



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

JANUARY 16, 2025
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

January 16, 2025

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

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

Call to OrderNOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda
(2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of November 21, 2024 MinutesTab 1
(2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda ItemsTab 12
Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on January 15, 2025, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 12**.

E. Executive Director’s Report
(5 minutes/Fields)
A review of staff activities since the last Board of Directors meeting will be given.

F. MoDOT Update
(5 minutes/MoDOT)
A MoDOT staff member will give an update of MoDOT activities.

G. Legislative Reports

(5 minutes/Russell)

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

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

(5 minutes/Thomas)

Staff will provide an update on the FY 2025 obligation progress.

II. New Business

A. FY 2024 Independent Financial Statement Audit Report.....Tab 3

(10 minutes/Johnson)

The Treasurer will provide an overview of the FY 2024 Audit Report.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FY 2024 INDEPENDENT FINANCIAL STATEMENT AUDIT REPORT

B. FY 2025 Budget Amendments.....Tab 4

(5 minutes/Parks)

Staff will present a FY 2025 Operational Budget, a FY 2025 UPWP Budget Modification, and a Safe Streets and Roads for All Budget Amendment.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2025 OPERATIONAL BUDGET AMENDMENT, UPWP BUDGET MODIFICATION, AND SAFE STREETS AND ROADS FOR ALL BUDGET AMENDMENT

C. Federal Discretionary Grant Support.....Tab 5

(5 minutes/Parks)

Staff will present Resolutions of Support for the Rebuilding Americas Infrastructure with Sustainability and Equity (RAISE) Grant and the Promoting Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTIONS AND TIP INCLUSION CERTIFICATES

D. Safe Streets and Roads for All *Destination Safe Streets Plan*Tab 6

(10 minutes/Longpine)

Staff will present the SS4A Safety Action Plan *Destination Safe Streets*.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE *DESTINATION SAFE STREETS* AND THE LEADERSHIP COMMITMENT RESOLUTION

E. FY 2025-2028 TIP Administrative Modification OneTab 7

(2 minutes/Longpine)

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

NO ACTION REQUESTED – INFORMATIONAL ONLY

- F. FY 2025-2028 TIP Amendment ThreeTab 8**
(2 minutes/Longpine)
Changes are proposed to the FY 2025-2028 Transportation Improvement Program.

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

- G. CRP/TAP Project Schedule Extension.....Tab 9**
(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.

BOARD OF DIRECTORS ACTION TO APPROVE THE REVISED REASONABLE PROGRESS SCHEDULE FOR THE SHERMAN PARKWAY, MOUNT VERNON & MILLER, AND SOUTH CREEK GREENWAY PROJECTS

- H. *Destination 2045* Amendment Number 8Tab 10**
(3 minutes/Longpine)
Greene County has requested a change to the Major Thoroughfare Plan.

BOARD OF DIRECTORS ACTION IS REQUESTED APPROVE *DESTINATION 2045* AMENDMENT EIGHT

- I. 2025 National Performance TargetsTab 11**
(5 minutes/Longpine)
The OTO must adopt performance targets relating to safety, system performance, system condition, transit asset management, and transit safety. The proposed targets are included for review.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PROPOSED PERFORMANCE TARGETS

III. Other Business

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

IV. Adjourn Meeting

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

The next Board of Directors regular meeting is scheduled for Thursday, March 27, 2025 at 12:00 p.m. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM I.C.

November 21, 2024 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors November 21, 2024 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Board of Directors November 21, 2024 meeting minutes”

OR

“Move to approve the Board of Directors November 21, 2024 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
NOVEMBER 21, 2024**

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

The following members were present:

Travis Cossey, City of Nixa (a)	James O’Neal, Springfield Citizen-at-Large
Mark Crabtree, City of Battlefield	Stacy Reese, MoDOT (non-voting)
Eric Franklin, City of Republic	John Russell, Greene County
Brandon Jenson, City of Springfield	Martha Smartt, City of Strafford (a)
Eric Johnson, City of Ozark	Dan Smith, City of Springfield (a)
Derek Lee, City of Springfield	Kelly Turner, City Utilities
Rusty MacLachlan, Greene County	Wes Young, City of Willard (a)

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

The following members were not present:

Chuck Branch, Christian Co Citizen-at-Large	Mark Schenkelberg, FAA (non-voting)
Cecelie Cochran, FHWA (non-voting)	Vacant, FTA (non-voting)
Jerry Compton, Citizen-at-Large	Richard Walker, Springfield Citizen-at-Large
Lynn Morris, Christian County	Brian Weiler, Springfield-Branson Airport (a)

Others Present: Heidi Thomas and Peter Williams, Lochmueller Group; Scott Bachman, City of Springfield; Tucker Jobes, Senator Schmitt’s Office; Frank Miller, MoDOT; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

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

I. Administration

A. Welcome and Roll Call

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

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

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mark Crabtree made a motion to approve the November 21, 2024 agenda. Travis Cossey seconded the motion. The motion passed.

C. Approval of September 19, 2024 Meeting Minutes

Kelly Turner made a motion to approve the September 19, 2024 meeting minutes. Brandon Jenson seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

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

E. Executive Director’s Report

Sara Fields thanked all of those who were able to attend the Legislative Breakfast. The OTO Legislative Priorities were shared at the breakfast. These priorities will be mailed to local state representatives in January. Will Marrs, the OTO Lobbyist, will keep staff up to date as the budget process moves forward.

OTO worked with the City of Republic to apply for a Rural RAISE Grant for MM which has not been announced. Staff received questions from the USDOT regarding the application. In the event this is not awarded, staff, along with the City of Republic, are working on another RAISE grant for the MM project. It is due at the end of January.

The Travel Demand Model, the projected traffic on the OTO roadway network, should be completed any day. Once this model is done, staff will look at the FF Corridor again.

The OTO Project Manger is handling 6 trail design projects and 8-10 EV Charger projects
The EV Charger bids should be in by the end of January and awarded soon after.

The City of Springfield received a Safes Streets for All Grant in the amount of \$940,000 to continue safety planning efforts.

The OTO Auditor finished the audit in October. The draft report looks good and staff do not anticipate any issues.

The Board and staff thanked Chair Derek Lee for his service over the past year.

F. MoDOT Update

Stacy Reese shared that Ed Hassinger was announced as the new Director for MoDOT.

MoDOT will be hosting Legislative forums in December, one in Springfield and one in Joplin.

MoDOT hosted an Industry Meeting in Jefferson City on November 20th. There were over 140 attendees.

Plans are still on track for the first piece of the I-44 project in Springfield with December bidding. This would be for the piece from Highway 13 to Highway 65 with pavement replacement and six-laning. The Design Build Project will begin in 2025. MoDOT opened a position for an I-44 Project Director. Kristy Bachman has been assigned to that position.

The James River Freeway project is wrapping up. There is still some barrier wall work to finish.

Work continues on Kansas and Kearney ADA improvements.

MoDOT hosted a planning partner meeting with the rural partners.

MoDOT has a report of completed projects over the last 10 years across the state. The report is broken out by counties. The SW District had a total of 793 projects, the most for the state, that have been completed in the past 10 years. If anyone would like a copy, contact the MoDOT SW District offices.

G. Legislative Reports

Tucker Jobes with Senator Schmitt's Office reported the National Defense Reauthorization Act will probably get done before the end of the year.

A Farm Bill draft was introduced by Senator Stabenow. A one-year extension of the current farm bill will probably be passed instead.

The budget deadline is December 20th. Two different approaches are being considered. One is a 3-month stop gap that would extend it out until March of next year. The other option is working on a budget deal before the end of the year.

Senator Schmitt introduced a National Plan for Epilepsy Act. This will coordinate research and services related to epilepsy across the Federal Government.

The Senator also introduced the Public Safety Free Speech Act. This is for first responders, so they are not punished for voicing their concerns over a job-related event.

Looking forward to next year, the first 100 days, Congress will be working on President Trump's nominations and reviewing tax cuts. The President will be using executive action on issues regarding the border and regulatory reform.

II. New Business

A. **Financial Statements for 1st Quarter for FY 2025**

Debbie Parks highlighted the first quarter financial statements.

Travis Cossey made a motion to accept the first quarter financial statements for the FY 2025 budget year. Martha Smartt seconded the motion. The motion passed.

B. **Safe Streets and Roads for All Update**

Heidi Thomas and Peter Williams with the Lochmueller Group presented the safety engineering analysis as part of the Safe Streets for All Action Plan.

Rusty MacLachlan made a motion to accept the safety engineering analysis by Lochmueller Group as complete. Dan Smith seconded the motion. The motion passed.

C. **FY 2026-2030 STIP Priorities**

Sara Fields reviewed the Statewide Transportation Improvement Program priorities recommended by the Technical Planning Committee for inclusion in the FY 2026-2030 STIP.

Jim O’Neal made a motion to approve the presented list of priorities for consideration by MoDOT for inclusion in the 2026-2030 STIP. Brandon Jenson seconded the motion. The motion passed.

D. **Federal Funds Balance Status Report**

Jen Thomas reported that the OTO area ended the last fiscal year at approximately 130% annual allocation. The mandate set by MoDOT was 110% with a goal of 120%. The OTO area also exceeded the statewide average of 127%. OTO staff thanks all of the jurisdictions and partners for the assistance in exceeding the mandate and goal. The goals for Fiscal Year 2025 have not been set yet.

Natasha Longpine shared that in the agenda was the September 2024 Federal Funds Balance Report and highlighted the report for the Board.

This was informational only. No action was required.

E. **FY 2025-2028 TIP Amendment Two**

Natasha Longpine presented the proposed changes 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.

Dan Smith made a motion to approve Amendment Two to the FY 2025-2028 Transportation Improvement Program. Eric Franklin seconded the motion. The motion passed.

F. TAP Project Schedule Extension

Jen Thomas highlighted the requested revisions to the schedule outlined for reasonable progress for the Cheyenne Road Multi-Use Trail and Finley River Extension Project.

Wes Young made a motion to approve the revised reasonable progress schedule for the Cheyenne Road Multi-Use Trail and the Finley River Extension Project. Dan Smith seconded the motion. The motion passed.

G. 2025 Ozarks Regional Legislative Priorities

Sara Fields reviewed the Springfield Chamber of Commerce’s Ozarks Regional Legislative Priorities.

