\$426,941	\$480,773	\$603,873
Total	\$440,043,491	\$51,191,863	\$71,097,427	\$38,381,877

Pending

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$502,265,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$20,504,522	\$426,941	\$480,773	\$603,873	\$22,016,109
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
TOTAL AVAILABLE FUNDING	\$43,536,397	\$403,973,495	\$58,986,613	\$79,826,025	\$46,411,437	\$632,733,967
Carryover		\$43,536,397	\$7,466,401	\$15,261,151	\$23,989,749	--
Programmed State and Federal Funding		(\$440,043,491)	(\$51,191,863)	(\$71,097,427)	(\$38,381,877)	(\$600,714,658)
TOTAL REMAINING	\$43,536,397	\$7,466,401	\$15,261,151	\$23,989,749	\$32,019,309	\$32,019,309

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM II.D.

Amendment Number Three to the FY 2025-2028 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are multiple items included as part of Amendment Number Three to the FY 2025-2028 Transportation Improvement Program.

1. ***Removed*** Jordan Creek Trail Mt. Vernon to College (EN2414)
This project was funded by the Ungap the Map Raise grant and has been incorporated into SP2515.
2. ***Removed*** Wilson’s Creek Trail – Ewing to Rutledge-Wilson (EN2417)
This project was funded by the Ungap the Map Raise grant and has been incorporated into SP2515.
3. ***Revised*** Ward Branch Greenway - National to Fremont (EN2416)
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$67,574.
4. ***Revised*** Fassnight Trail from Skate Park to Fort (EN2418)
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$214,315.
5. ***Revised*** Chadwick Jackson Street Connector (EN2419)
Programmed amount revised due to decreased engineering costs, with a new total programmed amount of \$11,839.
6. ***Revised*** Kali Springs Trail Connector (EN2420)
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$43,459.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 3 to the FY 2025-2028 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 3 to the FY 2025-2028 Transportation Improvement Program, with these changes...”

EN2414-25A3 - JORDAN CREEK TRAIL MT. VERNON TO COLLEGE

Plan Revision 25A3 Section Sponsored by Local Public Agencies Project Type Bicycle and Pedestrian Lead Agency Ozark Greenways

County Greene County Municipality Springfield Status Programmed Total Cost \$137,520

MoDoT ID - Federal ID 5911804 Project From - Project To -

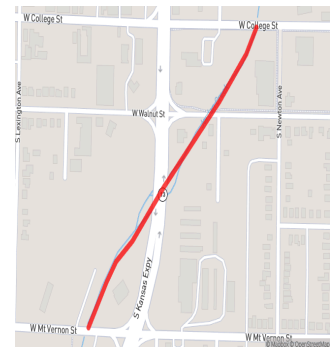
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the Jordan Creek Greenway Trail from Mt. Vernon Street to College Street.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$110,016	-	-	-	-	\$110,016
Engineering	Local	-	\$27,504	-	-	-	-	\$27,504
Total Engineering		-	\$137,520	-	-	-	-	\$137,520
Total Programmed		-	\$137,520	-	-	-	-	\$137,520

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	ID changed from "EN2414-24A4" to "EN2414-25A3" Plan Revision Name changed from "25Adopted" to "25A3"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$110,016
TOTAL PROJECT COST	Stays the same \$137,520



EN2416-25A3 - WARD BRANCH GREENWAY - NATIONAL TO FREMONT

Plan Revision 25A3 Section Sponsored by Local Public Agencies Project Type Bicycle and Pedestrian Lead Agency Ozark Greenways

County Greene County Municipality Springfield Status Programmed Total Cost \$67,574

MoDoT ID - Federal ID 5936804 Project From - Project To -

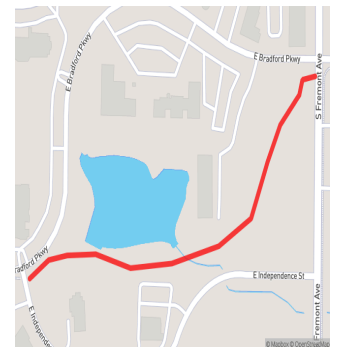
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the Ward Branch Greenway trail between National Avenue and Fremont Avenue.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$54,059	-	-	-	-	\$54,059
Engineering	Local	-	\$13,515	-	-	-	-	\$13,515
Total Engineering		-	\$67,574	-	-	-	-	\$67,574
Total Programmed		-	\$67,574	-	-	-	-	\$67,574

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	ID changed from "EN2416-24A4" to "EN2416-25A3" Plan Revision Name changed from "25Adopted" to "25A3"
FUNDING CHANGES	CRP (FHWA) + Increase funds in FY 2025 in ENG from \$34,551 to \$54,059 Local + Increase funds in FY 2025 in ENG from \$8,638 to \$13,515
FEDERAL PROJECT COST	Increased from \$34,551 to \$54,059 (56.46%)
TOTAL PROJECT COST	Increased from \$43,189 to \$67,574 (56.46%)



EN2417-25A3 - WILSON'S CREEK TRAIL - EWING TO RUTLEDGE-WILSON

Plan Revision 25A3	Section Sponsored by Local Public Agencies	Project Type Bicycle and Pedestrian	Lead Agency Ozark Greenways
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County Greene County	Municipality Springfield, Unincorporated Greene County	Status Programmed	Total Cost \$400,024
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MoDoT ID -	Federal ID 5901835	Project From -	Project To -
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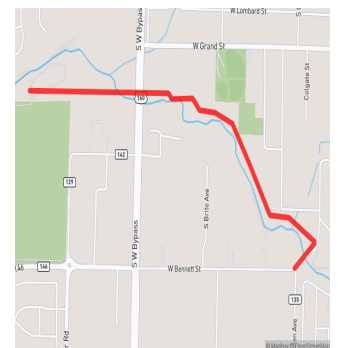
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the Wilson's Creek Trail from Ewing Park West to Rutledge-Wilson Park.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$320,019	-	-	-	-	\$320,019
Engineering	Local	-	\$80,005	-	-	-	-	\$80,005
Total Engineering		-	\$400,024	-	-	-	-	\$400,024
Total Programmed		-	\$400,024	-	-	-	-	\$400,024

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	ID changed from "EN2417-24A4" to "EN2417-25A3" Plan Revision Name changed from "25Adopted" to "25A3"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$320,019
TOTAL PROJECT COST	Stays the same \$400,024



EN2418-25A3 - FASSNIGHT TRAIL FROM SKATE PARK TO FORT

Plan Revision 25A3 Section Sponsored by Local Public Agencies Project Type Bicycle and Pedestrian Lead Agency Ozark Greenways

County Greene County Municipality Springfield Status Programmed Total Cost \$214,315

MoDoT ID - Federal ID 5901836 Project From - Project To -

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

Project Description
Engineering and design of Fassnight Creek Greenway Trail from west of Parkview High School on S. Thelma/W. Meadowmere (Skate Park) to S. Fort Ave.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$171,452	-	-	-	-	\$171,452
Engineering	Local	-	\$42,863	-	-	-	-	\$42,863
Total Engineering		-	\$214,315	-	-	-	-	\$214,315
Total Programmed		-	\$214,315	-	-	-	-	\$214,315

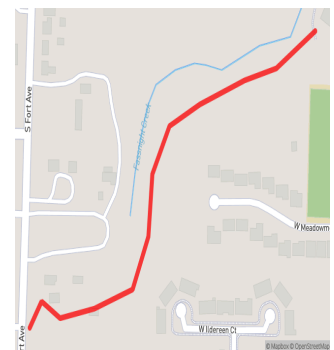
CURRENT CHANGE REASON Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)

PROJECT CHANGES ID changed from "EN2418-24A4" to "EN2418-25A3"
Plan Revision Name changed from "25Adopted" to "25A3"

FUNDING CHANGES **CRP (FHWA)**
+ Increase funds in FY 2025 in ENG from \$135,030 to \$171,452
Local
+ Increase funds in FY 2025 in ENG from \$33,758 to \$42,863

FEDERAL PROJECT COST Increased from \$135,030 to \$171,452 (26.97%)

TOTAL PROJECT COST Increased from \$168,788 to \$214,315 (26.97%)



EN2419-25A3 - CHADWICK JACKSON STREET CONNECTOR

Plan Revision 25A3 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 \$11,839

MoDoT ID - Federal ID 9901875 Project From - Project To -

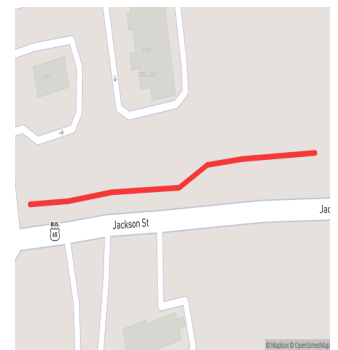
Project Considerations
Bike/Ped Plan

Project Description
Engineering and design for a proposed trail connector from the northeast side of the intersection at Jackson/Hwy 14 and North 16th Street.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$9,471	-	-	-	-	\$9,471
Engineering	Local	-	\$2,368	-	-	-	-	\$2,368
Total Engineering		-	\$11,839	-	-	-	-	\$11,839
Total Programmed		-	\$11,839	-	-	-	-	\$11,839

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	ID changed from "EN2419-24A4" to "EN2419-25A3" Plan Revision Name changed from "25Adopted" to "25A3"
FUNDING CHANGES	CRP (FHWA) - Decrease funds in FY 2025 in ENG from \$26,723 to \$9,471 Local - Decrease funds in FY 2025 in ENG from \$6,681 to \$2,368
FEDERAL PROJECT COST	Decreased from \$26,723 to \$9,471 (-64.56%)
TOTAL PROJECT COST	Decreased from \$33,404 to \$11,839 (-64.56%)



EN2420-25A3 - KALI SPRINGS TRAIL CONNECTOR

Plan Revision 25A3 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 \$43,459

MoDoT ID - Federal ID 9901876 Project From - Project To -

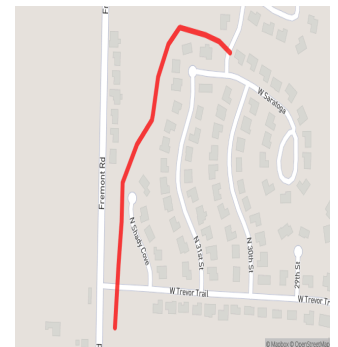
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Engineering and design of the Kali Springs trail connector near Fremont Road from just south of W. Trevor to N. 30th.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$34,767	-	-	-	-	\$34,767
Engineering	Local	-	\$8,692	-	-	-	-	\$8,692
Total Engineering		-	\$43,459	-	-	-	-	\$43,459
Total Programmed		-	\$43,459	-	-	-	-	\$43,459

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	ID changed from "EN2420-24A4" to "EN2420-25A3" Plan Revision Name changed from "25Adopted" to "25A3"
FUNDING CHANGES	CRP (FHWA) + Increase funds in FY 2025 in ENG from \$25,910 to \$34,767 Local + Increase funds in FY 2025 in ENG from \$6,478 to \$8,692
FEDERAL PROJECT COST	Increased from \$25,910 to \$34,767 (34.18%)
TOTAL PROJECT COST	Increased from \$32,388 to \$43,459 (34.18%)



REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
TOTAL	\$63,158,659	\$394,093,632	\$69,202,353	\$92,811,726	\$55,966,310	\$173,000,117

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,179,894)	(\$426,941)	(\$480,773)	(\$603,873)	(\$16,691,481)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,881,388	\$77,531,101	\$77,371,242	\$77,139,252	\$294,922,983

Transit Local Operations/Maint.	Carryover	2025	2026	2027	2028	Total
System Operations Local	\$8,008,970	\$7,708,899	\$7,708,899	\$7,708,899	\$7,708,899	\$38,844,566
System Maintenance Local	\$399,880	\$399,880	\$399,880	\$190,000	\$190,000	\$1,579,640
Local Programmed O&M	--	(\$16,517,629)	(\$8,108,779)	(\$7,898,899)	(\$7,898,899)	(\$40,424,206)
Carryover	\$8,408,850	\$8,408,850	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	\$3,443,357	\$36,000	\$0	\$0
CRP (FHWA)	\$3,969,608	\$444,580	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$0	\$0
NHPP (FHWA)	\$82,242,400	\$19,783,200	\$44,060,800	\$19,803,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$30,849,191	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$5,911,486	\$383,160	\$134,836	\$0
Federal Subtotal	\$181,821,758	\$23,359,959	\$46,262,255	\$22,355,491
STATE				
MoDOT	\$208,732,749	\$8,700,600	\$12,661,582	\$5,984,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$237,334,711	\$27,404,963	\$24,354,399	\$15,422,513
LOCAL/OTHER				
Local	\$15,179,894	\$426,941	\$480,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$20,408,896	\$426,941	\$480,773	\$603,873
Total	\$439,565,365	\$51,191,863	\$71,097,427	\$38,381,877

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$502,265,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$20,408,896	\$426,941	\$480,773	\$603,873	\$21,920,483
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
TOTAL AVAILABLE FUNDING	\$43,536,397	\$403,877,869	\$58,986,613	\$79,826,025	\$46,411,437	\$632,638,341
Carryover		\$43,536,397	\$7,848,901	\$15,643,651	\$24,372,249	--
Programmed State and Federal Funding		(\$439,565,365)	(\$51,191,863)	(\$71,097,427)	(\$38,381,877)	(\$600,236,532)
TOTAL REMAINING	\$43,536,397	\$7,848,901	\$15,643,651	\$24,372,249	\$32,401,809	\$32,401,809

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM II.E.

CRP/TAP Project Schedule Extension

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

AGENDA DESCRIPTION:

The City of Springfield has requested to extend the schedules of the Sherman Parkway (EN2411-24), Mount Vernon & Miller sidewalks (EN2412-24) and South Creek Greenway (EN2413-24) projects, which were awarded CRP/TAP funds in July 2023. These would be one-time extensions, per OTO’s Reasonable Progress Policy.

The City of Springfield has proposed the following schedules for each project, which will still allow the project construction funds to be obligated in FFY 2025, as originally planned.

Sherman Parkway Link

Phase	Current Schedule	Proposed Schedule
1. Engineering Services Contract Approval	May 2024	<i>Completed</i>
2. Preliminary & Right-of-Way Plans Submittal	July 2024	<i>Completed</i>
3. Plans, Specifications, & Estimate Submittal	December 2024	June 2025
4. Plans, Specifications & Estimate Approval	January 2025	July 2025
5. Construction Contract Award	March 2025	September 2025

Mount Vernon & Miller Sidewalks

Phase	Current Schedule	Proposed Schedule
1. Engineering Services Contract Approval	May 2024	<i>Completed</i>
2. Preliminary & Right-of-Way Plans Submittal	July 2024	<i>Completed</i>
3. Plans, Specifications, & Estimate Submittal	December 2024	April 2025
4. Plans, Specifications & Estimate Approval	January 2025	May 2025
5. Construction Contract Award	March 2025	July 2025

South Creek Greenway Trail

Phase	Current Schedule	Proposed Schedule
1. Engineering Services Contract Approval	May 2024	<i>Completed</i>
2. Preliminary & Right-of-Way Plans Submittal	July 2024	<i>Completed</i>
3. Plans, Specifications, & Estimate Submittal	December 2024	May 2025
4. Plans, Specifications & Estimate Approval	January 2025	July 2025
5. Construction Contract Award	March 2025	September 2025

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the revised schedule for the Sherman Parkway, Mount Vernon & Miller sidewalks, and South Creek Greenway projects.”