Wes Young made a motion to support the 2025 Ozarks Regional Legislative Priorities. Jim O’Neal seconded the motion. The motion passed.

H. Board Appointment of 2025 OTO Officers and Executive Committee Members

Brandon Jenson presented the 2025 slate of officers, the Executive Committee members (1-year term), and reappointment of the OTO Citizen-at-Large.

- Chairman – John Russell, Greene County
- Vice-Chairman – Travis Cossey, Nixa
- Secretary – Martha Smartt, Strafford
- Treasurer – Eric Johnson, City of Ozark
- Past Chairman – Derek Lee, Springfield
- Executive Committee – Jerry Compton, Citizen-at-Large
- Executive Committee – Brian Weiler, Airport

OTO Citizen-at-Large – Jerry Compton

Jim O’Neal made a motion to appoint the 2025 OTO Officers, Executive Committee, and OTO Citizen-at-Large as presented. Rusty MacLachlan seconded the motion. The motion passed.

I. Board of Directors 2025 Meeting Schedule

Sara Fields shared the Board of Directors 2025 meeting calendar.

III. Other Business

A. Board of Directors Member Announcements

There were no member announcements.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for member review.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

Martha Smartt made a motion to adjourn the meeting. Rusty MacLachlan seconded the motion. The motion passed.

The meeting was adjourned at 12:59 p.m.

Martha Smartt
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM I.H.

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 \$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, with 100 percent as the minimum amount to be obligated. As OTO received \$10.7 million for FY 2025, the minimum amount to be obligated is \$10.7 million, with a goal of \$12.6 million.

As of December 27, 2024, OTO has obligated \$413,673 or about 4 percent of OTO's annual allocation.

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

Federal Funds Balance Report

FY 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	(413,673.07)
Balance as of 12/27/2024	All Funds	11,601,481.03
Pending Obligations/Deobligations		(209,953.21)
Pending Balance		11,391,527.82
Percent Obligated	All Funds	4%

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
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)
1602076 Kearney and West Bypass	STBG-U	26,449.00
1602076 Kearney and West Bypass	STBG-U	(49,295.35)
Amount subtracted from balance		(413,673.07)

MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(413,673.07)
100% Goal Obligations Remaining	All Funds	10,277,022.05

MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	(413,673.07)
120% Goal Obligations Remaining	All Funds	12,163,614.53

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING (DE)OBLIGATIONS			
<i>S604064 Strafford 125 West SW</i>	<i>Strafford</i>	<i>(32,041.60)</i>	(32,041.60)
<i>S605063 N. Main Street</i>	<i>Nixa</i>	<i>(177,911.61)</i>	(209,953.21)
PLANNED CRITICAL OBLIGATIONS			
5901827 Jordan Creek Trail Smith Park	Springfield	(100,441.23)	(310,394.44)
9901849 Chadwick Flyer Overpass	Ozark	(668,256.26)	(978,650.70)
5901824 TMC Signal Replacements	Springfield	(1,074,770.00)	(2,053,420.70)
5900852 ADA Improvements	Springfield	(1,165,000.00)	(3,218,420.70)
RP2503 Hines and ZZ	Republic	(336,000.00)	(3,554,420.70)
S604089 New Melville over I-44	MoDOT	(371,793.00)	(3,926,213.70)
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(4,210,931.70)
EN2502 South Crk at Glenstone	Springfield	(46,633.00)	(4,257,564.70)
9901858 Route OO East Sidewalks	Strafford	(175,223.35)	(4,432,788.05)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(869,236.00)	(5,302,024.05)
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)	(5,528,189.05)
0652084 East Sunshine Sidewalks	MoDOT	(626,000.00)	(6,154,189.05)
9901860 Nixa Multi-Use Path	Nixa	(602,134.00)	(6,756,323.05)
S605047 Weaver Road Improvements	Battlefield	136,518.00	(6,619,805.05)
9901839 Downtown N. Main Street	Nixa	(200,000.00)	(6,819,805.05)
9901867 Lost Hill Park Bridge CON	Greene Parks	(107,000.00)	(6,926,805.05)
MO2604 FY 2026 TMC Staff	Springfield	(496,000.00)	(7,422,805.05)
OT1901-19A5 (UPWP FY 2026)	OTO	(268,019.00)	(7,690,824.05)
S602092 MM Shared Use Path/Underpass	Republic	(496,697.00)	(8,187,521.05)
9901838 N. Old Orchard	Strafford	(481,362.00)	(8,668,883.05)
9901864 Finley River Trail Extension	Ozark	(114,175.54)	(8,783,058.59)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(9,194,265.73)
5901830 South Ck Fremont/Glenstone	Springfield	(644,270.00)	(9,838,535.73)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(11,838,535.73)
5919806 Grant Avenue Viaduct	Springfield	(2,022,339.00)	(13,860,874.73)
5901838 MLK Jr. Bridge	Springfield	(935,284.00)	(14,796,158.73)
5901826 LeCompte Trail	Springfield	(383,160.00)	(15,179,318.73)
<i>Total Critical Obligations</i>			(15,179,318.73)

MODOT MANDATED MINIMUM

100% Goal Obligations Remaining	All Funds	10,277,022.05
Critical Obligations	All Funds	(15,179,318.73)
Obligations over MoDOT Mandated Minimum		(4,902,296.68)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	12,163,614.53
Critical Obligations	All Funds	(15,179,318.73)
Obligations over MoDOT Mandated Goal		(3,015,704.20)

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>			(8,424,397.00)

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>			449,502.03

Deobligations Held for 2026

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

TAB 3

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.A.

Independent Financial Statement Audit Report for FY 2024

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

AGENDA DESCRIPTION:

Cinda L. Rodgers, CPA, PC, conducted the audit of the Ozarks Transportation Organization's financial accounting and reporting practices for the fiscal year-ended June 30, 2024.

The Audit for FY 2024, which ran from July 1, 2023, to June 30, 2024, is included for Executive Committee review and acceptance. The auditor's opinion states that the financial statements are presented fairly in all material aspects. There are no findings included as part of this audit. This audit included Single Audit Procedures under the Uniform Guidance Act since the OTO receive more than \$750,000 in federal reimbursements during the fiscal year.

The ending fund balance for June 2024 was \$493,001. This was an increase from the prior year's balance of \$436,017 by \$56,984.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on December 11, 2024, the Executive Committee recommended the Board of Directors accept the Fiscal Year 2024 Independent Financial Statement Audit report.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to accept the Fiscal Year 2024 Independent Financial Statement Audit report."

OR

"Move to reject the Fiscal Year 2024 Independent Financial Statement Audit in consideration of the following...."

October 21, 2024

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

Dear Members of the Board:

We have audited the financial statements of Ozarks Transportation Organization as of and for the year ended June 30, 2024, and have issued our report thereon dated October 21, 2024. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards

As stated in our engagement letter, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with the modified cash basis of accounting. Our audit of the financial statements does not relieve you or management of your responsibilities.

Our responsibility is to plan and perform the audit to obtain reasonable, but not absolute, assurance that the financial statements are free of material misstatement.

As part of the audit we will consider the internal control of Ozarks Transportation Organization. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures specifically to identify such matters.

Significant Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we will advise management about the appropriateness of accounting policies and their application.

The significant accounting policies used by Ozarks Transportation Organization are described in Note A to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the fiscal year. We noted no transactions entered into by the Organization during the year for which there is a lack of authoritative guidance or consensus.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events

affecting them may differ significantly from those expected. There were no significant sensitive estimates affecting the financial statements for the period ended June 30, 2024.

The disclosures in the financial statements are neutral, consistent, and clear. Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There were no significant sensitive disclosures in the financial statements for the period ended June 30, 2024.

Material Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. There were no adjusting journal entries proposed to management.

Other Information in Documents Containing Audited Financial Statements

Pursuant to professional standards, our responsibility as auditors for other information in documents containing the Organization's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

Other Issues

Our responsibility also includes communicating to you any information that we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

We have requested certain representations from management that are included in the management representation letter dated October 21, 2024.

For the purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to the Organization's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

To our knowledge and as management has informed us, there were no consultations with other accountants regarding auditing and accounting matters, except Jenkins CPA who was consulted regarding converting to modified accrual basis of accounting.

We did not discuss any major issues with management regarding the application of accounting principles and auditing standards that resulted in a condition to our retention as the Organization's auditors.

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management prior to retention as the Organization's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

We encountered no serious difficulties in dealing with management relating to the performance of the audit.

This information in this letter is intended solely for the use of those charged with governance of Ozarks Transportation Organization and is not intended to be and should not be used by anyone other than these specified parties.

We sincerely appreciate the opportunity to provide services to the Ozarks Transportation Organization and hope you find the information included in this correspondence useful and informative. If you have any questions or wish to discuss any of the items further, please let us know.