OR

“Move to recommend the following...”

November 27th, 2024

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

RE: Extension Request Jordan Creek Trail- Chestnut Expy. to Jordan Valley Park CRP-5901(828)
Springfield, MO

Dear Directors,

Pursuant to the project schedule letter received from the OTO dated August 25, 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 lengthy response and review time from MoDOT as well as unresponsiveness from BNSF. We are also anticipating that acquiring easements from Harry Cooper will extend our design process until summer of 2025. We are working with CJW to finalize ROW plans and we anticipate to start the right of way/easement acquisition early next year. The Plans, Specifications, & Estimate (PS&E) are not anticipated to be submitted until July of 2025.

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

PS&E Submittal – June 2025
PS&E Approval – July 2025

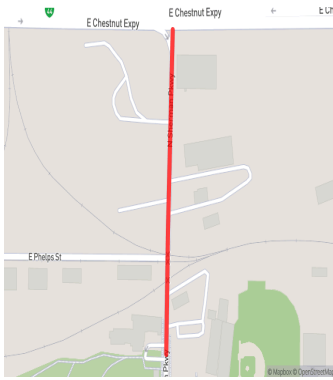
Again, thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417-864-1858 or grady.porter@springfieldmo.gov.

Respectfully,



Grady Porter, PE

EN2411-24 - SHERMAN PARKWAY LINK



Plan Revision	Section	Project Type	Lead Agency
25Adopted	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Springfield
County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	\$587,413
MoDoT ID	Federal ID	Project From	Project To
-	5901828	Jordan Valley Park	Chestnut Expressway

Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description

Construct The Link along Sherman Parkway from Jordan Valley Park to Chestnut Expressway, including a pedestrian and bike path.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$61,295	-	-	-	-	-	\$61,295
Engineering	Local	\$15,324	-	-	-	-	-	\$15,324
Total Engineering		\$76,619	-	-	-	-	-	\$76,619
Construction	CRP (FHWA)	-	\$408,635	-	-	-	-	\$408,635
Construction	Local	-	\$102,159	-	-	-	-	\$102,159
Total Construction		-	\$510,794	-	-	-	-	\$510,794
Total Prior Costs		\$76,619	-	-	-	-	-	\$76,619
Total Programmed		\$76,619	\$510,794	-	-	-	-	\$587,413

December 3, 2024

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

RE: Extension Request Mt. Vernon and Miller Sidewalks – TAP-5901(829) Springfield, MO

Dear Directors,

Pursuant to the project schedule letter received from the OTO dated August 25, 2023, a one-time extension may be requested and approved by the OTO Board of Directors.

The City of Springfield is requesting a time extension due to project delays for the following reasons:

- This project initially had no funds allotted for Right of Way acquisition. Through the preliminary design phase it was identified that four (4) properties would involve acquisition needs.
 - On March 20, 2024 the City pursued shifting some funding from the construction phase to the preliminary design phase for the purpose of right of way acquisition.
 - Shifting these funds has been a lengthy process to get a Supplemental Agreement. The City has passed an Ordinance (#28076) and we are working to enter the Supplemental Agreement.
- Right of Way plans were submitted to MoDOT for Right of Way approval on October 28, 2024.
 - Per the last correspondence with the MoDOT Right of Way consultant the A-Date has been approved and sent to FHWA for final approval and obligation of funds.


The City of Springfield requests a four month time extension to allow time for Right of Way acquisition and for Plans, Specifications, & Estimate (PS&E) Submittal. The requested schedule is below.

Plans, Specifications, & Estimate (PS&E) Submittal	April 2025
Plans, Specifications, & Estimate (PS&E) Approval	May 2025
Construction Contract Award	July 2025

Preliminary plans were approved on October 18, 2024. Right of Way approval pending and nearing approval from FHWA. Plans, specifications, and estimate are nearing completion. City to work to acquire right of way for the aforementioned four (4) properties upon receiving the A-Date. It shall also be noted that clearing of trees shall occur during the October 16th – March 31st timeframe. The City is planning to utilize an on-call contract with City funds to clear any trees ahead of the expiration of the timeframe.

Again, thank you for considering the extension. If you should have any questions I may be reached at (417) 864-1969 or evan.bergmann@springfieldmo.gov.

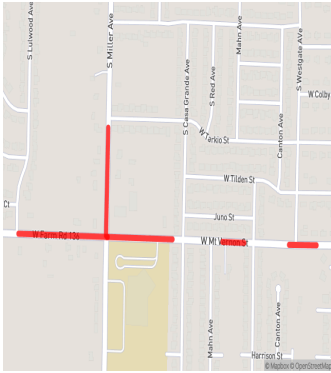
Sincerely,


Evan Bergmann, E.I., CFM
Transportation Engineering

Department of Public Works
840 Boonville Avenue • Springfield, Missouri 65801
417-864-1902 • Fax 417-864-1929 • springfieldmo.gov



EN2412-24AM5 - MOUNT VERNON AND MILLER SIDEWALKS



Plan Revision
25 Adopted

Section
Sponsored by
Local Public
Agencies

Project Type
Bicycle and
Pedestrian

Lead Agency
City of
Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,249,526

MoDoT ID
-

Federal ID
5901829

Project From
Lulwood, Mount
Vernon

Project To
Casa Grande,
Tarkio

Project
Considerations
Environmental
Justice Area,
Bike/Ped Plan

Project Description

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

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	\$32,596	-	-	-	-	-	\$32,596
Engineering	TAP (FHWA)	\$130,385	-	-	-	-	-	\$130,385
Total Engineering		\$162,981	-	-	-	-	-	\$162,981
ROW	Local	-	\$7,000	-	-	-	-	\$7,000
ROW	TAP (FHWA)	-	\$28,000	-	-	-	-	\$28,000
Total ROW		-	\$35,000	-	-	-	-	\$35,000
Construction	Local	-	\$210,309	-	-	-	-	\$210,309
Construction	TAP (FHWA)	-	\$841,236	-	-	-	-	\$841,236
Total Construction		-	\$1,051,545	-	-	-	-	\$1,051,545
Total Prior Costs		\$162,981	-	-	-	-	-	\$162,981
Total Programmed		\$162,981	\$1,086,545	-	-	-	-	\$1,249,526

December 3, 2024

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

**RE: Extension Request South Creek Greenway (Fremont-Glenstone) – CRP-5901(830)
Springfield, MO**

Dear Directors,

Pursuant to the project schedule letter received from the OTO dated August 25, 2023, a one-time extension may be requested and approved by the OTO Board of Directors.

The City of Springfield is requesting a time extension due to project delays for the following reasons:

- Right of Way plans were submitted to MoDOT for Right of Way approval on September 16, 2024.
 - The A-Date was approved on October 31, 2024. The City is actively in negotiations with the one property that has right of way needs.
- This project was intended to tie into a future MoDOT improvement that has been delayed. Working with MoDOT the City applied for a CRP grant to extend this trail across Glenstone Avenue.
 - The City was awarded a CRP grant for the South Creek Trail (Sunset/Glenstone Crossing) project CRP 5901(839). The City intends to have both the CRP 5901 (830) project and the CRP 5901(839) constructed at the same time.

The City of Springfield requests a five-month time extension to allow time for Right of Way acquisition and for Plans, Specifications, & Estimate (PS&E) Submittal. The requested schedule is below.

Plans, Specifications, & Estimate (PS&E) Submittal	May 2025
Plans, Specifications, & Estimate (PS&E) Approval	July 2025
Construction Contract Award	September 2025

Preliminary plans were approved on September 13, 2024. Plans, specifications, and estimate are nearing completion. City to work to acquire right of way for the aforementioned single property. The City is actively working to get the CRP 5901(839) project into the design phase and are awaiting a Program Agreement from MoDOT so that we can align it to be constructed in conjunction with the CRP 5901(830) project.

Again, thank you for considering the extension. If you should have any questions I may be reached at (417) 864-1969 or evan.bergmann@springfieldmo.gov.

Sincerely,

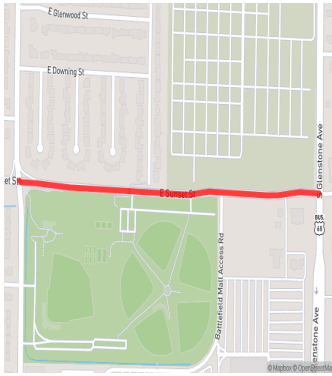
Evan Bergmann

Evan Bergmann, E.I., CFM
Transportation Engineering

Department of Public Works
840 Boonville Avenue • Springfield, Missouri 65801
417-864-1902 • Fax 417-864-1929 • springfieldmo.gov


**CITY OF
Springfield
PUBLIC WORKS**

EN2413-24 - SOUTH CREEK GREENWAY FREMONT TO GLENSTONE



Plan Revision 25Adopted	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 \$926,139
MoDoT ID -	Federal ID 5901830	Project From Fremont	Project To Glenstone

Project Considerations
Environmental Justice Area, Bike/Ped Plan

Project Description
Construct pedestrian pathway from Fremont to Glenstone.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	\$96,641	-	-	-	-	-	\$96,641
Engineering	Local	\$24,160	-	-	-	-	-	\$24,160
Total Engineering		\$120,801	-	-	-	-	-	\$120,801
Construction	CRP (FHWA)	-	\$644,270	-	-	-	-	\$644,270
Construction	Local	-	\$161,068	-	-	-	-	\$161,068
Total Construction		-	\$805,338	-	-	-	-	\$805,338
Total Prior Costs		\$120,801	-	-	-	-	-	\$120,801
Total Programmed		\$120,801	\$805,338	-	-	-	-	\$926,139

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM II.F.

***Destination 2045* Amendment Number 8**

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

AGENDA DESCRIPTION:

Greene County is requesting an amendment to the Major Thoroughfare Plan to remove future collector Farm Road 101 at State Highway EE, due to the proposed letting of a future R-1 lot subdivision along the western boundary of the proposed roadway, which conflicts with existing utilities.

The Greene County Commission approved this request at their October 7, 2024 meeting.

Farm Road 101 Roadway Data

Roadway Name: Future Farm Road 101
From: Approximately 1320 ft. north of State Route EE
To: Approximately 1320 ft. south of State Route EE
Length (miles): 0.5
Number of Lanes: 2
Lane Width: 12 ft.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend the Board of Directors approve Amendment Eight to *Destination 2045*.”

OR

“Move to recommend the Board of Directors approve Amendment Eight to *Destination 2045* with the following changes...”

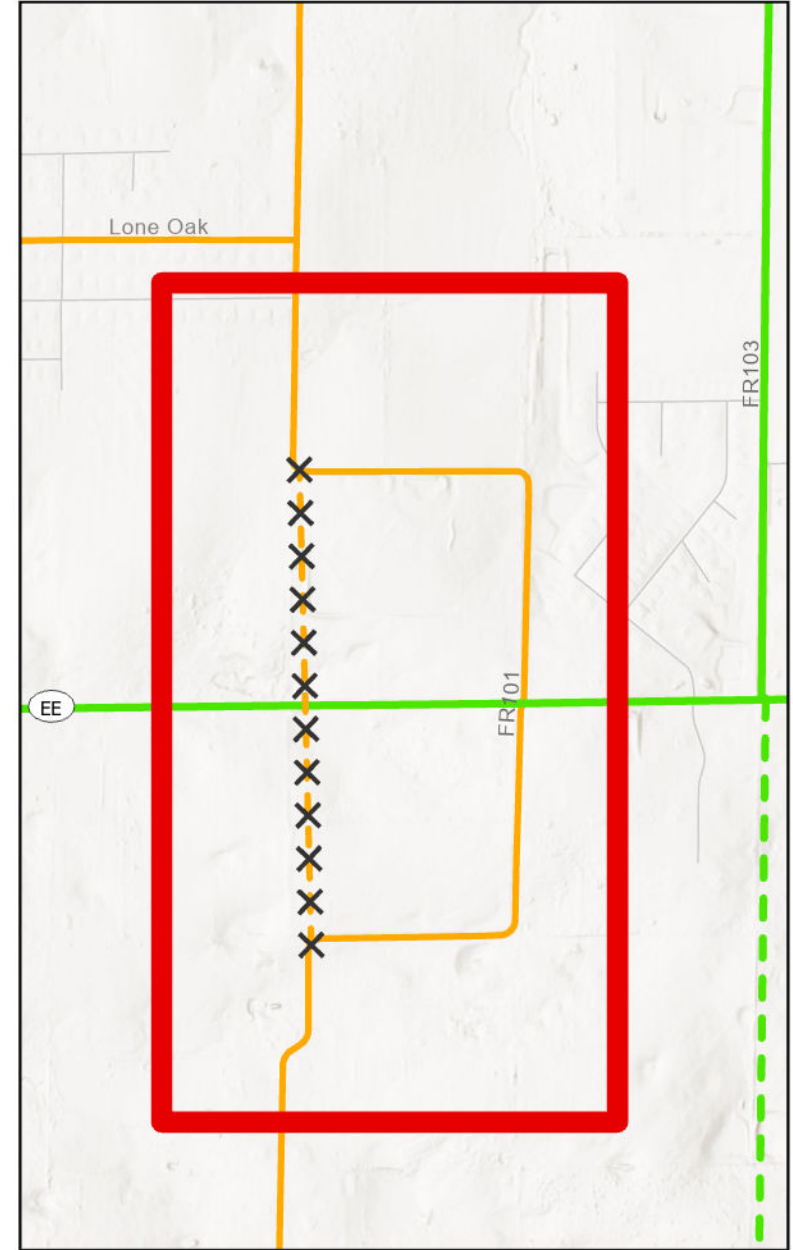
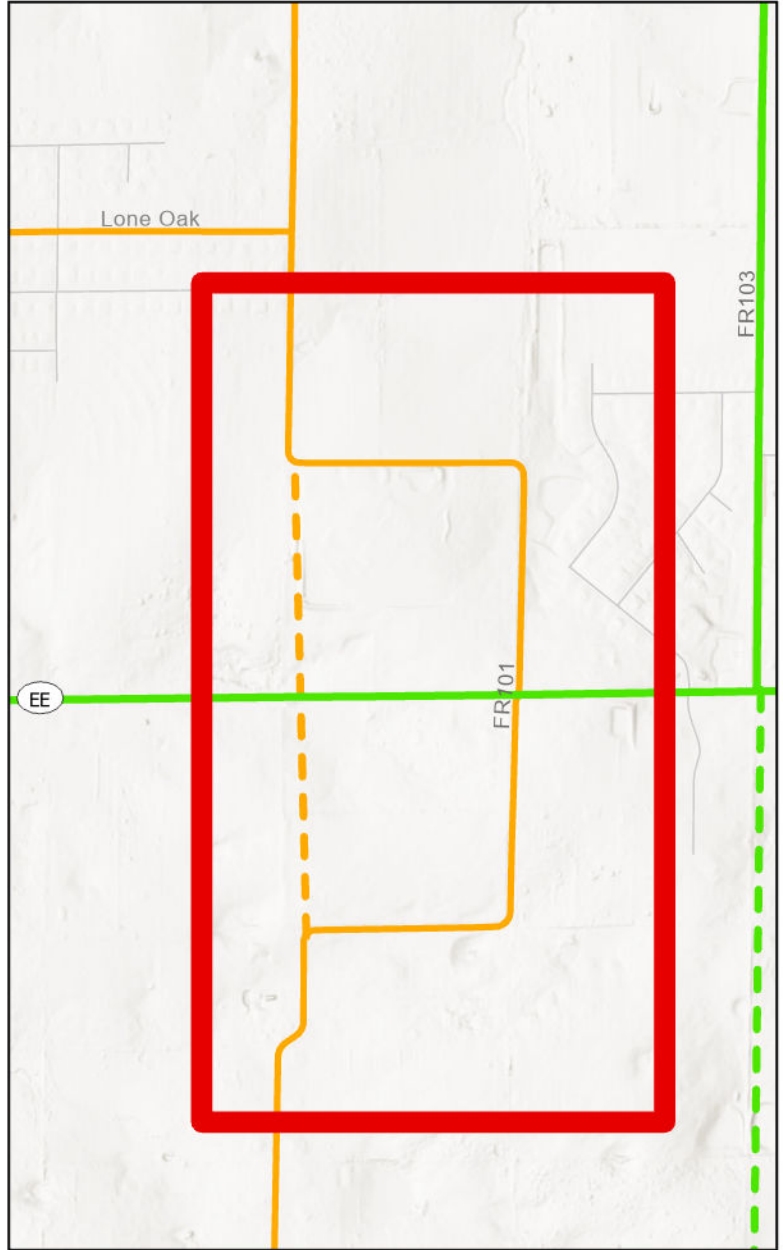
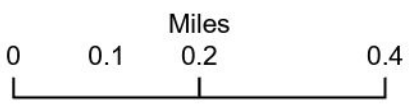
Major Thoroughfare Plan Ozarks Transportation Organization



As Approved by the OTO Board of Directors
July 18, 2024

Proposed

- Functional Classification
- Freeway
 - Expressway
 - Primary Arterial
 - Secondary Arterial
 - Collector
 - Rural Collector
 - Boulevard
 - Local
 - Future Expressway
 - Future Primary Arterial
 - Future Secondary Arterial
 - Future Collector
 - Future Local





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to dknaut@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or dknaut@ozarkstransportation.org.

Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 12/11/2024

Contact Information

Name: Kirsty Ketchum

Title: Chief Engineer

Agency: Greene County Highway Department

Street Address: 2065 N Clifton Ave

City/State/Zip: Springfield/ MO/ 65803

Email: Kketchum@greencountymo.gov

Phone: 417-829-6536

Fax: 417-831-5216

Roadway Data

Roadway Name: Farm Road 101 (Future)

2208 W. Chesterfield Blvd., Suite 101, Springfield, MO 65807; Phone 417.865.3047 Fax 417.862.6013

Termini of Roadway	
From:	Approximately 1320 ft. north of State Route EE
To:	Approximately 1320 ft. south of State Route EE
Length (miles):	0.5
Number of Lanes:	2
Lane Width:	12
Traffic Volume (AADT):	Removal of future road

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Future road, but change request is for removal of future collector status.

Classification Change

Type of Area:	Residential and Agricultural
Current Classification:	Future Collector
Requested Classification:	Remove Classification

Justification

Explain why the roadway classification should be revised.

Greene County is requesting the removal of a future collector route (future FR 101) due to the proposed platting of a future R-1 lot subdivision along the western boundary of the proposed roadway and conflicts with existing utilities. No direct access from the proposed residential lots would be allowed. Willard Elementary School borders the proposed roadway to the east. The campus master plan does not include the proposed future roadway or access to the roadway.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

Future R-1 lot subdivision along the western boundary of the proposed roadway and conflicts with existing utilities. No direct access from the proposed residential lots would be allowed. No future impacts on the ability to comply with Greene County's or the OTO's MTP are foreseen.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

N/A

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

No future impacts on the ability to comply with Greene County's or the OTO's MTP are foreseen.

Additional information you would like to include.

The depiction of a future collector route in this area tends to have no improvement to the mobility of a driver to get to their destination. With the proposed residential development, existing utilities within the proposed right of way and existing elementary school adjacent to the future proposed right of way a collector status road would have little benefit to the targeted area.



**ORDER OF THE
GREENE COUNTY COMMISSION
GREENE COUNTY, MISSOURI**

DATE ISSUED: October 7th, 2024

CASE: Planning Board Case 2335

TEXT: The Greene County Highway Department and Greene County Planning Board petition the Greene County Commission to amend portions of the Major Thoroughfare Plan including portions of Farm Road 101, Farm Road 115, and Farm Road 141.

Farm Road 101

At the public hearing on August 20th, 2024, the Greene County Planning Board voted eight to zero (8-0) to recommend the amendment of a portion of Farm Road 101 on the Major Thoroughfare Plan.

During the Greene County Commission public hearing on this day, a motion to approve the amendment was made by Commissioner MacLachlan and seconded by Commissioner. The motion passed with Commissioner MacLachlan voting yes, Commissioner Russell voting yes, and Commissioner Dixon voting yes.

Farm Road 115

At the public hearing on August 20th, 2024, the Greene County Planning Board voted eight to zero (8-0) to recommend the amendment of a portion of Farm Road 115 on the Major Thoroughfare Plan.

During the Greene County Commission public hearing on this day, a motion to approve the amendment was made by Commissioner MacLachlan and seconded by Commissioner. The motion passed with Commissioner MacLachlan voting yes, Commissioner Russell voting yes, and Commissioner Dixon voting yes.

Farm Road 141

At the public hearing on August 20th, 2024, the Greene County Planning Board voted zero to eight (0-8) to recommend the amendment of a portion of Farm Road 141 on the Major Thoroughfare Plan, thereby recommending no amendment.

During the Greene County Commission public hearing on this day, a motion to approve the amendment was made by Commissioner MacLachlan and seconded by Commissioner. The motion passed with Commissioner MacLachlan voting no, Commissioner Russell voting no, and Commissioner Dixon voting no.

Done this 7th day of October, 2024.

THE GREENE COUNTY COMMISSION


Bob Dixon

Presiding Commissioner


Rusty MacLachlan

Commissioner 1st District


John C. Russell

Commissioner 2nd District

Amendment Request

Major Thoroughfare Plan Request for Farm Roads 101, 115 and 141.

Farm Road 101 Roadway Data

Roadway Name: Future Farm Road 101

From: Approximately 1320 ft . north of State Route EE

To: Approximately 1320 ft. south of State Route EE

Length (miles): 0.5

Number of Lanes: 2

Lane Width: 12 ft.

Amendment Request and Justification

Current Classification: Collector

Requested Change: Remove future collector route as shown on the current Greene County and OTO Major Thoroughfare Plans.

Describe Process for Justification Approval:

Requires Greene County Planning and Zoning Board Approval and OTO Board Approval.

Date of Approval:

Estimated Date October 2024

Please describe the history causing need for the amendment:

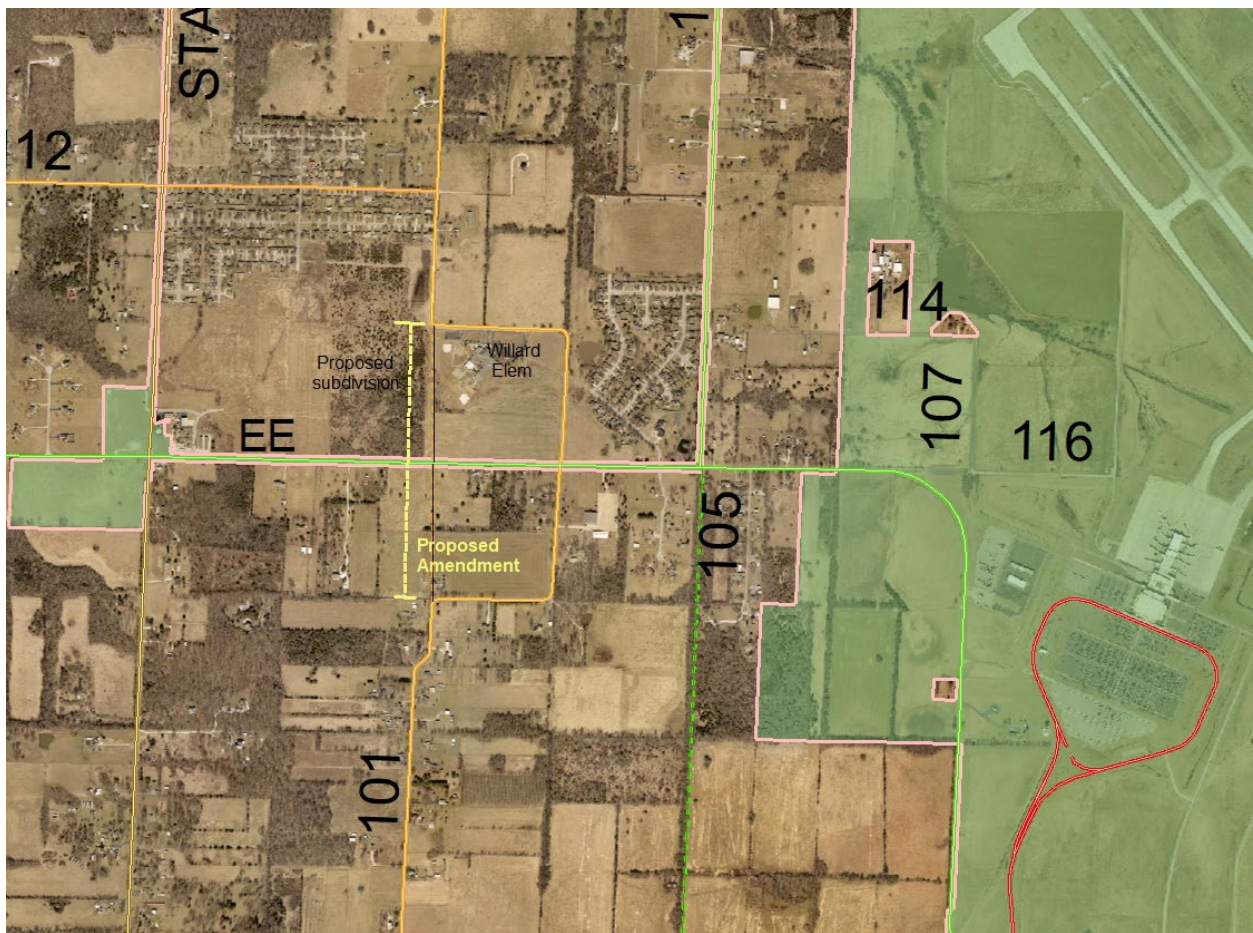
Greene County is requesting the removal of a future collector route (future FR 101) shown on the Greene County and OTO Major Thoroughfare Plan as described above. Due to the proposed platting of a future R-1 lot subdivision along the western boundary of the proposed roadway and conflicts with existing utilities. No direct access from the proposed residential lots would be allowed. Willard Elementary School borders the proposed roadway to the east. The campus master plan does not include the proposed future roadway or access to the roadway.

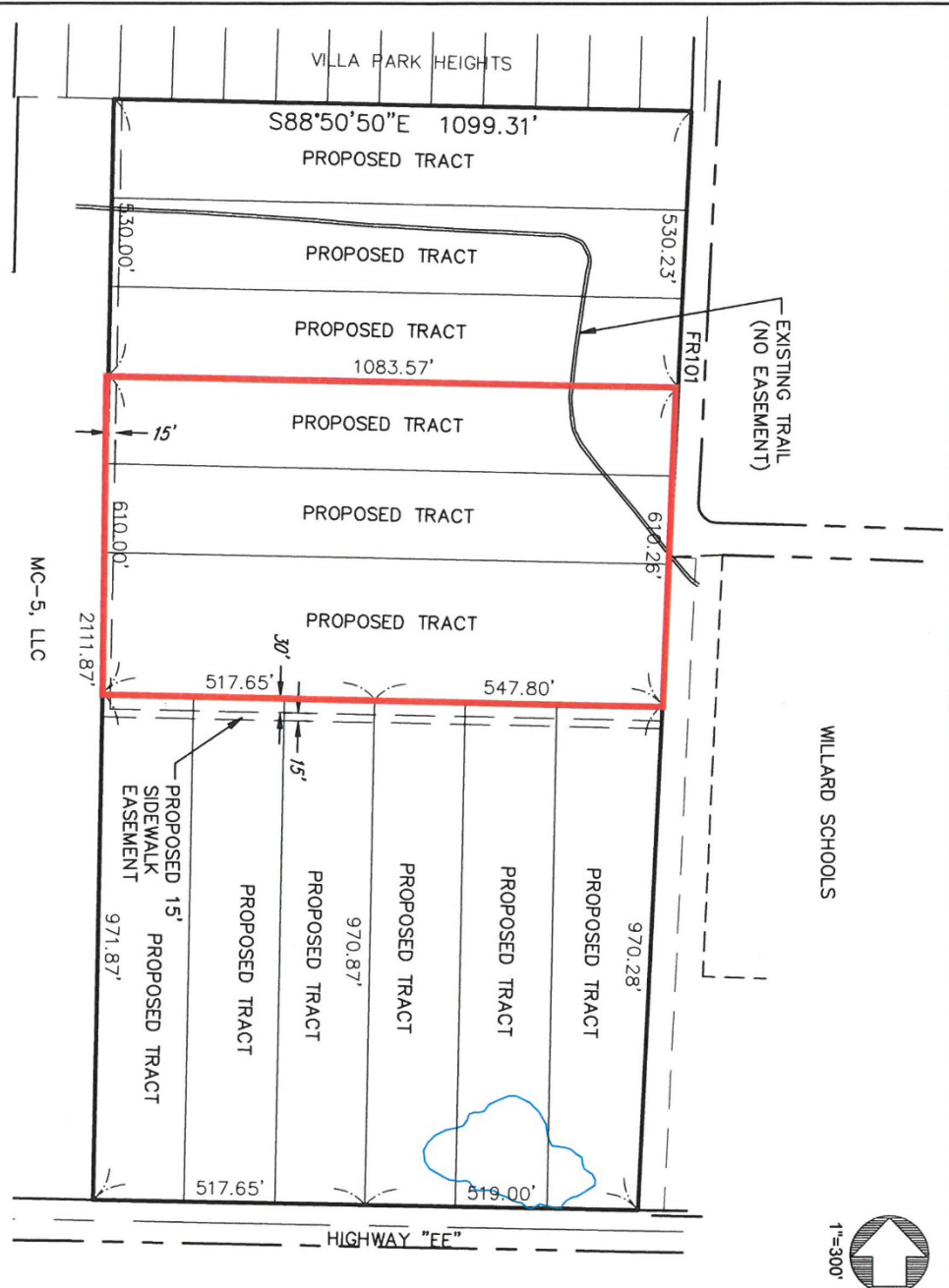
What impacts would this have on future ability to comply with the Greene County and OTO MTP?