Cinda L. Rodgers, CPA, PC

**OZARKS TRANSPORTATION
ORGANIZATION**

FINANCIAL STATEMENTS AND
SUPPLEMENTARY DATA WITH
INDEPENDENT AUDITOR'S REPORT

JUNE 30, 2024



Cinda L. Rodgers
CPA, PC

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities and the major fund of Ozarks Transportation Organization as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Ozarks Transportation Organization's financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of Ozarks Transportation Organization, as of June 30, 2024, and the respective changes in financial position for the year then ended in accordance with the modified cash basis of accounting.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Ozarks Transportation Organization and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter — Basis of Accounting

We draw attention to Note A of the financial statements, which describes the basis of accounting. The financial statements are prepared on the modified cash basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with the modified cash basis of accounting, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Ozarks Transportation Organization's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Ozarks Transportation Organization's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Ozarks Transportation Organization financial statements. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, are presented for purposes of additional analysis and are not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the budget comparison schedule but does not include the financial statements and our auditor's report thereon. Our opinions on the financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon. In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated October 21, 2024, on our consideration of Ozarks Transportation Organization's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Ozarks Transportation Organization's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Ozarks Transportation Organization's internal control over financial reporting and compliance.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri
October 21, 2024

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF NET POSITION AND GOVERNMENTAL FUND ASSETS, LIABILITIES
AND FUND BALANCE - MODIFIED CASH BASIS
JUNE 30, 2024

	<u>General Fund</u>	<u>Adjustments (Note D)</u>	<u>Statement of Net Position</u>
ASSETS			
Cash	\$ 298,342	\$ -	\$ 298,342
Other Investments - CDs	<u>202,398</u>	<u>-</u>	<u>202,398</u>
Total Assets	<u><u>500,740</u></u>	<u><u>-</u></u>	<u><u>500,740</u></u>
LIABILITIES			
Current Liabilities			
Credit Card Payable	<u>7,739</u>	<u>-</u>	<u>7,739</u>
Total Liabilities	<u>7,739</u>	<u>-</u>	<u>7,739</u>
FUND BALANCE/NET POSITION			
Fund Balance:			
Unassigned	<u>493,001</u>	<u>(493,001)</u>	<u>-</u>
Total Liabilities and Fund Balance	<u><u>\$ 500,740</u></u>		
Net Position:			
Unrestricted		<u>493,001</u>	<u>493,001</u>
Total Net Position		<u><u>\$ 493,001</u></u>	<u><u>\$ 493,001</u></u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES, EXPENDITURES, AND CHANGES
IN FUND BALANCE - MODIFIED CASH BASIS
FOR THE YEAR ENDED JUNE 30, 2024

	<u>Governmental Fund</u>	Adjustments	Statement
	General Fund	(Note D)	of Activities
EXPENDITURES			
Bank Fees	\$ 2,714	\$ -	\$ 2,714
Building expenses	82,471	-	82,471
Commodities	7,114	-	7,114
In-kind match expense	44,374	-	44,374
Information technology	35,758	-	35,758
Insurance	21,145	-	21,145
Dues and memberships	7,986	-	7,986
Education/training/travel	24,979	-	24,979
Food/meeting expense	8,783	-	8,783
Legal/bid notices	341	-	341
Postage	596	-	596
Printing/mapping services	1,343	-	1,343
Staff mileage	3,232	-	3,232
Telephone/internet	6,915	-	6,915
Personnel	855,051	-	855,051
Services	1,547,614	-	1,547,614
Capital outlay	-	-	-
	-	-	-
Total Expenditures	2,650,416	-	2,650,416
PROGRAM REVENUES			
Operating grants	2,545,203	-	2,545,203
In-kind match income	44,374	-	44,374
	-	-	-
NET PROGRAM EXPENSES	60,839	-	60,839
GENERAL REVENUES			
Local jurisdiction match funds	105,053	-	105,053
Interest income	12,636	-	12,636
Miscellaneous	134	-	134
	-	-	-
Total General Revenues	117,823	-	117,823
REVENUES OVER (UNDER) EXPENDITURES	56,984	-	56,984
OTHER FINANCING SOURCES (USES)	-	-	-
EXCESS OF REVENUES AND OTHER FINANCING SOURCES OVER EXPENDITURES AND OTHER FINANCING USES	56,984	(56,984)	-
INCREASE IN NET POSITION	-	56,984	56,984
FUND BALANCE/NET POSITION:			
Beginning of Year	436,017	-	436,017
End of Year	\$ 493,001	\$ -	\$ 493,001

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The Ozarks Transportation Organization is a federally designated Metropolitan Planning Organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies.

The Organization is governed by the Board of Directors (“Board”) that acts as the authoritative body of the entity. The Board includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

The Reporting Entity

The Organization, for financial purposes, includes all of the funds relevant to the operations of the Ozarks Transportation Organization. The financial statements presented herein do not include agencies which have been formed under applicable state laws or separate and distinct units of government apart from the Ozarks Transportation Organization.

The financial statements of the Organization should include those of separately administered organizations that are controlled by or dependent on the Organization. Control or dependence is determined on the basis of budget adoption, taxing authority, funding and appointment of the respective governing boards. However, there are currently no such entities.

Basis of Presentation

Government-Wide Statements

The Organization’s financial statements include both government-wide (reporting the Organization as a whole) and fund financial statements (reporting the Organization’s major fund). Both the government-wide and fund financial statements categorize primary activities as either governmental or business type. The Organization’s activity for transportation planning is classified as a governmental activity. The government-wide Statement of Activities reports both gross and net cost of the Organization’s function. The function is supported by general governmental revenues. The Statement of Activities reduces gross expenses by related program revenues, operating and capital grants. Program revenues must be directly associated with the function and include grants and in-kind match income. The net costs (by function) are normally covered by general revenue.

The Organization does not allocate indirect costs.

This government-wide focus is more on the sustainability of the Organization as an entity and the change in the Organization’s net position resulting from the current year’s activities.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Financial Statements

The accounts of the Organization are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts which are comprised of each fund's assets, liabilities, fund equity, revenues and expenditures/expenses. Government resources are allocated to and for individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. Funds are organized into two major categories: governmental and proprietary. Presently, there is only one fund which is the General Fund. This is a governmental-type fund. The General Fund is the operating fund of the Organization and is always considered a major fund. It is used to account for all activities except those legally or administratively required to be accounted for in other funds. At this time, there are no such requirements for other funds.

Measurement Focus and Basis of Accounting

Measurement focus is a term used to describe "how" transactions are recorded within the various financial statements. Basis of accounting refers to "when" transactions are recorded regardless of the measurement focus applied.

Measurement Focus

In the government-wide Statement of Net Position and Statement of Activities, activities are presented using the economic resources measurement focus, within the limitations of the modified cash basis of accounting, as described below. The objectives of the economic resources measurement focus are the determination of operating income, changes in net position and financial position. All assets and liabilities (whether current or noncurrent, financial or nonfinancial) associated with their activities are reported.

In the fund financial statements (governmental only), the current financial resources measurement focus, as applied to the modified cash basis of accounting, is used as appropriate. With the current financial resources measurement focus, only current financial assets and liabilities are generally included on the balance sheet. The operating statement presents sources and uses of available spendable financial resources in a given period.

Basis of Accounting

The government-wide Statement of Net Position and Statement of Activities and the fund financial statements are presented using a modified cash basis of accounting. This basis of accounting recognizes assets, liabilities, net position/fund equity, revenues, and expenditures/expenses when they result from cash transactions. This basis is a comprehensive

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Accounting (continued)

basis of accounting other than accounting principles generally accepted in the United States of America.

As a result of the use of the modified cash basis of accounting, certain assets and their related revenues (such as accounts receivable and revenue for billed or provided services not yet collected) and certain liabilities and their related expenses (such as accounts payable and expenses for goods or services received but not yet paid, and accrued expenses and liabilities) are *not recorded* in these financial statements. However, in-kind transactions and certain payables have been recorded.

Use of Restricted Funds

When both restricted and unrestricted resources are available for use, it is the Organization's policy to use restricted resources first, then unrestricted resources as they are needed.

Cash and Cash Equivalents

For the purpose of financial reporting, "cash" or "cash and cash equivalents" includes all demand and savings accounts, certificates of deposit and short-term investments with an original maturity of three months or less.

Fund Balance Classification

The Organization utilizes GASB Statement No. 54, "Fund Balance Reporting and Governmental Fund Type Definitions." This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent. The following classifications describe the relative strength of the spending constraints:

Nonspendable: This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted: This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Committed: This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board of Directors. These amounts cannot be used for any other purpose unless the Board of Directors removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned: This classification includes amounts that are constrained by the Organization's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board of Directors or through the Board of Directors delegating this responsibility to the executive director through the budgetary process. This classification also includes the remaining positive fund balance for any governmental funds except for the General Fund.

Unassigned: This classification includes the residual fund balance for the General Fund. The Unassigned classification also includes negative residual fund balance of any other governmental fund that cannot be eliminated by the offsetting of Assigned fund balance amounts. The Organization's total fund balance was classified as Unassigned as of June 30, 2024.

The Organization would typically use Restricted fund balances first, followed by Committed resources, and then Assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend Unassigned resources first to defer the use of these other classified funds.

Net Position Classifications

In government-wide statements, equity is classified as net position displayed in the following components:

Restricted Net Position: consists of assets with constraints placed on their use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

Unrestricted Net Position: all other assets that do not meet the definition above.

Use of Estimates

The preparation of financial statements in accordance with the modified cash basis of accounting may require management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2024**

NOTE B – DEPOSITS

The Organization’s deposits are comprised of the following as of June 30, 2024:

	Book Balance	Bank Balance
Checking (interest bearing)	\$298,342	\$320,291
Certificates of deposit	202,398	202,398
	\$500,740	\$522,688

As of June 30, 2024, deposits were adequately insured or collateralized.

NOTE C – RISK MANAGEMENT

The Organization is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Organization maintains commercial insurance coverage for property damage, liability and accidents. Management believes coverage is sufficient to preclude any significant uninsured losses to the Organization.

NOTE D – ADJUSTMENTS

Entries in the “Adjustments” column of the Statement of Net Position and Statement of Activities are recorded because governmental funds report equity as “fund balance” while governmental activities report equity as “net position.”

NOTE E – MANAGEMENT REVIEW

Management has evaluated potential subsequent events through October 21, 2024, the date the financial statements were available to be issued.

NOTE F – ECONOMIC DEPENDENCY

Approximately 94% of total revenue was received from the Missouri Department of Transportation.

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2024**

NOTE G – LEASE

The Organization entered into a five-year lease for office space effective October 12, 2015. The lease was amended on October 30, 2020 extending the lease until March 29, 2026. The lease provides for monthly payments of \$4,505 plus additional amounts for estimated taxes, insurance and common area maintenance expenses. No lease assets or liabilities have been recorded due to utilizing the modified cash basis of accounting. Future minimum rental payments are as follows:

Year ended June 30,	
2025	\$54,060
2026	13,515

NOTE H – DEFINED BENEFIT PENSION PLAN

Plan description: The Ozarks Transportation Organization defined benefit pension plan provides certain retirement, disability and death benefits to plan members and beneficiaries. The Organization participates in the Missouri Local Government Employees Retirement System (LAGERS). LAGERS is an agent multiple-employer, statewide public employee pension plan established in 1967 and administered in accordance with RSMo. 70.600-70.755. As such, it is LAGERS responsibility to administer the law in accordance with the expressed intent of the General Assembly. The plan is qualified under the Internal Revenue Code Section 401(a) and is tax exempt. The responsibility for the operations and administration of LAGERS is vested in the LAGERS Board of Trustees consisting of seven persons. LAGERS issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained by accessing the LAGERS website at www.molagers.org.