No future impacts on the ability to comply with Greene County's or the OTO's MTP are foreseen.


Additional information you would like to include:

The depiction of a future collector route in this area tends to have no improvement to the mobility of a driver to get to their destination. With the proposed residential development, existing utilities within the proposed right of way and existing elementary school adjacent to the future proposed right of way a collector status road would have little benefit to the targeted area.





NOTE:
 THIS DRAWING HAS BEEN PREPARED ONLY AS AN EXHIBIT TO ILLUSTRATE NEW EASEMENTS TO BE DEDICATED BY RECORDED INSTRUMENTS AND IS NOT TO BE CONSTRUED TO REPRESENT A PROPERTY BOUNDARY SURVEY.

 <p>LEE Engineering & Associates, L.L.C. 1200 E. Woodhurst Dr., Suite D200 Springfield, Missouri 65804 417-886-9100 (phone) 417-886-9336 (fax) dlee@leeengineering.biz</p> <p><i>"Engineering with Integrity"</i></p>	<p>Missouri State Certificate of Authority Engineering #0205015504 Land Surveying #20090208050</p>	<p>PROPOSED SIDEWALK EASEMENT EXHIBIT</p>		DATE: 05/04/20203
				PROJECT NO.: 2242

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM II.G.

2025 National Performance Targets

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

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act and IIJA maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year all targets will be reviewed. So far, OTO has elected to plan and program in support of the MoDOT targets, rather than set OTO-level targets. The MoDOT targets are described below.

Safety

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2025
Number of Fatalities	968.7
Fatality Rate per 100 Million VMT	1.212
Number of Serious Injuries	4961.4
Serious Injury Rate per 100 Million VMT	6.259
Number of Non-Motorized Fatalities and Serious Injuries	567.0

System Condition

Six individual targets comprise the Bridge and Pavement Targets:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets:

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of NHS Bridges Classified as in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges Classified as in Poor Condition	7.1%	7.7%	7.8%
Percentage of Pavements of the Interstate System in Good Condition	79.9%	77.5%	65.0%
Percentage of Pavements of the non-Interstate NHS in Good Condition	0.0%	0.1%	1.0%
Percentage of Pavements of the Interstate System in Poor Condition	61.3%	61.1%	50.0%
Percentage of Pavements of the non-Interstate NHS in Poor Condition	0.9%	1.0%	3.0%

System Performance

There are also six individual targets for System Performance, however only three of them apply to OTO:

1. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. *Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)
3. ~~*Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS)~~
4. ~~Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT) (ACS)~~
5. ~~Emissions Measure: Total Emissions Reduction for PM2.5, Ozone and CO individually (only applies to EWG, St. Louis)~~
6. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)
*4-year target for 2022 initially for phase in and may be adjusted in 2020; in 2022, must establish 2- and 4-year targets

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets:

Performance Measure	2021 Baseline	2023 Target	2025 Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	98.4%	87.1%	86.0%
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	95.5%	87.8%	87.0%
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.18	1.45	1.45

Transit Asset Management

Four individual targets comprise the TAM Targets:

1. Equipment
2. Rolling Stock
3. Facilities
4. Infrastructure

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets:

MoDOT FY 2024 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Ferry Boats	42 Years Useful Life	30%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA’s TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA’s TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

FTA TERM RATING SCALE

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life

Transit Safety

City Utilities elected to develop their own Public Transportation Agency Safety Plan rather than participate in the statewide plan. The transit safety performance measures have also been expanded to cover multiple metrics. These are outlined in the agenda packet, rather than listed here.

OTO can choose to set local targets or can choose to plan and program in support of the CU targets.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors supports the statewide and CU targets.”

OR

“Move to recommend that the Performance Measures Subcommittee review the targets with the following considerations...”

MoDOT Statewide Safety Targets

August 2024 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2021-2025:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2019-2023)	5-year Rolling Average Statewide Target CY2025
	2022 Final	2023 Preliminary	2024 (Using Target Setting Methodology)	2025 (Using Target Setting Methodology)		
Number of Fatalities*	1057	991	933	847	986.4	968.7
Fatality Rate per 100 Million VMT*	1.340	1.244	1.159	1.042	1.265	1.212
Number of Serious Injuries*	5052	5210	4904	4597	4961.4	~4961.4
Serious Injury Rate per 100 Million VMT^	6.404	6.539	6.093	5.656	6.359	6.259
Number of Non-Motorized Fatalities and Serious Injuries^	593	661	622	579	567.0	~567.0

*Performance Measures to be reported in the 2024 Highway Safety Plan.

^Performance Measures to be reported in the 2024 Highway Safety Improvement Program Annual Report.

Target Setting Methodology: Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Serious Injuries and the Number of Non-Motorized Fatalities and Serious Injuries using the target setting methodology resulted in a target above the baseline. Therefore, the baseline was used for the target.



Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination

January 2024

MAP-21 was the first transportation reauthorization bill requiring annual target setting collaboration between State DOTs and planning partners on national performance measures, which continues through the current bill. Targets are required to be established annually for five safety performance measures. Targets must be established first by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for each measure:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The first three performance measures are reported tri-annually but can be amended annually in the Highway Safety Plan (HSP) for NHTSA. The Infrastructure Investment and Jobs Act (IIJA) effective Nov. 15, 2021, requires the HSP to include these three performance measures to demonstrate constant or improved performance. All five performance measures are reported annually in the Highway Safety Improvement Program (HSIP) for FHWA.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on targets, the State DOT must spend the full HSIP allocation from the specified fiscal year and submit an HSIP Implementation Plan to the FHWA Division Office by June 30.

Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
Feb. 2024	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
Mar. 11, 2024	MoDOT staff calculates data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for targets during the monthly partner collaboration webinar.
Mar - Apr. 2024	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 8, 2024	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By July 1, 2024	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA.
By Aug. 31, 2024	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Feb. 27, 2025	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

MoDOT Statewide Pavement and Bridge Targets

October 2024

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of NHS Bridges in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges in Poor Condition	7.1%	7.7%	7.8%
Percentage of Interstate Pavements in Good Condition	79.9%	77.5%	65.0%*
Percentage of Interstate Pavements in Poor Condition	0.0%	0.1%	1.0%*
Percentage of non-Interstate NHS Pavements in Good Condition	61.3%	61.1%	50.0%*
Percentage of non-Interstate NHS Pavements in Poor Condition	0.9%	1.0%	3.0%*

*Revised 2025 Pavement Targets



Missouri DOT/ FHWA/ Planning Partner Pavement and Bridge Target Setting Coordination May 2024

MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures, which continues through the current bill. Targets were required to be established in 2018 for six infrastructure performance measures. Two and four-year targets must be established first by State DOTs, then by each MPO, with the MPOs adopting state targets or establishing their own for:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA PMF (Performance Management Form) in the TPM portal.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on targets (defined as actual condition better than baseline condition by 0.1% OR actual condition equal to or better than target), the State DOT must explain why and document actions it will take to achieve targets by amending the Biennial report within six months of determination.

MINIMUM CONDITION:

- If for 2 consecutive years more than 5% of a State DOT’s Interstate pavement condition is poor, the State DOT must obligate a portion of National Highway Performance Program and transfer a portion of Surface Transportation Program funds to address Interstate pavement condition.
- If for 3 consecutive years more than 10.0% of a State DOT’s NHS bridges’ total deck area is classified as structurally deficient, the State DOT must obligate and set aside NHPP funds for eligible projects on bridges on the NHS.

Pavement and Bridge Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration webinars.
June-July 2024	MoDOT staff calculates data each performance measure statewide and informs MoDOT Executive Team.
Aug. 12, 2024	MoDOT staff calculates data for each performance measure statewide. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Aug. – Sept. 2024	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 9, 2024	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2024	MoDOT applies assumptions to pavement and bridge data and submits targets to FHWA through PMF on FHWA TPM portal. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Mar. 30, 2025	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

MoDOT/ EWG System Performance Targets

October 2024

Performance Measure	2021 Baseline	2023 Target	2025 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	98.4%	87.1%	86.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	95.5%	87.8%	87.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.18	1.45	1.45
Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) using 3-7 pm	6.6	8.4	8.3
Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT)	19.5	18.0	24.0*
Total Emissions Reduction for NOx reported in kg/day	89.162	8.836	142.004
Total Emissions Reduction for VOC reported in kg/day	16.459	2.294	8.209

*Revised 2025 Non-SOV Target



Missouri DOT/ FHWA/ Planning Partner System Performance Target Setting Coordination

May 2024

MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures, which continues through the current bill. Targets were required to be established in 2018 for six system performance measures. Two and four-year targets must be set by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for:

1. Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)
3. Truck Travel Time Reliability (TTTR) Index (NPMRDS)
4. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS) with no significant progress determination
5. Percent of Non-Single Occupancy Vehicle (SOV) Travel (single unified target for EWG, IDOT, MoDOT) (ACS) with no significant progress determination
6. Emissions Measure: Total Emissions Reduction for Ozone (NOx and VOC) individually (EWG only) with no significant progress determination

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA PMF (Performance Management Form) in the TPM portal.

SIGNIFICANT PROGRESS:

If FHWA determines the State DOT has not made significant progress on the first two reliability targets (defined as actual condition better than baseline condition OR actual condition equal to or better than target), the State DOT must explain why and document actions it will take to achieve targets by amending the Biennial report within six months of determination. If FHWA determines the State DOT has not made significant progress on the freight reliability target, the State DOT must amend the Biennial report to include the following within six months:

- Identification of significant freight system trends, needs, and issues
- Description of freight policies and strategies that will guide the freight-related transportation investments
- Inventory of truck freight bottlenecks and description of the ways in which the State DOT is allocating funding to improve those bottlenecks
- Description of why target not met and document actions the State DOT will take to achieve freight target

System Performance Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration webinars.
June-July 2024	MoDOT staff calculates data for each performance measure statewide and informs MoDOT Executive Team.
Aug. 12, 2024	MoDOT staff calculates data for each performance measure statewide. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration webinar.
Aug. – Sept. 2024	MoDOT solicits target setting assumption feedback from partners by email.
Sept. 9, 2024	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration webinar.
By Oct. 1, 2024	MoDOT applies assumptions to system performance data and submits targets to FHWA through PMF on FHWA TPM portal. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Mar. 30, 2025	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

MoDOT Transit Asset Management Plan Targets

October 2024

*Note the targets below are the same as in the 2022 MoDOT TAM Plan

MoDOT Sponsored Group TAM Plan State Fiscal Year 2024 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
Rolling Stock: Revenue vehicles by mode and ULB:		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
Ferry Boat	42 years	30%
Facilities		
Administrative, passenger stations (buildings) and parking facilities	No more than 30% with a condition rating at or below 3.0 on FTA's TERM Scale	
Maintenance facilities	No more than 25% with a condition rating at or below 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

Rolling Stock Inventory

Asset Type	# of Units	FTA's ULB	% > ULB	Target
Automobiles	21	8	44%	45%
Buses	69	14	42%	45%
Cutaways	699	10	39%	45%
*Minivans	284	8	47%	45%
Vans	96	8	40%	45%
Ferry Boat	1	42	0%	30%

*Due to the inability to purchase vehicles and Buy America requirements, MoDOT Transit's inventory of minivans is greater than the target percentage of the ULB.

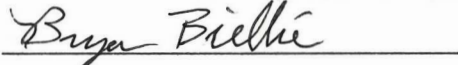
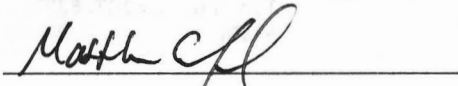

Facilities – current condition

Based on the TERM Rating Scale for facilities, the goal is to have **no** more than 30% with a condition rating below 3.0 on Administration/Passenger Facilities and **no** more than 25% with a condition rating below 3.0 on Maintenance Facilities.

Asset Type	# of Units	Avg TERM Condition	% < 3.0 TERM Rating Scale	Target
Administration Facilities	19	3.35	0%	30%
Maintenance Facilities	12	3.21	0%	25%
Parking/Passenger Facilities	7	4.01	0%	30%

City Utilities Transit Agency Safety Plan

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Brandie Fisher, Transit Grants Analyst II and Chief Safety Officer, City Utilities Transit	
Approval by the Safety Committee	Signature of Safety Committee	Date of Signature
	 Safety Committee, Representative	8/29/24
Approval by the Accountable Executive	Signature of Accountable Executive	Date of Signature
	 Matthew Crawford, Director of Transit	8/29/24
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan	Date of Approval
	 City Utilities Board of Public Utilities, Chair	9/26/24
	Relevant Documentation (Title and Location)	
	Item 4g, Board Resolution dated September 26th, 2024	
Certification of Compliance with Part 673 by certification of C&A's in TrAMS	Name of Individual/Entity That Certified This Plan	Date of Certification
	City Utilities of Springfield, MO	9/26/24
	Relevant Documentation (Title and Location)	
	This Agency Safety Plan addresses all applicable requirement and standards set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan and 49 C.F.R. Part 673	

3. Safety Performance Targets

Safety Performance Targets				
MODE OF TRANSIT SERVICE				
Bus Fixed Route (MB)	2021	2022	2023	Target Goal
1a: Major Safety Events (Total)	8	10	4	20
1b: Major Safety Events (per 250k VRM)	1.850	2.306	0.919	4.611
1.1: Collision Rate	1.619	2.306	0.689	4.611
1.1.1: Pedestrian Collision Rate (per 250k VRM)	0.000	0.000	0.000	0.000
1.1.1: Vehicular Collision Rate (per 250k VRM)	1.619	2.306	0.689	4.611
2a: Fatalities (Total)	0	0	0	0
2b: Fatality Rate (per 250k VRM)	0.000	0.000	0.000	0.000
2.1: Transit Worker Fatality Rate (per 250k VRM)	0.000	0.000	0.000	0.000
3a: Injuries (Total)	5	6	6	20
3b: Injury Rate (per 250k VRM)	1.156	1.384	1.379	4.611
3.1: Transit Worker Injury Rate (per 250k VRM)	0.000	0.000	.023	2.305
4a: Assaults on Transit Workers	**	**	**	**
4b: Rate of Assaults on Transit Workers (per 250k VRM)	**	**	**	**
5a: System Reliability	87	99	109	150
5b: System Reliability Rate (VRM/failures)	12,427	10,949	9,982	7,229
ADA Paratransit (DR)	2021	2022	2023	Target Goal
1a: Major Safety Events (Total)	0	1	0	5
1b: Major Safety Events (per 250k VRM)	0.000	0.195	0.000	0.963
1.1: Collision Rate	0.000	0.195	0.000	0.963
1.1.1: Pedestrian Collision Rate (per 250k VRM)	0.000	0.000	0.000	0.000
1.1.1: Vehicular Collision Rate (per 250k VRM)	0.000	0.195	0	0.963
2a: Fatalities (Total)	0	0	0	0
2b: Fatality Rate (per 250k VRM)	0.000	0.000	0.000	0.000
2.1: Transit Worker Fatality Rate (per 250k VRM)	0.000	0.000	0.000	0.000
3a: Injuries (Total)	0	1	0	5
3b: Injury Rate (per 250k VRM)	0.000	0.195	0.000	0.963
3.1: Transit Worker Injury Rate (per 250k VRM)	0.000	0.000	0.000	.578
4a: Assaults on Transit Workers	**	**	**	**
4b: Rate of Assaults on Transit Workers (per 250k VRM)	**	**	**	**
5a: System Reliability	2	7	3	8
5b: System Reliability Rate (VRM/failures)	58,008	18.339	48,693	16,233
Annual Review and Update of the Safety Performance Targets				
January				December

Risk Reduction Targets					
MODE OF TRANSIT SERVICE					
Bus Fixed Route (MB)	2021	2022	2023	3 Year Average	Target Goal
1: Major Safety Events	8	10	4	7.33	20
2: Major Safety Event Rate per 250,000 VRM	1.850	2.306	0.919	1.692	4.611
3: Total Collisions	7	10	3	6.7	20
4: Collision Rate per 250,000 VRM	1.619	2.306	0.689	1.538	4.611
5: Injuries	5	6	6	5.7	20
6: Injury Rate per 250,000 VRM	1.156	1.384	1.378	1.306	4.611
7: Assault Events Involving Transit Employees	**	**	**	**	**
ADA Paratransit (DR)					
1: Major Safety Events	0	1	0	.333	5
2: Major Safety Event Rate per 250,000 VRM	0.000	0.195	0.000	0.065	0.963
3: Total Collisions	0	1	0	0.333	5
4: Collision Rate per 250,000 VRM	0	0.195	0	0.065	0.963
5: Injuries	0	1	0	0.333	5
6: Injury Rate per 250,000 VRM	0	0.195	0	0.065	0.963
7: Assault Events Involving Transit Employees	**	**	**	**	**
Annual Review and Update of the Risk Reduction Targets					

The Risk Reduction Performance Targets are based on a 3-year average from FY2021-2023 and will be evaluated annually in July.

Note: The Safety Committee is not required to set a target for a performance measurement until the large urbanized area provider has been required to report three years of data to the NTD corresponding to such performance measure. Items marked by “**” indicated that the data isn’t currently tracked in the 3 year average of the NTD Reports.

If City Utilities does not meet one of the Risk Reduction Targets listed above, it must:

- Assess associated safety risks,
- Mitigate associated safety risk based on the results of a safety risk assessment,
 - Include these mitigations in a plan to address deficiencies and in the ASP.
- Allocate its safety set-aside in the following fiscal year to safety-related projects eligible under Section 5307 that are reasonably likely to assist the agency in meeting the SPT in the future.

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 12/18/2024; ITEM II.H.

Technical Planning Committee Chair Rotation

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

AGENDA DESCRIPTION:

In 2003, the Technical Planning Committee voted to establish a rotation schedule for the chair of the Technical Planning Committee. This rotation, as shown below, has been followed since. The Chair-Elect serves as the Chair in absence of the Chair.

Jeremy Parsons of Ozark will be serving as Chair in 2025. The chair-elect will be _____.

TECHNICAL PLANNING COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey
2016	Ozark	Larry Martin
Fall 2016-2017	Strafford	King Coltrin
2018	Springfield	Kirk Juranas
2019	Willard	Dave O'Connor
2020	Republic	Andrew Nelson
2021	Christian County	Todd Wiesehan
2022	Battlefield	Tommy Van Horn, Chairman
2023	Nixa	Jeff Roussel, Chairman
2024	Greene County	Angela Nelson, Chair
2025	Ozark	Jeremy Parsons, Chair
2026		

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to elect the Chair-Elect position for 2025 for the Technical Planning Committee.”

TAB 11



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee 2025 Meeting Schedule

Meetings are held every other month on the third Wednesday from 1:30 to 3:30 pm in the Ozarks Transportation Organization's Conference room:
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

February 19, 2025

April 16, 2025

June 18, 2025

August 20, 2025

October 15, 2025

December 17, 2025

Please provide requests for agenda items 2 weeks prior to meeting date.

TAB 12

SPONSORED CONTENT 

Unraveling and understanding the mysteries of airline service



Sponsored by Springfield-Branson National Airport
November 18, 2024



An American Eagle flight takes off from the Springfield-Branson National Airport. (Photo provided by the Springfield-Branson National Airport)

Presented by Springfield- Branson National Airport



This post was paid for and produced by **Springfield-Branson National Airport**. The Daily Citizen newsroom was not involved in the creation of this content.

How do communities get it; how do airlines decide who gets what?

Airports get two questions all the time: when is a new airline coming to town, and when are we getting non-stop service to _____?

Fill in that blank with the destination of your choice.

We get it. We'd all love to have non-stop flights to the destination of our choice with a maximum round-trip fare of \$100. Unfortunately, that's not how the airline industry works. If an airline tried it, it would quickly go bankrupt. Airlines are like any other business — they're in business to make money!

New Airline, Where Art Thou?

In the mid 1980s, there were more than 50 U.S. airlines that airports could talk to about air service. About a dozen exist today, and only four of those have large networks that can connect people to places across the country and overseas: United, Delta, American, and Southwest.



A Delta Bombardier Regional Jet approaches its gate at the Springfield-Branson National Airport. (Image provided by Springfield-Branson National Airport)

The first three airlines are already here. Southwest isn't here because it considers the Springfield air market too small. In general, Southwest won't enter a market with less than one million people living in the Metropolitan Statistical Area. The Springfield metro area has approximately 491,000.

The rest of the airlines are niche carriers. Six of them are low-cost carriers with limited networks: Allegiant, Frontier, Spirit (**Spirit just filed for bankruptcy protection**), Avelo, JetBlue, Sun Country, and Breeze. Allegiant is already here. Alaskan and Hawaiian airlines just merged. When it comes to airlines, the pickings are slim!

You want to fly where?!

How does an airline decide where to fly? Based on public feedback, a significant minority believe that airports order service from the airlines à la carte, write a check, and voila — new airline service!

Let's dispense with that thought immediately. It's illegal for a publicly owned airport, such as Springfield's, to buy airline service.

Here's how it really works...

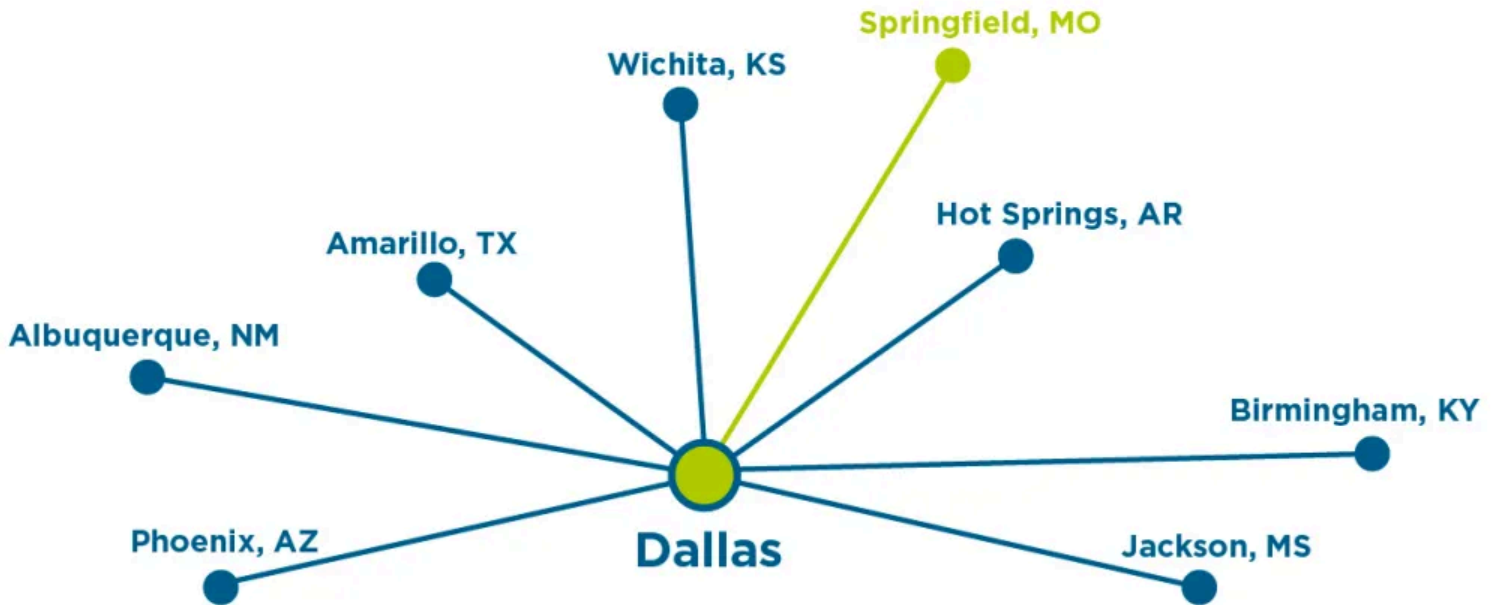
Rather than flying from Springfield to the destinations of our choice, airlines fly from Springfield to a few "hub" cities. This is called hub and spoke flying. Let's explain how it works by using American Airlines as an example.



Travelers wait at baggage claim at the Springfield-Branson National Airport. (Image provided by Springfield-Branson National Airport)

Suppose you want to fly from Springfield to Amarillo, TX. To get you there, American flies you from Springfield to Dallas. At Dallas you get on another flight that takes you to Amarillo. In this scenario, Springfield and Amarillo are the “spokes,” and Dallas is the “hub.”

Look at the diagram. The “hub” is Dallas. The smaller cities are the “spokes.” On any given day a *handful of customers* in each spoke city want to fly to Amarillo. Rather than provide a flight from each of those cities to Amarillo, American flies them to Dallas where they’re gathered up from all those spoke cities and then flown to Amarillo on a different (connecting) flight.



The hub diagram shows the relationship between various airports as both hubs and spokes in the airline travel process. (Image provided by Springfield-Branson National Airport)

Note the phrase, “handful of customers.” This is a key point. On any given day, there aren’t enough people who want to fly to Amarillo, in each of those spoke cities, to justify the cost of a non-stop flight. So, the airline gathers them up in Dallas and then sends them on to Amarillo.

How many people fly from Springfield to Amarillo on any given day?

An average of one person a day flies from Springfield to Amarillo. That won’t fill the smallest plane that an airline is going to use — a 50-seat regional jet. An airline isn’t going to fly that plane between Springfield and Amarillo if, on average, 49 seats are empty. Why? Because it would lose money.

Let’s talk more about passenger numbers and where those passengers want to go — because really, when you get down to it, this is the nitty-gritty economic math that airlines deal with.

Look at the top ten destinations for people flying from Springfield in the Third Quarter of 2023. The numbers represent passengers using the three Springfield airlines which have daily service: American, Delta, and United.

Top Ten Final Destinations from Springfield

RANK	DESTINATION	AVG NUMBER OF PASSENGERS EACH DAY	TYPE OF FLIGHT	FLIGHTS PER DAY
1.	Chicago	90.9	Non-stop	7
2.	Denver	81.2	Non-stop	3
3.	Dallas	78.8	Non-stop	8
4.	Atlanta	71.9	Non-stop	3
5.	Houston	53	Non-stop	3
6.	Charlotte	43.4	Non-stop	3
7.	New York City metro	34.6	Must connect through a hub	
8.	Washington DC/Baltimore	34.5	Must connect through a hub	
9.	Seattle	29	Must connect through a hub	
10.	San Diego	25	Must connect through a hub	

The above table shows the top 10 destination from Springfield-Branson National Airport from Q3 of 2023. (Image provided by Springfield-Branson National Airport)

See the numbers for the average number of people each day? Only the top six destinations have enough passengers to fill one 50 or 75 seat jet on a daily basis.

So how come we have more than one flight per day to the top six destinations? This gets complicated, so please bear with us.

The Springfield to Dallas service is our busiest route with approximately 489 people a day using it. Of those, only 75.8 make Dallas their final destination. The rest take a connecting flight, from Dallas, to their final destination.

That's why we currently have eight flights a day to Dallas rather than just one — 413 customers are flying from Springfield to Dallas and then taking a connecting flight (s) to their final destination.

Here's a bottom-line point: at minimum, anytime we ask an airline for new daily service, it must be for a city that is a major airline hub. And to take it a step further ...

When an airline considers adding service from a small market, such as Springfield, to a big hub, it's not just asking how many people want to fly from Springfield to that hub airport. It's asking how many people it can connect beyond the hub, to another city, and how much revenue will those connecting customers generate? It's this "connecting traffic" that airlines are interested in. In other words, how much connecting traffic (i.e., revenue) can Springfield customers generate?

We've barely scratched the surface of the airline decision making process, but here's the bottom line...