Benefits provided: LAGERS provides retirement, death and disability benefits. Benefit provisions are adopted by the governing body of the employer, within the options available in the state statutes governing LAGERS. All benefits vest after five years of credited service. Employees who retire on or after age 60 with five or more years of service are entitled to an allowance for life based upon the benefit program information provided below. Employees may retire with an early retirement benefit with a minimum of five years of credited service and after attaining age 55 and receive a reduced allowance.

	<u>2024 Valuation</u>
Benefit Multiplier	2%
Final Average Salary	5 Years
Member Contributions	0%

Benefit terms provide for annual post retirement adjustments to each member’s retirement allowance subsequent to the member’s retirement date. The annual adjustment is based on the increase in the Consumer Price Index and is limited to 4% per year.

OZARKS TRANSPORTATION ORGANIZATION
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2024

NOTE H – DEFINED BENEFIT PENSION PLAN (continued)

Employees covered by benefit terms: At June 30, 2024, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	0
Inactive employees entitled to but not yet receiving benefits	1
Active employees	6

Contributions: The employer is required to contribute amounts at least equal to the actuarially determined rate, as established by LAGERS. The actuarially determined rate is the estimated amount necessary to finance the cost of benefits earned by employees during the year, with an additional amount to finance an unfunded accrued liability. Full-time employees of the employer do not contribute to the pension plan. Employer contribution rates are 13.9% of annual covered payroll.

Net Pension Liability: The net pension liability has not been recorded in these financial statements due to utilizing the modified cash basis of accounting.

Pension Expense. For the year ended June 30, 2024, the Organization recognized pension expense of \$63,709.

NOTE I – DEFERRED COMPENSATION

During the fiscal year ended June 30, 2020, the Organization implemented a 457 deferred compensation plan. Under the plan, the Organization will match up to \$10 per pay period of employees' contributions to the plan. The Organization's contributions totaled \$1,800 for the fiscal year ended June 30, 2024.

**OZARKS TRANSPORTATION ORGANIZATION
BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2024**

	Budgeted Amounts		General Fund	Variance with Final Budget Pos (Neg)
	Original	Final		
BEGINNING BUDGETARY FUND BALANCE	\$ 436,017	\$ 436,017	\$ 436,017	\$ -
RESOURCES (INFLOWS)				
Operating grants	2,682,387	2,682,387	2,545,203	(137,184)
In-kind match income - direct cost	133,670	133,670	44,374	(89,296)
Study revenue	24,800	24,800	-	(24,800)
Local jurisdiction match funds	162,954	162,954	105,053	(57,901)
Interest income	6,000	6,000	12,636	6,636
Miscellaneous	400	400	134	(266)
Amounts Available for Appropriation	3,446,228	3,446,228	3,143,417	(302,811)
CHARGES TO APPROPRIATIONS (OUTFLOWS)				
Bank Fees	500	500	2,714	(2,214)
Building expenses	86,395	86,395	82,471	3,924
Commodities	28,500	28,500	7,114	21,386
In-kind match expense	133,670	133,670	44,374	89,296
Information technology	38,500	38,500	35,758	2,742
Insurance	13,690	13,690	21,145	(7,455)
Dues and memberships	9,500	9,500	7,986	1,514
Education/training/travel	28,000	28,000	24,979	3,021
Food/meeting expense	8,500	8,500	8,783	(283)
Legal/bid notices	1,500	1,500	341	1,159
Postage	200	200	596	(396)
Printing/mapping services	3,500	3,500	1,343	2,157
Public relations/input	200	200	-	200
Staff mileage	3,500	3,500	3,232	268
Telephone/internet	7,000	7,000	6,915	85
Services	1,909,224	1,909,224	1,547,614	361,610
Personnel	928,145	928,145	855,051	73,094
Miscellaneous	2,400	2,400	-	2,400
Capital outlay	35,000	35,000	-	35,000
Total Charges to Appropriations	3,237,924	3,237,924	2,650,416	587,508
OTHER FINANCING SOURCES	-	-	-	-
ENDING BUDGETARY FUND BALANCE	<u>\$ 208,304</u>	<u>\$ 208,304</u>	<u>\$ 493,001</u>	<u>\$ 284,697</u>

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO OTHER INFORMATION
BUDGETARY COMPARISON SCHEDULE
FOR THE FISCAL YEAR ENDED JUNE 30, 2024**

Budgetary Accounting

The Organization follows these procedures in establishing the budgetary data presented:

- a) Formal budgetary integration is employed as a management controlled device during the year for the Governmental Fund. This budget is adopted on an other comprehensive basis of accounting (modified cash).
- b) The budgetary comparison schedule – modified cash basis for the major governmental fund presents comparisons of legally adopted budgets with actual data on a budgetary basis.
- c) Unused appropriations for annually budgeted funds lapse at year end.
- d) The budget amounts shown in the financial statements are the original authorized amounts and the revised amounts at the end of the year.

**OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2024**

<u>Federal Grantor/Pass-through Grantor/Program Title</u>	<u>Federal CFDA No.</u>	<u>Pass-through Entity Identifying Number</u>	<u>Federal Expenditures</u>
U. S. Department of Transportation			
Pass-through from Missouri Department of Transportation			
Highway Planning and Construction Cluster			
FHWA Metropolitan Planning	20.205	MP82401C	\$ 800,595
Highway Infrastructure Programs	20.205	STBG5901	863,750
Surface Transportation Block Grant - Planning	20.205	MP82402C	103,511
Surface Transportation Block Grant - Construction	20.205	STBG5901	203,135
			<u>1,970,991</u>
Safe Streets and Roads for All Grant	20.939	693JJ32340387	<u>110,972</u>
Total			<u><u>\$ 2,081,963</u></u>

**OZARKS TRANSPORTATION ORGANIZATION
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2024**

NOTE A – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the “Schedule”) includes the federal award activity of Ozarks Transportation Organization under programs of the federal government for the year ended June 30, 2024. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Ozarks Transportation Organization, it is not intended to and does not present the financial position, changes in net position, or cash flows of Ozarks Transportation Organization

NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified cash basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE C – INDIRECT COST RATE

Ozarks Transportation Organization has not elected to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of Ozarks Transportation Organization, as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Ozarks Transportation Organization's financial statements, and have issued our report thereon dated October 21, 2024.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered Ozarks Transportation Organization's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control. Accordingly, we do not express an opinion on the effectiveness of Ozarks Transportation Organization's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Ozarks Transportation Organization's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal

control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri

October 21, 2024

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM
AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM
GUIDANCE

To the Board of Directors
Ozarks Transportation Organization

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Ozarks Transportation Organization's compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of Ozarks Transportation Organization's major federal programs for the year ended June 30, 2024. Ozarks Transportation Organization's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Ozarks Transportation Organization complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2024.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Ozarks Transportation Organization and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of Ozarks Transportation Organization's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Ozarks Transportation Organization's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Ozarks Transportation Organization's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Ozarks Transportation Organization's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Ozarks Transportation Organization's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of Ozarks Transportation Organization's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri
October 21, 2024

**OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2024**

A. SUMMARY OF AUDIT RESULTS

FINANCIAL STATEMENTS

Type of auditor's report issued: Unmodified (Modified Cash Basis of Accounting)

Internal control over financial reporting:

Material weakness(es) identified?	_____ Yes	_____ <u>X</u> No	
Significant deficiencies identified?	_____ Yes	_____ <u>X</u> None reported	
Noncompliance material to financial statements noted?	_____ Yes	_____ <u>X</u> No	

FEDERAL AWARDS

Internal control over major federal programs:

Material weakness(es) identified?	_____ Yes	_____ <u>X</u> No	
Significant deficiencies identified?	_____ Yes	_____ <u>X</u> None reported	

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? _____ Yes X No

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.205	U.S. Department of Transportation Highway Planning and Construction Cluster

Threshold for distinguishing between Type A and Type B programs: \$750,000

Auditee determined to be a low-risk auditee? _____ Yes X No

**OZARKS TRANSPORTATION ORGANIZATION
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED JUNE 30, 2024**

B. FINDINGS - FINANCIAL STATEMENTS AUDIT

No matters reported.

**C. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL AWARD PROGRAMS
AUDIT**

No matters reported.

TAB 4

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.B.

FY 2025 Budget Amendments

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. There are three budgets to be amended for FY 2025.

OTO Operational Budget Amendment #2:

An amendment is proposed to the OTO Operational Budget for FY 2025.

OTO Operational Budget Revenue

- Increasing Interest Revenue by \$4,000.00
 - This is based on projected actual interest to be received via OTO's checking and Certificates of Deposit.

OTO Operational Budget Expense

- Increasing OTO Media/Advertising \$5,250.00
 - The OTO would like to utilize Billboards as part of its public education plan.
- Increasing IT Maintenance Contract \$1,403.00
 - The OTO has added services for Cyber Security Training, and DNS Filtering that have been added to monthly IT Maintenance contract.
- Increasing Workers Compensation by \$752.00
 - The Worker's Compensation policy has increased for the FY 2025 year. Renewal notice was received after the creation of the FY 2025 budget.
- Increasing TIP Tool Maintenance by \$1,207.00
 - The OTO's contract with its current provider expired. The OTO went out for quotes and will be entering into a two-year contract with its current vendor EcoInteractive. The budget will be adjusted for the new contract pricing.
- Increasing Office Cleaning by \$4,320.00
 - OTO's contract with its previous provider expired. The OTO went out for quotes and entered into a new contract with a new janitorial company. The budget is being adjusted to reflect the new contract price.
- Reducing Salaries and Fringe by \$23,608.00
 - The salaries and fringe portion of SS4A work is being removed from the operational budget and moved to the SS4A budget.

Class 650 – Safe Streets and Roads for All (SS4A) Budget Amendment #1

An amendment is proposed to the OTO SS4A Budget.

SS4A Budget Expense

- Increasing Salaries and Fringe by \$24,235
 - OTO is moving the personnel expenses from the Operational Budget for time allocated to the Safety Action Plan.
- Decreasing Supplies – Public Involvement Materials by \$1300.00
- Decreasing Public Input Supplies by \$765.00

- The OTO has finished the public input phase of the Safety Action Plan and is moving the unused funds to the personnel line to allow for the completion of the Safety Action Plan.
- Decreasing Transportation Consulting Services by \$76,708 to reflect amount of executed contracts available for FY 2025.

Unified Planning Work Program (UPWP) Budget Administrative Modification #1:

A budget modification is proposed to the UPWP Budget for FY 2025. Per the OTO’s Consolidated Planning Grant (CPG) contract, the changes do not meet the criteria for a formal amendment to the Unified Planning Work Program.

These expenses mirror the OTO Operational Budget changes and have been included in the UPWP Budget in order to be federally reimbursed. The billboards advertising is not being submitted for federal reimbursement for FY 2025.

UPWP Budget Expense

- Increasing IT Maintenance Contract \$1,403.00
 - The OTO has added services for Cyber Security Training, and DNS Filtering that have been added to monthly IT Maintenance contract.
- Increasing Workers Compensation by \$752.00
 - The Worker’s Compensation policy has increased for the FY 2025 year. The renewal notice was received after the creation of the FY 2025 budget.
- Increasing TIP Tool Maintenance by \$1,207.00
 - The OTO’s contract with its current provider expired. The OTO went out for quotes and will be entering into a two-year contract with its current vendor EcoInteractive. The budget will be adjusted for the new contract pricing.
- Increasing Office Cleaning by \$4,320.00
 - OTO’s contract with it’s previous provider expired. The OTO went out for quotes and entered into a new contract with a new janitorial company. The budget is being adjusted to reflect the new contract price.
- Reducing Salaries and Fringe by \$23,608.00
 - The salaries and fringe portion of SS4A work is being removed from the operational budget and moved to the SS4A budget.

In addition, the OTO has made some administrative changes to the UPWP document tables to reflect the UPWP Budget Administrative Modification #1 changes. Those changes are included in this packet for your information.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on December 11, 2024, the Executive Committee recommended the Board of Directors approve the FY 2025 Budgets Amendments.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY Operational Budget Amendment, UPWP Budget Modification, and Safe Streets and Roads for All Amendment.”

OR

“Move to make the following changes to the FY 2025 Budgets Amendment in consideration of the following...”

FY 2025



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Budget



Annual Operating Budget
July 1, 2024 - June 30, 2025
Adopted May 16, 2024
Amendment 1 Adopted July 18, 2024
Amendment 2 Adopted _____, 2025

Management Note

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

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

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

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



Financial Policy And Mission

Financial Policy

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

FIXED COSTS % OF REVENUE

86%

FY 2025

PERSONNEL COSTS % OF
RECURRING REVENUE

67%

FY 2025

LOCAL RESERVE BALANCE

4.4 Months

FY 2025

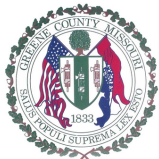
FEDERAL RESERVE BALANCE

7 Months

FY 2025

Mission

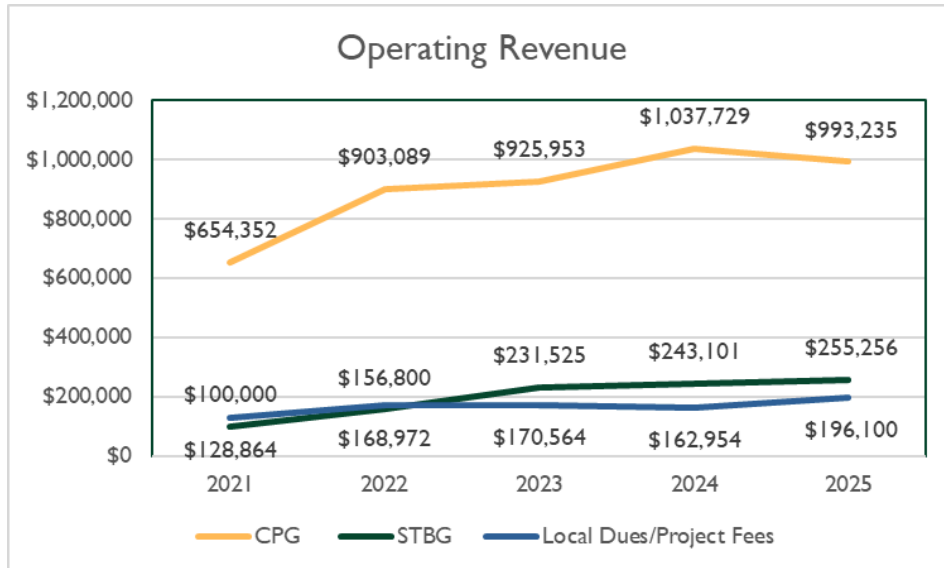
To provide a forum for cooperative decision-making in support of an excellent regional transportation system.



Ozarks Transportation Organization



Annual Budgeted Revenue



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

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

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

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

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



Local Match

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

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



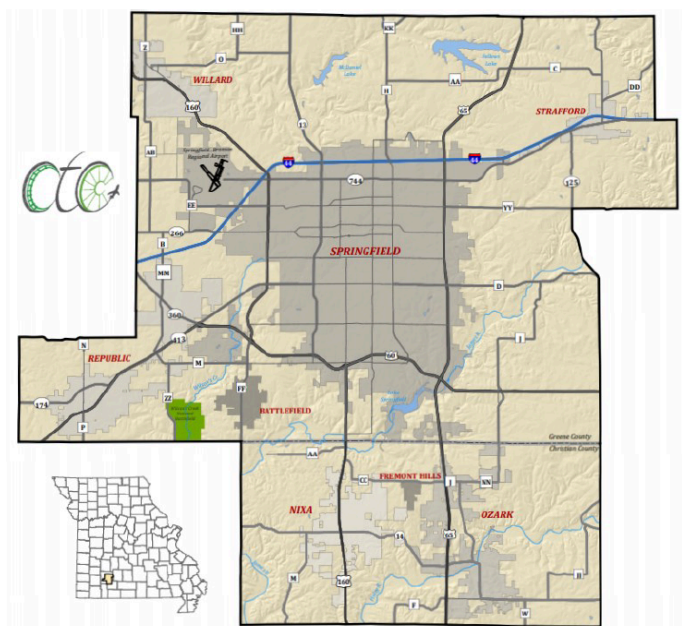
Local Project Administration Fees -

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

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

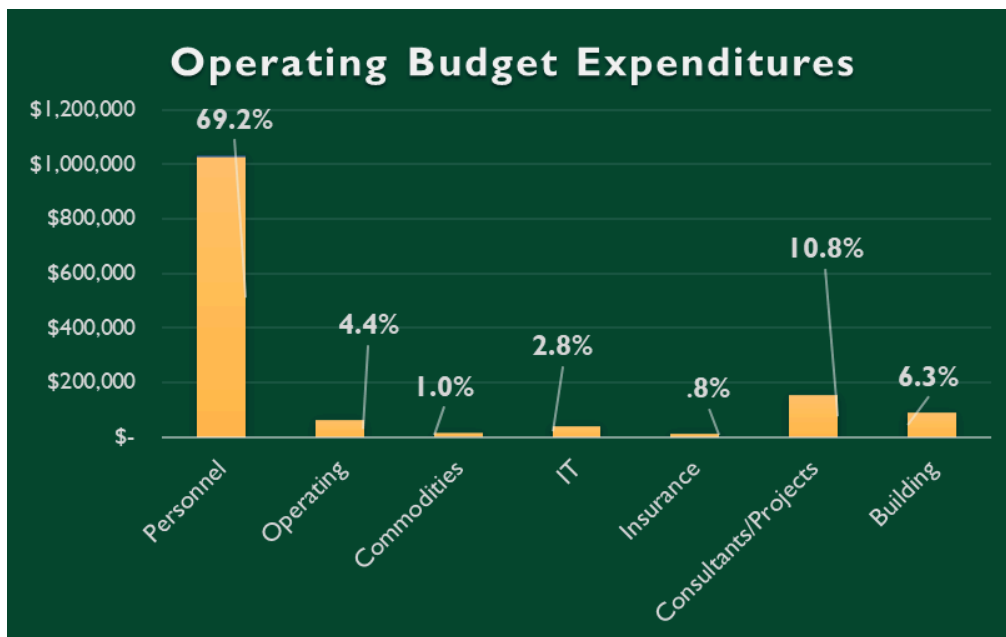
Safe Streets and Roads for All Local Match -

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



Budget Highlights

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



Operating Budget

Amendment #2 DRAFT

	BUDGETED	
	FY 2025	
	Jul '24 - Jun 25	
REVENUE		
Interest Revenue	\$	11,000
Miscellaneous Revenue	\$	200
Consolidated Planning Grant (CPG) FHWA & FTA	\$	980,495
Local Jurisdiction Dues/Project Fees	\$	196,100
Local Jurisdiction Studies Match	\$	15,000
Surface Transportation Block Grant - FHWA	\$	255,256
Total OTO Revenue	\$	1,458,051
EXPENDITURES		
Personnel Services		
Total Salaries and Fringe	\$	933,323
Mobile Data Plans	\$	3,240
Payroll Services	\$	3,500
Professional Services (Acctng, Audit, HR, Legal)	\$	63,000
Total Personnel	\$	1,003,063
Operating		
Bank Fees	\$	500
Dues/Memberships	\$	8,000
Education/Training/Travel	\$	29,000
Food/Meeting Expense	\$	8,000
Legal/Bid Notices	\$	1,200
Postage/Postal Services	\$	500
Printing/Mapping Services	\$	2,500
Staff Mileage Reimbursement	\$	4,000
Telephone/Internet	\$	7,000
Total Operating	\$	60,700
Commodities		
Office Supplies/Furniture	\$	6,365
OTO Media/Advertising	\$	6,250
OTO Promotional Items	\$	4,500
Public Input Promotional Items	\$	635
Publications	\$	700
Total Commodities	\$	18,450



Operating Budget Continued



Information Technology	
Computer Upgrades/Equip Replace	\$ 7,000
GIS Licenses	\$ 7,000
IT Maintenance Contract	\$ 13,903
Software	\$ 4,500
Webhosting	\$ 8,000
Total Information Technology	\$ 40,403
Insurance	
Directors & Officers	\$ 3,744
General Liability/Property	\$ 4,784
Workers Compensation	\$ 2,000
Network Defender	\$ 1,560
Total Insurance	\$ 12,088
Services/Projects	
Aerial Photography	\$ 25,000
Data Acquisition/Travel Sensing	\$ 30,000
Legislative Education	\$ 9,000
Rideshare	\$ 250
TIP Tool Maintenance	\$ 21,207
Trans Consulting Services	\$ 150,000
Travel Demand Model Update	\$ 12,000
Total Services	\$ 247,457
Building	
Building Lease	\$ 54,060
Common Area Main Exp	\$ 23,000
Maintenance	\$ 1,500
Office Cleaning	\$ 9,000
Utilities	\$ 3,400
Total Building	\$ 90,960
Total Expense	\$ 1,473,121
Income Over Expenditures	\$ (15,070)



Class 100 UPWP



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

The OTO is allowed to utilize in-kind dollars and MoDOT Direct Cost from the MoDOT Traffic Management Center as match for the grant program. This in-kind and direct cost is not included in the Operating Budget summary. The use of in-kind dollars allows the OTO to utilize an 83.38% federal reimbursement rate. The total budgeted costs for the FY 2025 UPWP is **\$1,524,871**; with **\$1,235,751** in federal dollars and **\$289,120** in state, local, and in-kind dollars.