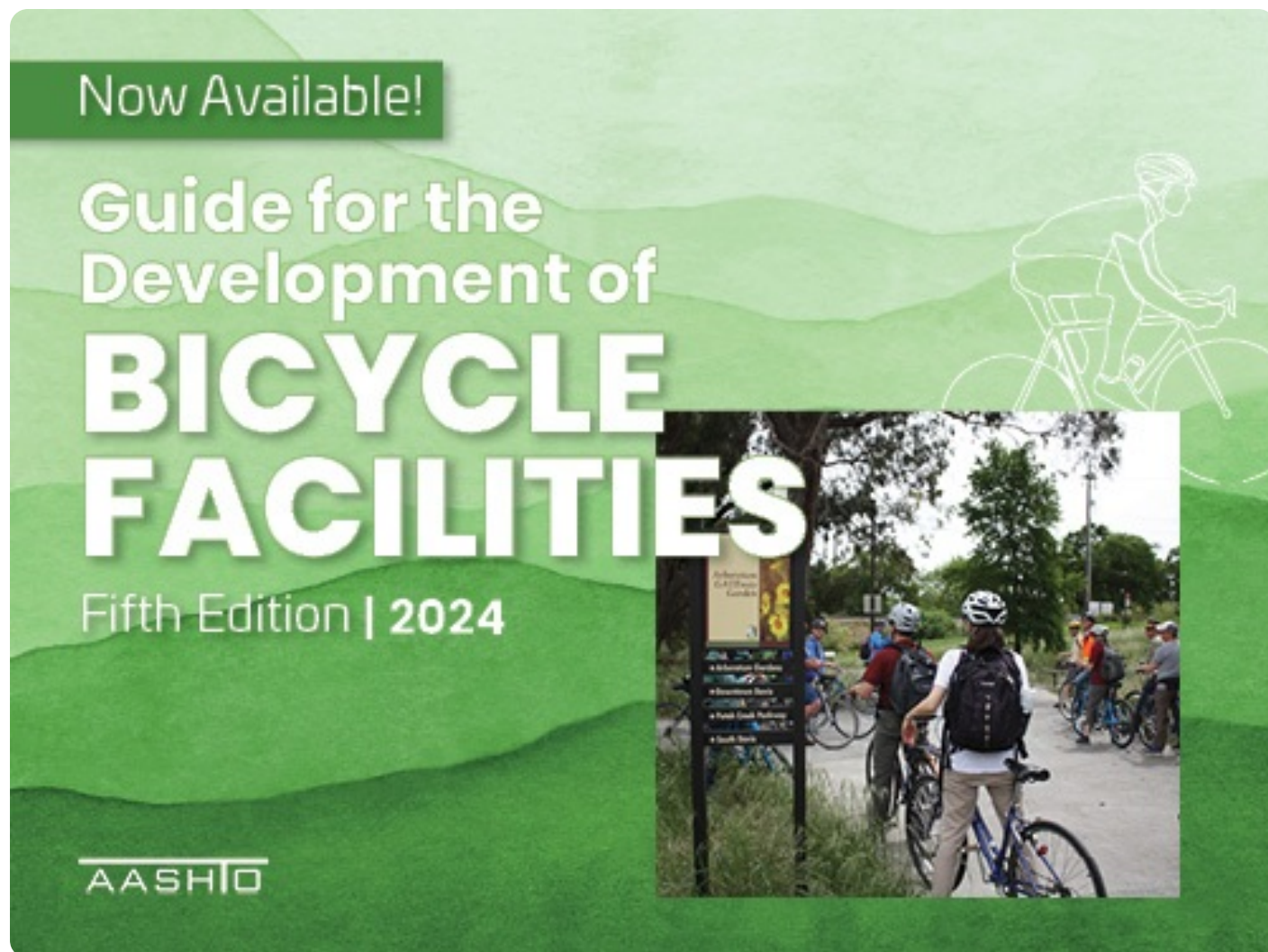
Ultimately, it's growing passenger numbers at an airport that convince airlines to add service; growing demand = more service. In this regard, Springfield is in a good position. In the past decade we've seen passenger numbers grow 70 percent. During the same period airlines have added four non-stop destinations from Springfield.

In the meantime, we meet with airlines on a regular basis. During those meetings we make a business case for the service we're proposing; knowing that the airline may decide that it can make more money elsewhere. But we persist — we make our case, we ask for consideration, and we make sure that we keep Springfield top of mind.

This post was paid for and produced by the Springfield-Branson National Airport, an Executive Partner of the Springfield Daily Citizen. The Daily Citizen newsroom was not involved in the creation of this content. To be accepted, sponsored content must be consistent with the news or features topics, and the Springfield-centric geography, of the Daily Citizen. For questions or information about sponsored content, please contact Daily Citizen CEO David Stoeffler at dstoeffler@sgfcitizen.org. To become a Daily Citizen partner, please contact Partnership Sales Manager John Tate at jtate@sgfcitizen.org.

AASHTO Releases 5th Edition of Comprehensive Bike Guide

December 12, 2024



The American Association of State Highway and Transportation Officials recently released its “Guide for the Development of Bicycle Facilities, 5th Edition,” which provides information on the planning, design, and operation of bikeways along streets, roads, and highways, as well as on off-street paths in urban, suburban, and rural settings.

[Above image by AASHTO]

Developed by AASHTO’s Committee on Design and the Technical Committee on Non-motorized Transportation, the latest edition of what is colloquially known as the “AASHTO Bike Guide” provides preeminent engineering design guidance on the physical infrastructure needed to support bicycling for travel and recreation in the United States.

“AASHTO and its members are focused on delivering safety, mobility, and access for everyone on our nation’s transportation networks and the AASHTO Bike Guide is one tool state DOTs and other transportation agencies

can use to facilitate that,” said AASHTO Executive Director Jim Tymon.

“Communities across the country are all different, but the AASHTO Bike Guide allows each of those communities to learn how to grow, maintain, and operate their bicycle infrastructure – allowing for more transportation options for those who cannot or choose not to drive,” he added.

The guide encourages a flexible approach to design bikeways and emphasizes the role of the planner, designer, and engineer in determining appropriate bikeway types and design dimensions based on project-specific conditions and existing and future performance.

It provides information to assist in choosing the appropriate combination of features, design values, and materials to create the design, while considering the context of the project area and surrounding environment, AASHTO said.



AASHTO's Jim Tymon. Photo by AASHTO.



Photo by AASHTO

This fifth edition of the “Bike Guide” features significant revisions and updates compared to the fourth edition published in 2012. It contains a total of 16 chapters, including nine new chapters and seven revised chapters. Revised chapters include those on bicyclist operation and safety; bicycle planning; design of shared use paths; design of shared lanes and bike lanes; maintenance and operations; and bicycle parking, bike share site location, and end-of-trip facilities.

Meanwhile, AASHTO said the new chapters include guidance on choosing specific bikeway types; elements of design for all

bikeway types; design of shared use paths; design of separated bike lanes and side paths; bicycle boulevard planning and design; design of shared lanes and bike lanes; traffic signals and pedestrian hybrid beacons; bicycle facility design at interchanges, alternative intersections, and roundabouts; rural area bikeways and roadways; structures; and wayfinding systems for bicyclists.

The new “Bike Guide” is available to order in paperback, as a PDF download, or in a set that includes both the paperback version and the single-user PDF download. To order a copy of this new publication, [click here](#) or visit the online [AASHTO Store](#) and search by the guide’s item code: GBF-5.

Publication of the nationally-focused “Bike Guide” is but one of the many ways AASHTO is working on behalf of state departments of transportation across the country to help develop and support more bike-focused travel options.

For example, state DOTs across the country develop bicycle routes, which AASHTO then officially designates within the U.S. States Bicycle Route System or USBRS.

In [February 2021](#), AASHTO and the Adventure Cycling Association signed a memorandum of understanding or MOU to formalize their now 17-year partnership to create a national 50,000-mile bicycle route network.

Twice each year, AASHTO’s U.S. Route Numbering Special Committee reviews and recommends to the AASHTO Board of Directors revisions, additions, or deletions to the U.S. numbered routes and Interstate Highway System.

The special committee also reviews and recommends the approval of new and revised U.S. bicycle trails that are critical to the expansion of the USBRS.

Also, in [October 2021](#), the AASHTO Council on Active Transportation began implementing a “research roadmap” finalized in July of that year to “prioritize and categorize” state DOT pedestrian and bicycle infrastructure investments in the near future.

That roadmap – developed via the National Cooperative Highway Research Program or NCHRP – seeks to focus on six specific areas:

- Applying and integrating active transportation data into planning and operations;
- Using minimum accommodations versus alternative approaches to increase active transportation;
- Determining context-driven optimal spacing between marked crosswalks;
- Addressing barriers to integrating active transportation throughout planning and engineering practice;
- Racial and economic disparities in pedestrian and bicyclist safety; and
- Speed management solutions and strategies to improve pedestrian and bicyclist safety on arterial roadways.



ALT. MOBILITY

TX: Sugar Land is aiming to become the future of transportation

With Sugar Land on the verge of a transportation revolution with the announcement that it could be the first in the U.S. to get an aerial gondola system, many in Houston are wondering — why Sugar Land?

By Janet Miranda

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With Sugar Land on the verge of a transportation revolution with the announcement that it could be the first in the U.S. to get an aerial gondola system, many in Houston are wondering — why Sugar Land?

As traffic in the Greater Houston area is expected to increase by 60 percent by the 2040s, Sugar Land city officials have opted for unexpected ways to provide different modes of transportation in the car-dependent suburb.

The city is a major thoroughfare with Interstate 59 and Highway 6 slicing through the area. And as traffic gets worse, so will mobility. That's why the city is hoping to get ahead of worsening traffic congestion by jumping into innovative, out-of-the-box projects that aren't the tried-and-true mass transit systems. This includes its partnership with Wisk Aero to implement self-driving air taxis for airport trips. In October, Sugar Land announced a feasibility study to bring an autonomous

elevated cable and rail system in partnership with Swyft Cities that was met with mixed reactions.

For Melanie Beaman, Transportation and Mobility Manager in the Engineering Department in Sugar Land, this project fits the tightrope a mobility system in Sugar Land has to walk to make it to the inauguration phase. However, she stresses that nothing yet has been ruled out.

"The main impetus for talking to [Swyft Cities] was Highway 6 and 59 is a major intersection in Sugar Land and it has a lot of traffic. It's a high crash intersection and it's not very pedestrian or bicyclist friendly," Beaman said.

"It's actually what prevents me from biking to work. I live close enough to do it. But it's just not very friendly to vulnerable road users." she continued. "We're trying to figure out how do we get people across that's safe, maybe grade separated [way]?"

That's where Swyft Cities' technology comes in. The "smart" elevated cable system was developed by the minds of Google engineers to transport employees across its massive, crowded campus quickly and efficiently. The Google Project had certain parameters: they couldn't occupy much space, cost as much as a conventional mass transit system, and all trips had to be fast and nonstop.

They came up with what at first glance looks like an upgraded ski lift. But this isn't the last century's simple cable and pulley system. The gondolas are powered by electricity to independently send people to specific stops dictated by the riders. These gondolas will be able to switch elevations or turn to change their route.

"I think an area that's full of cars, built around cars, full of parking lots, that's an ideal situation," said Swyft Cities CEO Jeral Poskey, when asked where this sort of system is most effective. "A common thread is cities that were sprawling and are now to the edge and there's no more open space left. So now you have to figure out a new way to move people around because you just can't keep adding more lanes and more parking lots because you're out of space now."

Poskey told Chron that its partnership with Sugar Land to conduct a feasibility study would bring the city a new mobility option to help support the fast-growing

region. The Southeastern city has grown to 111,026 people, according to 2020 Census figures, a huge surge from its 78,817 figure in 2010.

The push for new mobility options comes from the city's Mobility Master Plan, adopted last year. The three-year project solicited feedback from 1,300 residents on mobility options, with most respondents saying they wanted a more robust public transit option, but not a fixed route bus service like Houston's Metropolitan Transit Authority.

"People scream about METRO," Beaman told Chron, adding that Sugar Land residents tell her they "don't want that out here." Buses take up a lot of space, she says, and tend to be slow and get in the way. And through the master plan process "both citizens and leadership told us to be bold in what we do and not to be afraid to take risks," Beaman said.

The air gondolas seem to be a response to the people's mandate for trailblazing projects. They also appeal to most residents who want a different mode of transportation in the car-dependent area without feeling like they're riding mass transit.

The plan could connect areas that get high foot traffic like the University of Houston's Sugar Land campus, the Smart Financial Center, the Sugar Land Town Square, and hospital campuses, Beaman said. If deemed feasible, the design and engineering phase will take about a year and will include time for public input. Construction of the actual infrastructure could take about 2-3 years.

Beaman estimates the approximate cost at \$30 million in each of its planned three phases. The city is looking at securing federal funding from transportation grants under the Infrastructure and Jobs Act. They're also interested in securing private-public partnerships to shore up the rest of the cost.

The stations would utilize very little space, taking up about nine parking spots with most of the system operating on the city's right of way, negating the need for additional and acquisition costs. Running the operation would cost the city about \$2 million a year, according to Beaman.

"Of course, funding is the major issue but it takes very little once it's constructed, the vehicles are designed to last 50 years," Beaman said.

Swyft Cities CEO Poskey said that a city like Sugar Land can start rather small, with a few stops. But since the system is "modular" that number can grow over time, adding to that network of cables, possibly even expanding.

"It's like Legos, it's poles and cables can be installed and expanded upon or taken out or moved," Poskey said.

The gondolas have a max speed of 30 miles per hour and can fit a max of five people with space for wheelchair users and travelers with bikes.

Poskey said that some systems they have implemented can carry 3,000 passengers per hour, with one client taking up to 10,000 passengers per hour. He declined to name the client, although he did add that the system is located in a stadium setting.

"The key is to give people options. Not everyone but most people will still be in their cars. The whole area is built around car transportation, you're gonna be in cars, but to give 10 or 15 percent of the people an option to travel without a car...the traffic goes way down...just pulling 10 or 15 percent of cars off the road can make such a difference," Poskey said.

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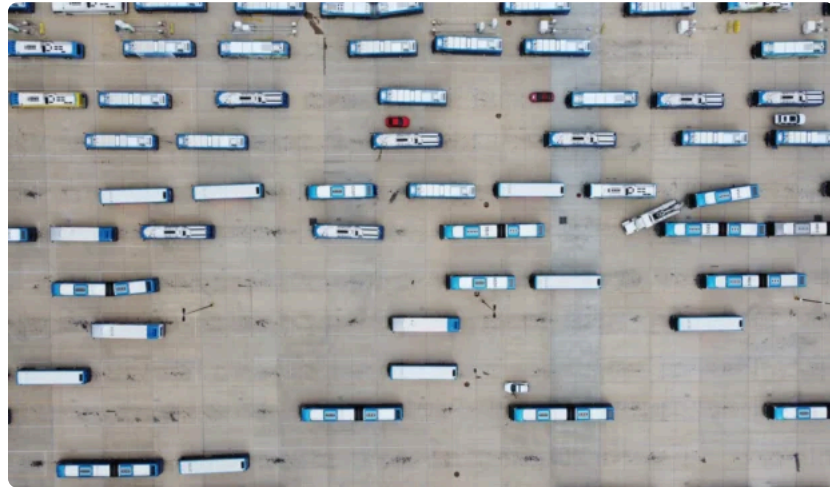


Photo by Nathan Bernier/ KUT News. An overhead view of buses parked at CapMetro's North Ops facility on McNeil Drive north of U.S. 183.

Cap Metro to shelve 46 new electric buses for a year after manufacturer bankruptcy

TUESDAY, NOVEMBER 19, 2024 BY [NATHAN BERNIER, KUT](#)

Capital Metropolitan Transportation Authority will put 46 brand-new electric buses in storage for at least a year, the latest fallout from an electrification goal the transit agency now [admits](#) was overly ambitious. The main problem, Capital Metro's leadership says, has been the slow rollout of e-bus chargers at the end of routes to keep vehicles running all day.

Mothballing the battery-powered buses from the [now bankrupt supplier Proterra](#) will slow the planned expansion of transit services for thousands of Austin commuters, who are using Capital Metro at some of the highest levels since the pandemic. The transit agency averaged nearly 80,000 trips a day in September, the most recent month for which data is available.

As the million-dollar buses gather dust, Phoenix Motor Inc. – the Anaheim, California, company that acquired Proterra's bus business in a bankruptcy auction – is struggling to service warranties and address technical issues that have plagued Capital Metro's Proterra buses.

Capital Metro says that's why it chose Proterra buses to put in storage until the other infrastructure problems are fixed.

Phoenix Motor did not respond to a request seeking comment before this story was published.



Proterra Transit. Capital Metro will put 46 of Proterra's ZX5 buses in storage for at least a year.

Transit agencies across the country [alleged in Proterra's bankruptcy lawsuit](#) that the company's buses fail far more frequently than their diesel counterparts. Broward County, Florida, for example, [claimed](#) its first batch of Proterra buses had mechanical failures more than seven times as frequently as diesel buses, on average.

Phoenix Motor, whose stock has [plummeted 89 percent](#) since its 2022 NASDAQ debut, has agreed to pause Capital Metro's bus warranties during the storage period, according to Capital Metro operations chief Andy Skabowski.

"We're not going to be burning warranty," he said.

The agency's other e-bus supplier – Winnipeg, Canada-based New Flyer – is now providing Capital Metro additional services and parts. Forty of Capital Metro's 58 buses from New Flyer will begin serving passengers, but only for eight hours a day until more chargers are installed at the end of bus routes.

Capital Metro says it remains committed to getting all 104 of its battery-electric buses up and running – about a quarter of the fleet – aiming to improve transit with quieter, smoother-riding vehicles while

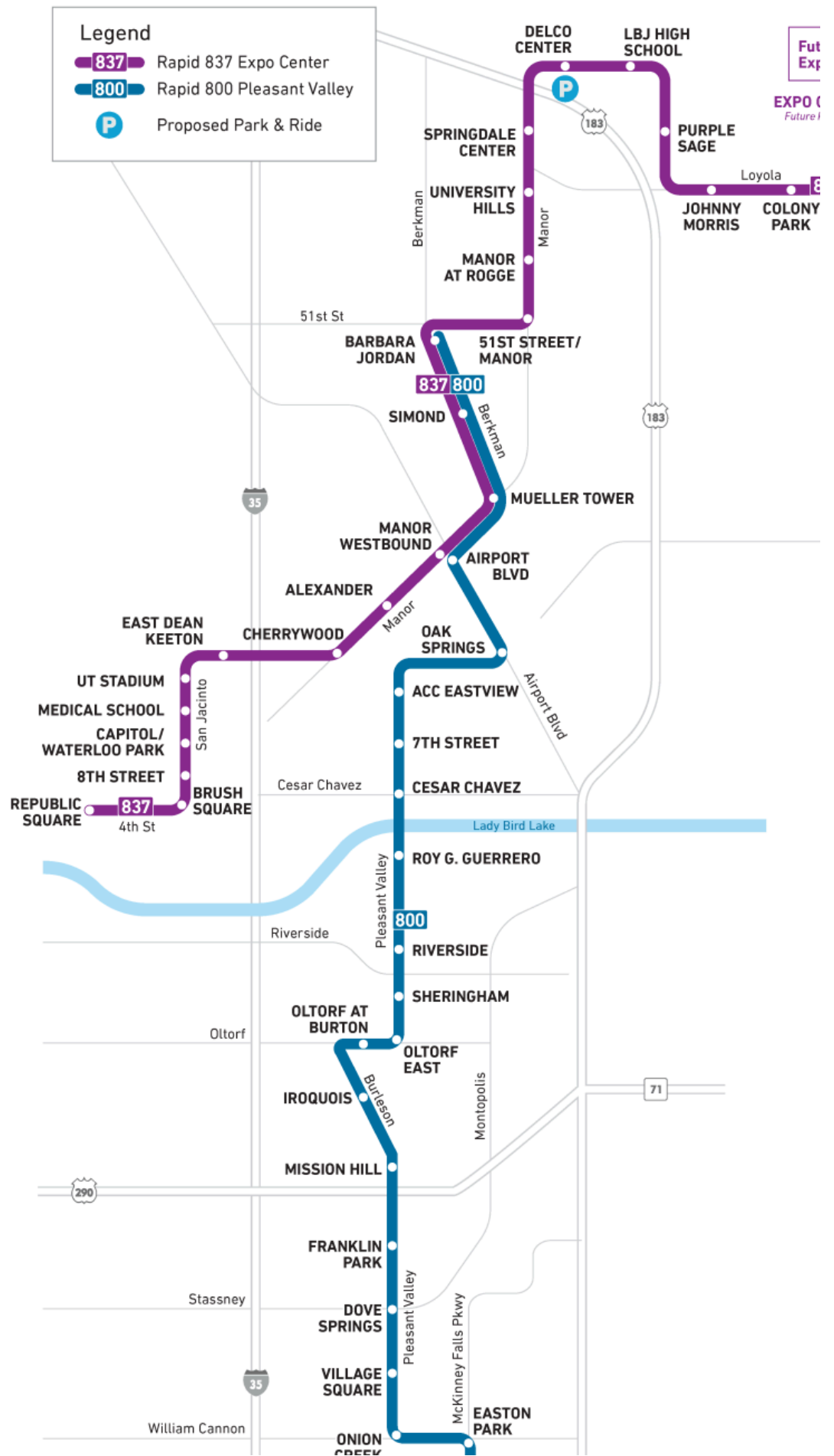
reducing emissions in a city [flirting with air pollution levels](#) that could violate new national standards.

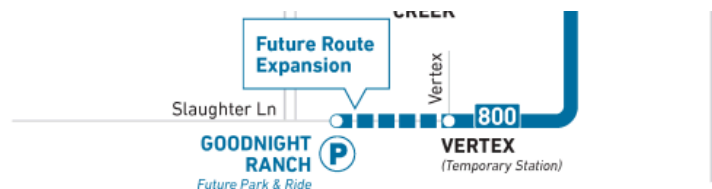
"The best thing we can do for the environment is to get riders on to public transit," Capital Metro CEO Dottie Watkins said. "The second best thing we can do, after we've gotten everybody on the buses, is to make those buses as clean as possible."

With a quarter of the bus fleet electric, the transit system's adoption rate would exceed European countries like Belgium and Norway, which have far more political and financial support for zero-emissions vehicles.

But the immediate delays mean a pair of planned high-frequency bus lines, part of the agency's [Project Connect](#) vision, will launch next year with [slower service and diesel buses](#) instead of the electric vehicles promised under the voter-approved transit expansion.

Both routes will run through areas east of I-35 that currently lack any of Capital Metro's higher-frequency [Rapid service](#). The Pleasant Valley line will establish a transit spine from Southeast to Northeast Austin. The Expo Center line will offer a 45-minute ride from far Eastern Travis County into downtown Austin with stops at key destinations including Austin Community College Eastview and Dell Children's Medical Center.





Capital Metro Rapid 837 Expo Center and Rapid 800. Pleasant Valley routes are set to launch next serving a range of popular destinations in areas that don't have high-frequency transit. But buses show up every 20 minutes during peak hours and every 30 minutes on weekends, meaning commuters have to wait twice as long as originally planned. The promised 10-minute frequency isn't expected. The newest setbacks also may raise questions about [Capital Metro's 2021 decision](#) to split a massive e-bus purchasing contract between two companies. But the agency says the decision to store buses is a strategic move based on circumstances that couldn't have been predicted three years ago.

Capital Metro board members and staff are now publicly acknowledging the complications of relying on two different vendors to provide electric vehicles for the Pleasant Valley and Expo Center lines.

"It would almost be like saying, 'Hey, Austin ... we're building you a new light rail. We're going to run like three different kinds of trains on that light rail,'" Board Member Eric Stratton said during a [meeting](#) of the Capital Metro operations committee last week.

"It's reasonable to make that comparison," Skabowski responded. He emphasized the agency wants to move back to a single bus supplier for the new Rapid lines at this point.

"In order for us to successfully run (the Pleasant Valley and Expo lines) on a daily basis and have the buses out there that we need, we have to run over 40 electric buses every day," Skabowski said. "Our goal is to get good at that, concentrate on that, make it so that way there's less moving pieces, one vendor, one bus type, one charger type."

Capital Metro's push to be a national leader in the shift to an all-electric fleet has made it a de facto guinea pig for a fledgling industry still catching up to the reliability of electric cars. The lessons learned may pave the way for other transit agencies, but Austin's bus commuters will bear the cost of delayed service expansions in the meantime.

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Court Overturns Most Federal NEPA Regulations

Court Overturns Most Federal NEPA Regulations

Federal Governance

Project Delivery

NOVEMBER 15, 2024 | JEFF DAVIS

A surprise ruling from a federal appeals court this week has overturned all of the Council on Environmental Quality’s (CEQ) regulations implementing the process for compliance with the National Environmental Policy Act,

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causing great uncertainty about the future of the planning process.

The D.C. Circuit Court of Appeals on November 12 issued a [2 to 1 opinion](#) in the case of *Marin Audobon Society et al v. Federal Aviation Administration and National Park Service* that declared that all CEQ regulations are *ultra vires* (beyond its legal power or authority) because the CEQ lacks legal authority to issue any regulations at all.

Background. The [National Environmental Policy Act](#) was signed into law on January 1, 1970. and as part of that law, the Council on Environmental Quality (CEQ) was established within the Executive Office of the President. Section 204 of the Act listed eight duties and functions of the Council, and section 205 ordered the Council to do two other specific things. None of those duties, powers, or directives gave the Council any specific power to write regulations.

In 1971, the Council developed written “guidelines” for federal agencies to follow on environmental impact statement procedures ([36 FR 7724](#)), and revised those guidelines in 1973 ([38 FR 20550](#)). But by 1978, according to the Council, “Although the Council conceived of the Guidelines as non-discretionary standards for agency decisionmaking, some agencies viewed them as advisory only. Similarly, some courts differed over the weight which should be accorded the Guidelines in evaluating agency compliance with the statute. The result has been an evolution of inconsistent agency practices and interpretations of the law.”

As a result, President Carter issued [Executive Order 11991](#) on May 24 1977 (the day before *Star Wars* was released in theaters), directing the Council to issue

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“regulations to Federal agencies for the implementation of the procedural provisions of the Act...” The Council issued draft regulations in June 1978 ([43 FR 25230](#)) and then issued the final rule in November 1978 at [43 FR 55978](#).

The Force was clearly with those 1978 regulations, because they were not amended until 2020 – Under the first Trump Administration, the Council published a proposed rule overhauling the regs on January 10 ([85 FR 1684](#)) and a final rule on July 16 ([85 FR 43304](#)).

Naturally, the Biden Administration responded with an October 2021 proposed rule ([86 FR 55757](#)) “to generally restore regulatory provisions that were in effect for decades before being modified in 2020” and that final rule was issued in April 2022 ([87 FR 23453](#)).

Then, in June 2023, the debt ceiling deal (codified in the Fiscal Responsibility Act, [P.L. 118-5](#)) amended the NEPA law in several places, so the Council then issued implementing regulations for those changes (proposed rule [88 FR 49924](#), final rule [89 CFR 35442](#)). But it should be noted that the 2023 amendments to NEPA didn’t actually give the Council regulatory authority, either.

This lawsuit. Some Northern California bird-watchers (Marin Audobon Society) sued the Federal Aviation Administration and the National Park Service because they did not like the way that the FAA and NPS handled the air tour plan for the Bay Area national parks. Nutshell: the FAA and NPS determined that this kind of decision fell into the “categorical exclusion” area and thus did not require a full environmental impact statement; the bird-watchers disagreed and thought that the FAA and NPS were violating the CEQ NEPA regulations. The FAA and

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NPS responded by saying that they were indeed consistent with the CEQ rules. Neither party in this case denied the validity of the CEQ rules.

But that didn't stop the D.C. Circuit from drilling down to first principles – does the Council have authority to issue regulations at all?

This has been a hobbyhorse of Senior Judge Raymond Randolph for some time. Back in January 2021, Randolph issued a concurring opinion in *Food & Water Watch v. USDA* stating that “CEQ is not an independent agency. It is part of the Executive Office of the President, created for the purpose of advising the President on environmental matters...Perhaps CEQ’s regulations represent a directive from the President to his subordinates. But that is a far cry from saying, as the regulations do, that CEQ could supplant properly issued regulations of other agencies.”

This time, Randolph was on a three-judge panel with Judge Karen LeCraft Henderson, who went along with his reasoning, and Chief Judge Sri Srinivasan, who did not.

Randolph’s majority opinion in the *Marin* case declared that “The CEQ regulations, which purport to govern how all federal agencies must comply with the National Environmental Policy Act, are *ultra vires*... No statutory language states or suggests that Congress empowered CEQ to issue rules binding on other agencies—that is, to act as a regulatory agency rather than as an advisory agency. NEPA contains nothing close to the sort of clear language Congress typically uses to confer rulemaking authority.” He compares CEQ to the other big “Council” within EOP, the Council of Economic Advisers, and correctly suggests that no one in their right mind would believe that CEA had the authority to issue regulations.

Randolph noted that while the Supreme Court did once say that the CEQ rules were owed “substantial deference,” that deference was effectively overturned earlier this year by the *Loper Bright* decision, which overturned the deference to agencies previously mandated by *Chevron v NRDC*.

Chief Judge Srinivasan, in his dissent, said that appeals courts are not supposed to invent new legal arguments not made by either party in a case, but only to act “as arbiters of legal questions presented and argued by the parties before them.” He pointed out several D.C. Circuit precedents where the Court had noted that, since neither party challenged the CEQ’s regulatory authority, they had to accept the CEQ regulations as binding.”

Because of this, the Justice Department might ask for a re-hearing in this case *en banc* from the full Circuit Court of Appeals, instead of the smaller three-judge panel, in hopes that Srinivasan could convince a majority of his colleagues to overturn Randolph and Henderson’s opinion. The Biden Administration would probably do this, but the Trump Administration might reverse them.


But even if this current opinion is overturned on procedural grounds, a green light has been given to challenge CEQ’s regulatory authority, and one can expect more such challenges.

In the meantime, without CEQ rules, it will be up to each federal agency to write its own formal regulations for NEPA compliance. This runs counter to the project delivery and “environmental streamlining” movement that has tried to decrease the time it takes to complete the NEPA process by forcing federal agencies to work together concurrently.

Unless a single agency has the explicit legal authority to tell other agencies what to do, and when, project delivery reforms and concurrent reviews are next to impossible.



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 29 K Street NW, Suite 200
Washington, DC 20006
P: [202.879.4700](tel:202.879.4700)

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*Telematics may not have as many use cases as V2X, but it has become a well-established form of connected vehicle technology that is evolving to deliver operational and safety advantages for the benefit of all road users – and could lead the way for future V2X vehicle integration, as **Christopher Court-Dobson** discovers*

Reliable connection

While vehicle-to-everything (V2X) technology is transforming safety and traffic flows, with emergency and transit signal priority and live updates for drivers and traffic managers alike, its older, more established cousin, telematics, is working behind the scenes and now becoming more advanced, delivering valuable, actionable information for city and fleet managers.

For public fleet managers, such as those in charge of bus services, law enforcement vehicles or road maintenance fleets, telematics can help to deliver safety and efficiency benefits, monitoring driving styles for legal compliance and insurance purposes, as well as being an extremely powerful tool in planning EV transition.