Administrative Modification #1

DRAFT

	BUDGETED
	FY 2025
	Jul '24 - Jun '25
REVENUE	
Consolidated Planning Grant (CPG) FHWA & FTA	\$ 980,495
Local Jurisdiction Dues/Project Fees Match	\$ 184,120
Local Jurisdiction Studies Match	\$ 15,000
Surface Transportation Block Grant - FHWA	\$ 255,256
Total Grant Revenue	\$ 1,434,871
In-Kind Match	\$ 90,000
Total Grant Revenue and Local Match	\$ 1,524,871
EXPENDITURES	
Personnel Services	
Total Salaries and Fringe	\$ 933,323
Mobile Data Plans	\$ 3,240
Payroll Services	\$ 3,500
Professional Services (Acctng, Audit, HR, Legal)	\$ 45,000
Total Personnel	\$ 985,063
Operating	
Dues/Memberships	\$ 8,000
Education/Training/Travel	\$ 29,000
Food/Meeting Expense	\$ 8,000
Legal/Bid Notices	\$ 1,200
Postage/Postal Services	\$ 500
Printing/Mapping Services	\$ 2,500
Staff Mileage Reimbursement	\$ 4,000
Telephone/Internet	\$ 7,000
Total Operating	\$ 60,200



Class 100 UPWP

Continued



Commodities		
Office Supplies/Furniture	\$	6,365
Public Input Promotional Items	\$	635
Publications	\$	700
Total Commodities	\$	7,700
Information Technology		
Computer Upgrades/Equip Replace	\$	7,000
GIS Licenses	\$	7,000
IT Maintenance Contract	\$	13,903
Software	\$	4,500
Webhosting	\$	8,000
Total Information Technology	\$	40,403
Insurance		
Directors & Officers	\$	3,744
General Liability/Property	\$	4,784
Workers Compensation	\$	2,000
Network Defender	\$	1,560
Total Insurance	\$	12,088
Services/Projects		
Aerial Photography	\$	25,000
Data Acquisition	\$	30,000
Rideshare	\$	250
TIP Tool Maintenance	\$	21,207
Trans Consulting Services	\$	150,000
Travel Demand Model Update	\$	12,000
Total Services	\$	238,457
Building		
Building Lease	\$	54,060
Common Area Main Exp	\$	23,000
Maintenance	\$	1,500
Office Cleaning	\$	9,000
Utilities	\$	3,400
Total Building	\$	90,960
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	\$	60,000
Membership Attendance at Meetings	\$	30,000
Total In-Kind Match	\$	90,000
Total Expenditures	\$	1,524,871
Income Over Expenditures	\$	-



Class 610

CRP Trail Projects

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

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

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

Class 620

CRP EV Projects



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

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

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



Class 650

SS4A

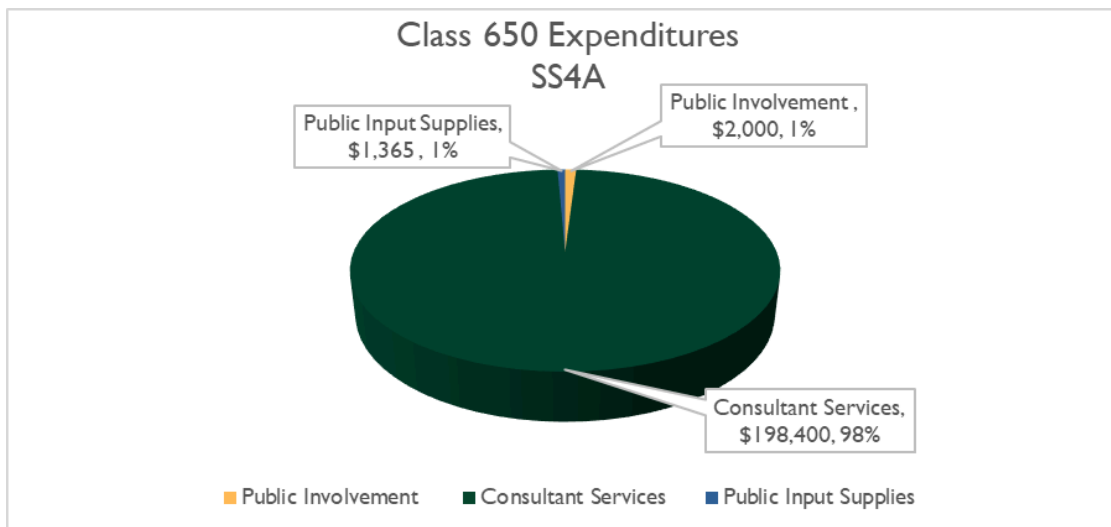


The Ozarks Transportation Organization applied for a US Department of Transportation Discretionary Grant for the Safe Streets and Roads for All program. The OTO was awarded a planning grant in the amount of \$228,800 to write a Safety Action Plan for the OTO region. This is a two year grant program, so not all the funds will be received or expended in the current fiscal year. Project began in FY 2024. All SS4A Match will be billed in FY 2025. The **\$38,172** will reimburse OTO for FY 2024 expenses paid.

Amendment #1

DRAFT

	BUDGETED
	FY 2025
	Jul '24 - Jun '25
REVENUE	
Safe Streets for All Grant	\$ 128,199
SS4A Local Match	\$ 57,200
Total OTO Revenue	\$ 185,399
EXPENDITURES	
Salaries and Fringe	\$ 24,235
Public Involvement Advertising	\$ 700
Public Input Supplies	\$ 600
Trans Consulting Services & Data Acquisition	\$ 121,692
Total Expense	\$ 147,227
Net Ordinary Income*	\$ 38,172





Contact Us



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

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



UPWP DOCUMENT ADMINISTRATIVE CHANGES DESCRIPTION:

An administrative modification to the Unified Planning Work Program (UPWP) was processed to reflect changes to the UPWP Budget identified in the UPWP document as Table 7. The overall budget of the UPWP has decreased due to items outlined in the OTO Budget Amendment #1. There are several tables in the UPWP that have been updated because of the UPWP Budget Amendment #1.

TABLE #1 (Consolidated Planning Grant PL Section) UPWP page 27

The Table 1 from the Board Adopted UPWP:

Consolidated Planning Grant PL			
Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 1 – UPWP Program Administration and Coordination	\$267,663		
1.1 Direct Program Management			
1.1.1 Financial and Contract Management		OTO	Yes
1.1.2 Financial Audit		OTO	Yes
1.1.3 General Administration and Personnel		OTO	Yes
1.1.4 Electronic Support for OTO Operations		OTO	Yes
1.2 Unified Planning Work Program		OTO	No
1.3 OTO Staff Travel and Training		OTO	No
1.4 MPO Compliance and Certification		OTO	No
Task 2 – Planning Coordination and Outreach	\$293,767		
2.1 OTO Committee Support		OTO	No
2.1.1 Member Attendance at OTO Meetings		OTO	No
2.2 Local Government and Stakeholder Education and Outreach		OTO	No
2.3 Public Involvement		OTO	No
2.4 Civil Rights Compliance		OTO	No
Task 3 – Planning and Implementation	\$192,840		
3.1 Long Range Transportation Plan		OTO	Yes
3.2 Performance Measures		OTO	No
3.3 Congestion Management Process Implementation		OTO	No
3.4 Federal Functional Classification Maintenance and Updates		OTO	No
3.5 Freight Planning		OTO	No
3.6 Alternative Fuel and Air Quality Planning		OTO	No
3.7 Demographic and Geographic Data Management		OTO	Yes
3.8 Support for Jurisdictions' Plans		OTO	No
Task 4 – Project Selection and Programming	\$112,848		
4.1 Project Programming		OTO	Yes
4.2 Federal Funds Tracking		OTO	No
4.3 STIP Prioritization and Scenarios		OTO	No
Task 5 – OTO Transit Planning	\$33,869		
5.1 Operational Planning		OTO	No
5.2 Transit Coordination Plan and Implementation		OTO	No
5.3 Program Management Plan Implementation		OTO	No
5.4 Data Collection and Analysis		OTO	No
5.5 Community Support		OTO	No
5.6 ADA/Title VI Appeal Process		OTO	No

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 6 – Operations and Demand Management	\$28,526		
6.1 Traffic Incident Management Planning		OTO	No
6.2 Intelligent Transportation Systems Coordination		OTO	No
6.3 Intelligent Transportation Systems Architecture		OTO	No
6.4 Travel Sensing and Travel Time Services		OTO Springfield MoDOT	Yes
6.5 Coordinate Employer Outreach Activities		OTO Springfield	No
6.6 Collect & Analyze Data to Determine Potential Demand		OTO	No
6.7 Van Pool Program		OTO	No
Task 7 – MoDOT Studies and Data Collection	\$60,000		
7.1 MoDOT Transportation Studies and Data Collection		MoDOT SW	No
TOTAL	\$989,513		

FY 2025 UPWP Administrative Modification #1 Table 1:

Consolidated Planning Grant PL

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 1 – UPWP Program Administration and Coordination	\$259,700		
1.1 Direct Program Management			Yes
1.1.1 Financial and Contract Management		OTO	Yes
1.1.2 Financial Audit		OTO	Yes
1.1.3 General Administration and Personnel		OTO	Yes
1.1.4 Electronic Support for OTO Operations		OTO	Yes
1.2 Unified Planning Work Program		OTO	No
1.3 OTO Staff Travel and Training		OTO	No
1.4 MPO Compliance and Certification		OTO	No
Task 2 – Planning Coordination and Outreach	\$285,804		
2.1 OTO Committee Support		OTO	No
2.1.1 Member Attendance at OTO Meetings		OTO	No
2.2 Local Government and Stakeholder Education and Outreach		OTO	No
2.3 Public Involvement		OTO	No
2.4 Civil Rights Compliance		OTO	No
Task 3 – Planning and Implementation	\$192,840		
3.1 Long Range Transportation Plan		OTO	Yes
3.2 Performance Measures		OTO	No
3.3 Congestion Management Process Implementation		OTO	No
3.4 Federal Functional Classification Maintenance and Updates		OTO	No
3.5 Freight Planning		OTO	No
3.6 Alternative Fuel and Air Quality Planning		OTO	No
3.7 Demographic and Geographic Data Management		OTO	Yes
3.8 Support for Jurisdictions' Plans		OTO	No
Task 4 – Project Selection and Programming	\$112,848		
4.1 Project Programming		OTO	Yes
4.2 Federal Funds Tracking		OTO	No
4.3 STIP Prioritization and Scenarios		OTO	No
Task 5 – OTO Transit Planning	\$33,869		
5.1 Operational Planning		OTO	No
5.2 Transit Coordination Plan and Implementation		OTO	No
5.3 Program Management Plan Implementation		OTO	No
5.4 Data Collection and Analysis		OTO	No
5.5 Community Support		OTO	No
5.6 ADA/Title VI Appeal Process		OTO	No

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 6 – Operations and Demand Management	\$28,526		
6.1 Traffic Incident Management Planning		OTO	No
6.2 Intelligent Transportation Systems Coordination		OTO	No
6.3 Intelligent Transportation Systems Architecture		OTO	No
6.4 Travel Sensing and Travel Time Services		OTO Springfield MoDOT	Yes
6.5 Coordinate Employer Outreach Activities		OTO Springfield	No
6.6 Collect & Analyze Data to Determine Potential Demand		OTO	No
6.7 Van Pool Program		OTO	No
Task 7 – MoDOT Studies and Data Collection	\$60,000		
7.1 MoDOT Transportation Studies and Data Collection		MoDOT SW	No
TOTAL	\$973,587		

Table #2 Funding Totals UPWP page 30

Table 2 from the Board Adopted UPWP:

Table 2

Funding Totals

Task	Local Funding			Federal Funding					Total	Percent (%)
	Local Match 16.6114%	City Utilities	In-Kind 2.0259%	CPG 65.2121%	STBG 18.2127%	Complete Streets and 2.5% Set Aside Safe & Access Trans	SS4A Discretionary Grant	5307		
1	\$ 44,463	\$ -	\$ -	\$ 223,200	\$ -	\$ -	\$ -	\$ -	\$ 267,663	18.08%
2	\$ 18,799	\$ -	\$ 30,000	\$ 244,968	\$ -	\$ -	\$ -	\$ -	\$ 293,767	10.90%
3	\$ 32,033	\$ -	\$ -	\$ 160,807	\$ -	\$ -	\$ -	\$ -	\$ 192,840	7.16%
4	\$ 18,746	\$ -	\$ -	\$ 94,102	\$ -	\$ -	\$ -	\$ -	\$ 112,848	4.19%
5	\$ 5,626	\$ -	\$ -	\$ 28,243	\$ -	\$ -	\$ -	\$ -	\$ 33,869	1.26%
6	\$ 4,739	\$ -	\$ -	\$ 23,787	\$ -	\$ -	\$ -	\$ -	\$ 28,526	1.06%
8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,269	\$ -	\$ -	\$ 79,269	2.94%
9	\$ 77,901	\$ -	\$ -	\$ 138,858	\$ 255,256	\$ -	\$ -	\$ -	\$ 472,015	17.52%
Total	\$ 202,306	\$ -	\$ 30,000	\$ 913,966	\$ 255,256	\$ 79,269	\$ -	\$ -	\$ 1,480,797	
	Total of CPG/STBG Expenses								\$ 1,480,797	63.11%
7	Value of MoDOT "Direct Cost"								\$ 60,000	
	Total of CPG/STBG Work Program								\$ 1,540,797	
10	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	
11	\$ 40,353	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,412	\$ -	\$ 201,765	
Totals	\$ 40,353	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ 161,412	\$ 168,000		
	Total of Transportation Planning Work								\$ 1,952,562	

FY 2025 UPWP Administrative Modification #1 Table 2:

Task	Local Funding			Federal Funding						Total	Percent (%)
	Local Match 16.6114%	City Utilities	In-Kind 2.0259%	CPG 65.2121%	STBG 18.2127%	FTA Complete Streets	2.5% Set Aside Safe & Access Trans	SS4A Discretionary Grant	5307		
1	\$ 43,140	\$ -	\$ -	\$ 216,560	\$ -		\$ -	\$ -	\$ -	\$ 259,700	17.73%
2	\$ 17,476	\$ -	\$ 30,000	\$ 238,328	\$ -		\$ -	\$ -	\$ -	\$ 285,804	10.70%
3	\$ 32,033	\$ -	\$ -	\$ 160,807	\$ -		\$ -	\$ -	\$ -	\$ 192,840	7.22%
4	\$ 18,746	\$ -	\$ -	\$ 94,102	\$ -		\$ -	\$ -	\$ -	\$ 112,848	4.23%
5	\$ 5,626	\$ -	\$ -	\$ 28,243	\$ -		\$ -	\$ -	\$ -	\$ 33,869	1.27%
6	\$ 4,739	\$ -	\$ -	\$ 23,787	\$ -		\$ -	\$ -	\$ -	\$ 28,526	1.07%
8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,962	\$ 15,307	\$ -	\$ -	\$ 79,269	2.97%
9	\$ 77,901	\$ -	\$ -	\$ 138,858	\$ 255,256		\$ -	\$ -	\$ -	\$ 472,015	17.68%
Total	\$ 199,661	\$ -	\$ 30,000	\$ 900,685	\$ 255,256	\$ 63,962	\$ 15,307	\$ -	\$ -	\$ 1,464,871	
Total of CPG/STBG Expenses										\$ 1,464,871	62.87%
7	Value of MoDOT "Direct Cost"									\$ 60,000	
Total of CPG/STBG Work Program										\$ 1,524,871	
10	\$ -	\$ 42,000	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 168,000	\$ 210,000	
11	\$ 40,353	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 161,412	\$ -	\$ 201,765	
Totals	\$ 40,353	\$ 42,000	\$ -	\$ -	\$ -		\$ -	\$ 161,412	\$ 168,000		
Total of Transportation Planning Work										\$ 1,936,636	

Table #4 CPG/STBG Eligible Funding FY 2025 UPWP page 31

The original version of Table 4 from the Board Adopted FY 2025 UPWP:

Total Value of OTO/Springfield Metropolitan Transportation Planning Work Tasks 1-6 & 9	\$ 1,401,528
Plus Value of Task 7 MoDOT Direct Costs Credit	\$ 60,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$ 1,461,528
Federal Pro-Rata Share	80%
Federal CPG & STBG Funding Eligible	\$ 1,169,222
Federal CPG 2.5% Set Aside and Complete Streets	\$ 79,269
Federal Pro-Rata Share	100%
Additional Federal 2.5% Set Aside CPG Funding Eligible	\$ 79,269.00

FY 2025 UPWP Administrative Modification #1 Table 4:

Total Value of OTO/Springfield Metropolitan Transportation Planning Work Tasks 1-6 & 9	\$ 1,385,602
Plus Value of Task 7 MoDOT Direct Costs Credit	\$ 60,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$ 1,445,602
Federal Pro-Rata Share	80%
Federal CPG & STBG Funding Eligible	\$ 1,156,482
Federal CPG 2.5% Set Aside and Complete Streets	\$ 79,269
Federal Pro-Rata Share	100%
Additional Federal 2.5% Set Aside CPG Funding Eligible	\$ 79,269.00

Table #5 Budgeted Revenue for Actual CPG/STBG Costs FY 2025 UPWP page 31

Table 5 from the Board Adopted FY 2025 UPWP:

Budgeted Revenue for Actual Costs FY 2025

Ozarks Transportation Organization Revenue		Total Amount Budgeted
Federal CPG Funding Eligible	\$	913,966
Federal CPG 2.5% Set Aside & Complete Streets (added in CPG revenue line)	\$	79,269
Total CPG Revenue	\$	993,235
Surface Transportation Block Grant	\$	255,256
Local Match to be Provided	\$	202,306
Value of In-Kind Match	\$	30,000
MoDOT Direct Costs	\$	60,000
Total OTO Revenue	\$	1,540,797

FY 2025 UPWP Administrative Modification #1 Table 5:

Budgeted Revenue for Actual Costs FY 2025

Ozarks Transportation Organization Revenue		Total Amount Budgeted
Federal CPG Funding Eligible	\$	901,226
Federal CPG 2.5% Set Aside & Complete Streets (added in CPG revenue line)	\$	79,269
Total CPG Revenue	\$	980,495
Surface Transportation Block Grant	\$	255,256
Local Match to be Provided	\$	199,120
Value of In-Kind Match	\$	30,000
MoDOT Direct Costs	\$	60,000
Total OTO Revenue	\$	1,524,871

There are no changes to the UPWP Scope as a result of this administrative modification.

TAB 5

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.C.

Federal Discretionary Grant Support

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

AGENDA DESCRIPTION:

The USDOT announced the Notice of Funding Availability for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants in November 2024. Federal discretionary funding requires a project to appear in a Transportation Improvement Program or have a commitment that a project will appear in the TIP if funding is awarded.

The Ozarks Transportation Organization (OTO) is working with the City of Republic to reapply for a RAISE Grant for the MM Corridor of Opportunity. OTO staff is writing the grant application. The request will be for a grant of \$25 million for a project that will create 4-lanes from Haile Street to I-44, as well as provide sidewalks. The grant application was competitive in the FY 2022 AND FY 2023 RAISE application cycle.