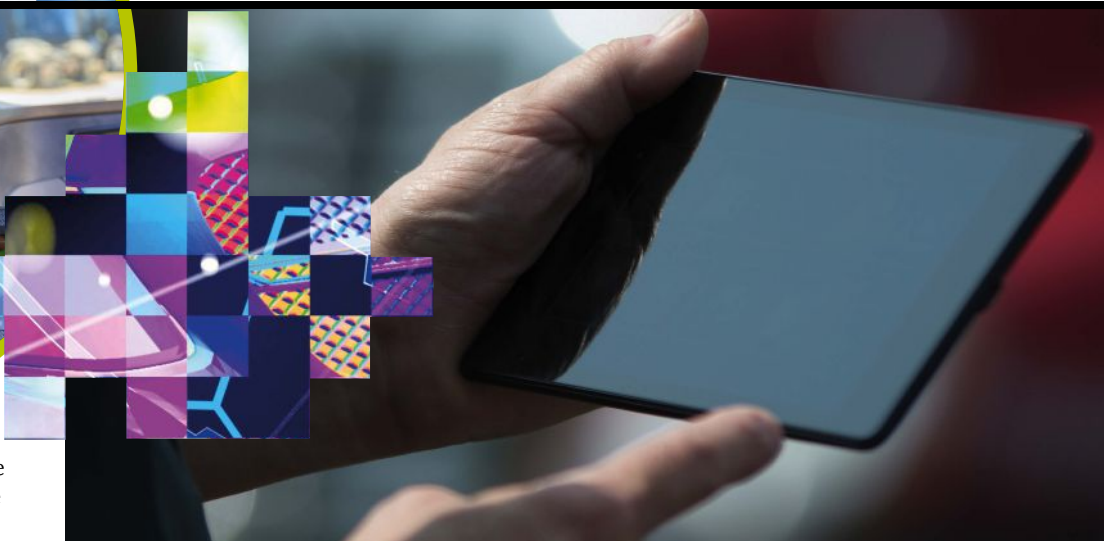
When it comes to roadworks, legal compliance with restrictions can be a major organizational hurdle, with significant issues if work starts outside of the allotted times.

Concerns around legal restrictions on where vehicles can go, or where work can take place, can be alleviated with telematic geofencing technology (see *Behind the fences*, p32) but telematics can also help manage risks.

"If public works are not allowed to start on site before 7am and somebody calls the authorities to say, 'the guys were there at half six in the morning drilling,' the fleet operator can prove or disprove that statement," says Craig Allan, director of specialized sales at telematics firm ABAX.

Being able to prove, decisively, when and where the vehicle was and what they were doing, can stop a court case before it even begins, which saves money for all concerned.

Some telematics services are still delivered by standalone after-market devices or



smartphones. But more recently OEMs have begun integrating functionality into vehicle dashboards, with benefits bundled with the need for over-the-air cloud software updates for their vehicles.

Telematics firms like Trimble, Geotab and ABAX are working in partnership with OEMs to get their advanced software and data integration installed in vehicles as standard.

Driving the EV transition

David Savage, vice president of Geotab's UK and Ireland operations, is enthusiastic about telematics' potential to enable and de-risk the sustainability transition. For operators of public transport services, Geotab's EV Suitability Assessments can be a useful tool deployed to ensure a smooth transition with no loss of service.

"EV Suitability Assessments help operators get started on their electric transition journey," says Savage. "We use the Go device, which connects into vehicles, and we advocate running that for a period of three to 12 months. A whole year is best, because we can factor in seasonality."

The Go unit monitors all relevant journey parameters, including route topography, road

condition, ambient temperature and traffic. The data helps the operator to mitigate risk of switching to EVs by taking into account beforehand whether existing or prospective routes can accommodate EV range and recharge requirements, taking extensive variables into account.

"The output of that would be a yes/no recommendation. Yes, means you could transition X percent of your electric vehicles now without any adverse impact on your operation," explains Savage.

This results in detailed information about how many routes/vehicles could transition immediately, and which EVs would be suited to replacing their ICE counterparts. But the service continues to operate once the switch takes place.

"Once they're on the road, we can look at the state of charge of

Above and far right: In-cab telematics hardware is gradually transitioning to functionality built in by OEMs

Right: Fleet managers can make maintenance assessments remotely with telematics

12

The optimum number of months recommended for a full assessment of suitability of a fleet for electrification



“If a vehicle is involved in an accident, we're able to look at the position history and combine that with speed data at that GPS point. We can really recreate that journey moment by moment

Paul Cardosi, general manager, Trimble Mobility Division

Telematics for safety

Road safety is often given as one of the key justifications for V2X technology, but telematics also has its role in reducing crashes and its capabilities can only improve with full OEM integration.

“If a vehicle is involved in an accident, we’re able to look at the position history and combine that with speed data at that GPS point. We can really recreate that journey moment by moment,” says Paul Cardosi, general manager for Trimble’s Mobility Division.

This can even be used to determine whether a driver is, for example, turning properly or cutting corners. Public transport operators can use this capability to identify sub-par drivers, and re-educate them before they cause a crash.

Another initiative is the use of biometric monitoring to ensure the driver is alert, much in the same way that the vehicle’s safety metrics are observed.

“In the trucking world, vehicles often have cameras pointing towards the driver, it’s common practice to have that turned on. And the drivers can be monitored. There is a mixed reaction to the intrusion on privacy. But ultimately driver facing camera can be used to determine whether the driver is alert or if they’re falling asleep at the wheel,” says Cardosi.



the vehicles all the way down to the point of asking is the charger actually plugged into the vehicle correctly? Failure to connect is a surprisingly common occurrence, and the next day the vehicles can’t operate,” says Savage.

To make the comparison when it comes to swapping to low-emissions, Geotab’s EV Suitability Assessment relies on a database of vehicle properties. “We look at real-world data and bolster this with WLTP (world harmonised light vehicles test procedure) data sources. And they’re all customizable parameters for the end user,” says Savage.

Fleet interoperability

Currently, in-built OEM telematics operate under different communication protocols. A lack of interoperability and standardization means that only those few vehicles that have protocol integration can communicate. This can be a challenge for road repair fleets which may be made up of different vehicles. “One issue is that fleets don’t use the same type of vehicle, so all of sudden you’re trying to connect a Mercedes to a Ford,” says Allan.

Nevertheless, standardization solutions exist such as OEM.connect, which can operate

through the built-in systems of many OEMs including Peugeot, BMW, Ford and Fiat. It translates the protocols into commonly understandable code which can be integrated and displayed as part of its Webfleet software.

Software like OEM.Connect is the missing link, bridging the gap between different OEMs, transforming them into a common readout, and then using that data for a variety of fleet management use-cases.

There is also a push to get OEMs on board with protocol standardization from the get-go. “There’s currently disagreement among the

BEHIND THE FENCES

Telematics is becoming vital in delivering geofencing for everything from robotaxis to rentable scooters. Telematics allows the back-office operator to draw a digital 'fence', designating an area on a map, and then automating instructions to the device/vehicle, from displaying a warning, to stopping or slowing it.

Geofencing can help to improve traffic flow, safety and efficiency by preventing improper waiting in designated areas. For the small-scale mobility solutions like rentable scooters, it can prevent theft, abandonment or the use of the service outside municipal boundaries.

Transport Malta has begun a geofence based solution to client-poaching by Y-Plate taxis. Licensed taxis pay up to €100,000 for the right to pick up passengers at designated taxi stands. But, Y-Plates, without this license, often wait in these areas.

Ride-hailing firms like Uber and Bolt are asked to integrate geofencing, which will automatically prevent the drivers waiting within designated taxi areas and prevent them from accepting clients while there. However, drivers have complained about loss of business, so the legal battles are likely to continue for sometime yet.

OEMs, the EU has given them until the end of 2026 to agree on a standard. From that point on, hardware becomes increasingly irrelevant from the telematics industry side of things," says Allan.

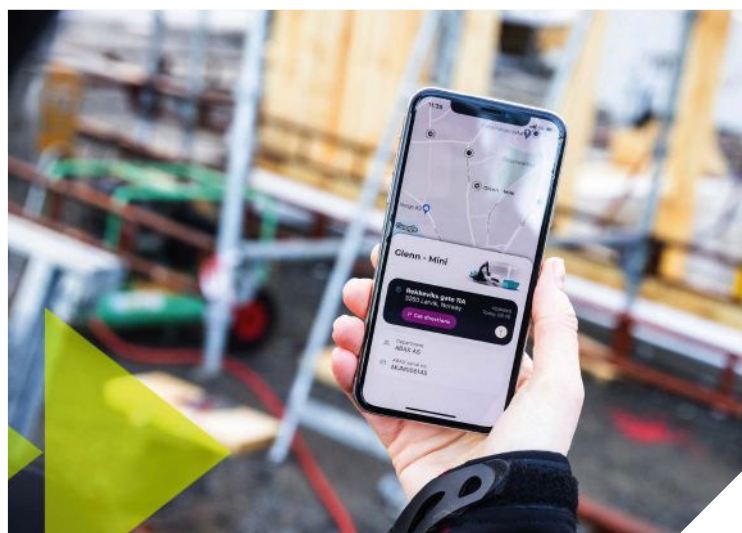
Greater standardization means greater dashboard integration with OEMs shipping telematics hardware and interfaces, which could pave the way for similar interoperability of V2X functions.

Can telematics help V2X?

In the V2X world, applications currently rely heavily on the smartphone, which is often only integrated into the vehicle through display mirroring and other peripheral connections. Part of the problem with this is that the data is often only traveling one way, the user is

a whole. But integration of telematics could be a useful lever to also get OEMs on board with V2X integration.

The move towards OEM integration of previously aftermarket standalone devices



Above: Telematics can help to ensure that road maintenance crews are operating in the right area and at the right times

Below: Geofencing can enable defined areas of operation

already has a great precedent in satellite navigation systems.

"What happened in the satnav world was all the firms became software providers," says Allan. "The OEMs sourced the technology into the vehicles. Now we're starting to see that with telematics, a lot of vehicles are becoming connected."

For many 'true data' companies in the telematics world, it is no longer about the standalone devices that they ship, which are increasingly becoming commoditised and outsourced to global supply chains, instead it is the software, the ways in which the data is collected, interpreted and used, and the in depth understanding of each use case, whether it be for insurance, legal compliance, safety, delivery monitoring or protecting from theft.

The data-crunching takes place in a control center. And it's this ability to collate and interpret the data in the software which is the real 'value-added' of the telematics industry.

Telematics can become vital to the overall vehicle operation as it's increasingly necessary that firmware updates happen smoothly, with no disruption to the service. Where telematics leads it is reasonable to be hopeful that V2X will follow, with reliable interoperable deployment, in cooperation with OEMs. ❌

“With satnavs all the firms became software providers. Now we're starting to see that with telematics

Craig Allan, director of specialized sales, ABAX

Secure V2X deployments

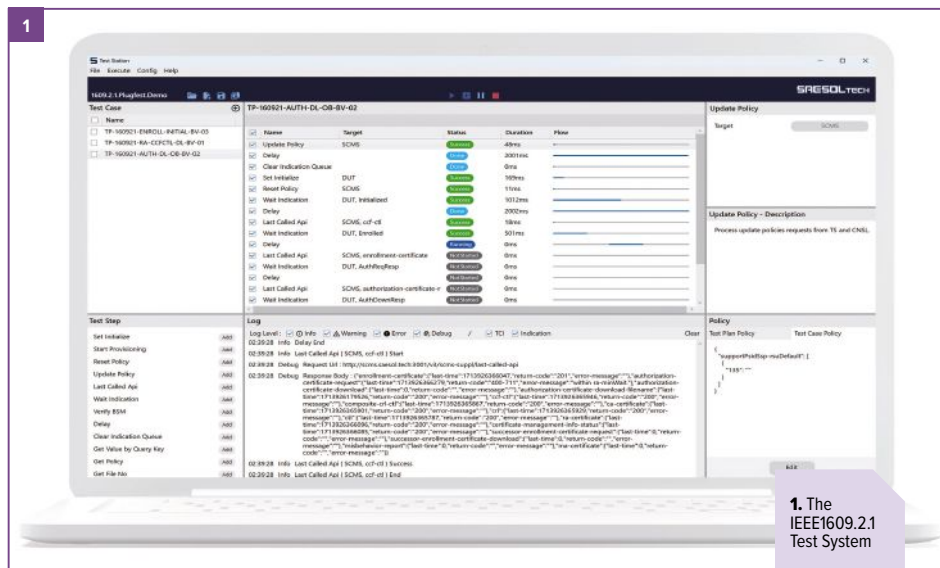
A streamlined testing process, which automates verification procedures, is providing a more efficient and secure environment for the safe roll out of V2X technology

As the chair of the OmniAir consortium's Cybersecurity Working Group, Saesol Tech plays a pivotal role in shaping industry standards and best practices. Moreover, its collaborative leadership in developing the 764B Test Case for IEEE1609.2.1 – a crucial initiative supported by the US Department of Transportation (USDOT) and other key stakeholders – underscores its commitment to advancing V2X security.

The culmination of Saesol Tech's efforts is exemplified in its latest offering – the IEEE1609.2.1 Test System. Compliant with OmniAir's rigorous test procedures, the IEEE1609.2.1 Test System leverages Saesol Tech's proprietary Security Credential Management System (SCMS) to provide a flexible interface for configuring test parameters. From adjusting certificate issuance periods to managing CA certificates and Root registrations, operators have unprecedented control over test scenarios, enabling comprehensive evaluations of V2X communication protocols.

One of the key features of the IEEE1609.2.1 Test System is its ability to mitigate potential challenges associated with device under test (DUT) verification. In cases where DUTs may encounter difficulties in confirming certificate issuance and installation, the system offers backup solutions, ensuring the integrity of test results. Furthermore, Saesol Tech's Test System streamlines the entire testing process, automating verification procedures from DUT bootstrapping to validating test outcomes. By minimizing human errors and maximizing operational efficiency, Saesol Tech empowers operators to conduct thorough and reliable V2X security assessments.

Operators benefit from a user-friendly Test Station UI, providing comprehensive insights into test policies, parameters, and progress updates. This intuitive interface enhances user experience and facilitates seamless monitoring



of test proceedings, further enhancing the efficiency of V2X security evaluations.

By integrating efficient bootstrapping automation for the Security Credential Management System (SCMS) into OEM and tier one production lines, Saesol Tech ensures that these crucial security measures can be seamlessly incorporated. In addition to streamlining production processes, Saesol Tech offers comprehensive test systems that enhance the reliability and efficiency of V2X deployments, setting a new industry benchmark for innovation and practicality.

Beyond production line automation, Saesol Tech is committed to supporting the stable and robust nationwide deployment of V2X technology across North America and Europe. The company provides essential expertise and solutions to numerous on-board unit (OBU) and roadside unit (RSU) suppliers, as well as (infrastructure owner operators (IOOs) and traffic operators. By addressing the specific needs of

these key stakeholders, Saesol Tech ensures that V2X technology can be effectively implemented and maintained.

Looking forward, Saesol Tech's strategic focus on research and development guarantees that the company remains at the forefront of V2X technological advancements. Its innovative solutions are designed not only to meet current industry demands but also to anticipate future trends in connected and autonomous vehicle systems. As the automotive industry continues to evolve, Saesol Tech's contributions will be pivotal in advancing smart transportation infrastructures, ultimately supporting the transition to fully connected and autonomous driving environments. ❖

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