The OTO is also looking to apply for a Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program to develop a resilience improvement plan for the region. The OTO will also ask for funding to plan and design a flooding notification system. Planning grants do not require a local match since they are eligible for 100% federal funding.

In the event that any of the above projects are eligible for additional types of federal discretionary grants, the resolution of support will be valid for any federal grant.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the included resolutions and TIP inclusion certificates as provided.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
OF SUPPORT FOR THE MM CORRIDOR OF OPPORTUNITY PROJECT**

Whereas, the Ozarks Transportation Organization has identified the MM Corridor as a regional transportation need; and

WHEREAS, development is rapidly occurring along the MM corridor leading to increased safety hazards and capacity concerns

WHEREAS, the Missouri Department of Transportation, the City of Springfield, nor Greene County have been to able to identify adequate funding sources to complete the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

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

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

I, Martha Smartt, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 16th day of January 2025.

Martha Smartt
Secretary of the Ozarks Transportation Organization Board of Directors

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
OF SUPPORT FOR THE RESILIENCE IMPROVEMENT PLAN AND FLOODING NOTIFICATION SYSTEM
DESIGN PROJECT**

Whereas, the Ozarks Transportation Organization has identified resiliency planning as a regional transportation need; and

WHEREAS, the OTO Board of Directors is committed to the development of a plan aimed at enhancing the resilience of the OTO region infrastructure and community against natural disasters;

WHEREAS, there is a lack of real time roadway flood closure notification;

WHEREAS, OTO staff lacks funding to plan and design a flooding notification system;

WHEREAS, the United States Department of Transportation is making available funds for the purpose of resilience planning and design through the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT);

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

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

I, Martha Smartt, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 16th day of January 2025.

Martha Smartt
Secretary of the Ozarks Transportation Organization Board of Directors



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE

FY 2026-2029

TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary grant funding, the **MM Corridor of Opportunity** project will be included in the FY 2026-2029 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

John Russell, Chairman
Ozarks Transportation Organization
Board of Directors

January 16, 2025

Date



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE
FY 2026-2029

TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary grant funding, the **OTO Regional Resiliency Improvement Plan** project will be included in the FY 2026-2029 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.

John Russell, Chairman
Ozarks Transportation Organization
Board of Directors

January 16, 2025

Date

TAB 6

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.D.

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-12302024.pdf>

Plan Development and Background can be viewed here –

<https://www.ozarkstransportation.org/ss4a>

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 TAKEN:

At its regularly scheduled meeting on December 18, 2024, the Technical Planning Committee recommended the Board of Directors adopt *Destination Safe Streets* and the accompanying leadership commitment resolution.

BOARD OF DIRECTORS ACTION REQUESTED:

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

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

OR

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



Resolution # 2025-3

**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 7

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.E.

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.

Basis 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.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

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



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

Ozarks Transportation Organization (Springfield, MO Area MPO)

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.

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 -

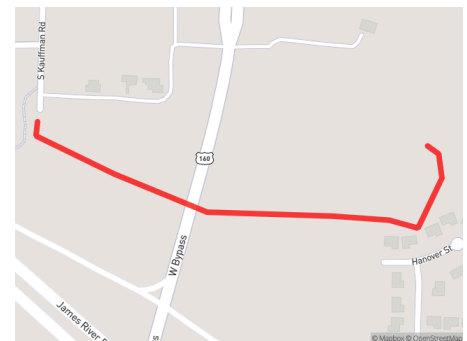
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

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 -

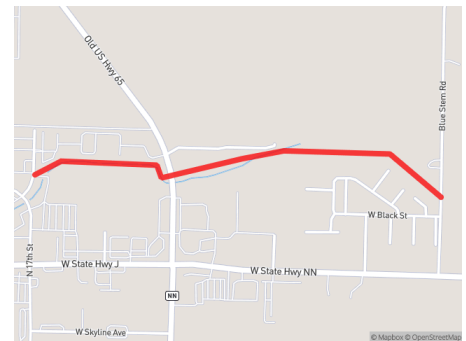
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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: -

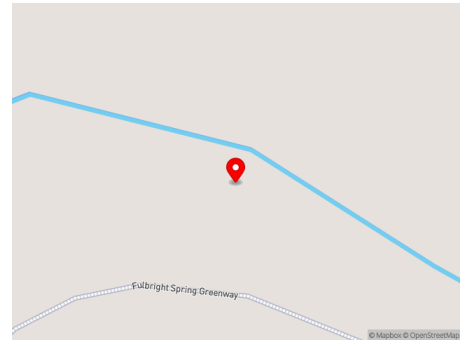
Project Considerations
 Bike/Ped Plan

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 8

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.F.

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. Revenue from FY 2027 was also moved to FY 2026 to support acceleration of I-44 associated projects.

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.
7. ***Reprogrammed*** I-44 Pavement Improvements (GR2302)
FY 2025 funding reprogrammed into MO2521.
8. ***Revised*** I-44 Safety Project (MO2521)
Projects GR2302, SP2301, SP2305, and ST2301 reprogrammed into this project, as well as moving construction into FY 2026, for a new total programmed amount of \$229,062,000.
9. ***Reprogrammed*** I-44 and Kansas Interchange Improvements (SP2301)
FY 2025, FY 2026, and FY 2027 funding reprogrammed into MO2521.
10. ***Reprogrammed*** Bridge Improvements over I-44 (SP2305)
FY 2025, FY 2026, and FY 2027 funding reprogrammed into MO2521.
11. ***Reprogrammed*** I-44 Pavement Resurfacing from MO 125 to Webster County Line (ST2301)

FY 2025 funding reprogrammed into MO2521.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

A special E-meeting of the Technical Planning Committee will be held prior to the January Board of Directors meeting. The recommendations of the Technical Planning Committee will be shared prior to the Board of Directors vote.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 3 to the FY 2025-2028 Transportation Improvement Program.”

OR

“Move to 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 -

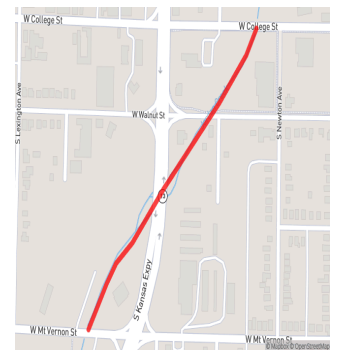
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

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	2025	2026	2027	2028	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 -

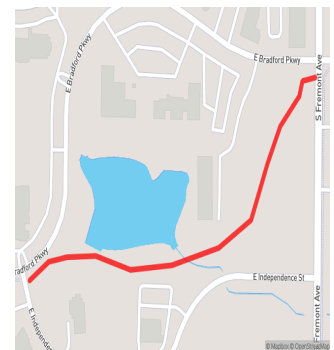
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

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	2025	2026	2027	2028	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

County Greene County Municipality Springfield, Unincorporated Greene County Status Programmed Total Cost \$400,024

MoDoT ID - Federal ID 5901835 Project From - Project To -

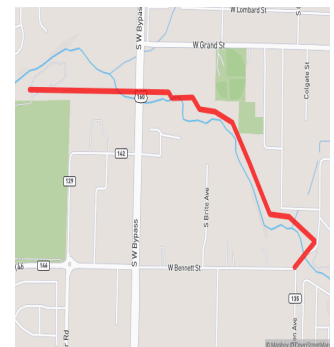
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

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	2025	2026	2027	2028	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 -

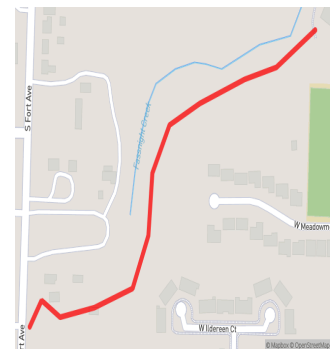
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

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	2025	2026	2027	2028	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 -

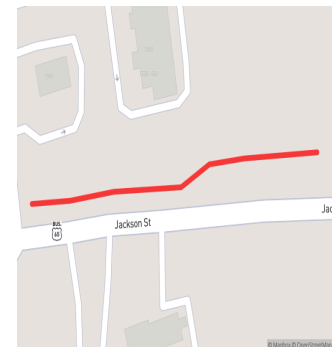
Project Considerations
Bike/Ped Plan

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	2025	2026	2027	2028	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 -

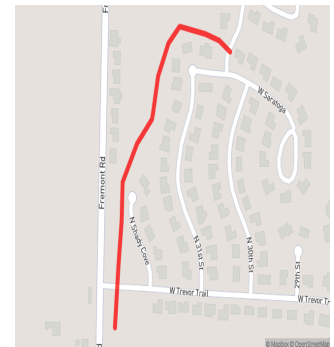
Project Considerations
Environmental Justice Area,
Bike/Ped Plan

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	2025	2026	2027	2028	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%)



MO2521-25A3 - I-44 SAFETY PROJECT

Plan Revision 25A3	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield, Strafford	Status Programmed	Total Cost \$229,062,000
MoDOT ID ST0088	Federal ID -	Project From US 160, I-44	Project To Route 125, I-44

Project Considerations
Environmental Justice Area

Project Description
Safety and capacity improvements Rte. 160 to Rte. 125, improvements at Rte. 13, rehabilitate Rte. EE over I-44, WB pavement rehabilitation 2.1 miles to 0.7 mile EO Rte. 125, pavement resurfacing 9.5 miles to 1.1 miles EO Rte.125.

Funding Source Notes
Non-Federal Funding Source: SFY 2025 Special General Revenue Funds

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Engineering	MoDOT	-	\$911,000	\$12,452,400	-	-	-	\$13,363,400
Engineering	NHPP (FHWA)	-	\$1,234,000	\$5,653,600	-	-	-	\$6,887,600
Total Engineering		-	\$2,145,000	\$18,106,000	-	-	-	\$20,251,000
ROW	MoDOT	-	-	\$2,452,000	-	-	-	\$2,452,000
ROW	NHPP (FHWA)	-	-	\$9,808,000	-	-	-	\$9,808,000
Total ROW		-	-	\$12,260,000	-	-	-	\$12,260,000
Construction	MoDOT	-	-	\$161,422,200	-	-	-	\$161,422,200
Construction	NHPP (FHWA)	-	-	\$35,128,800	-	-	-	\$35,128,800
Total Construction		-	-	\$196,551,000	-	-	-	\$196,551,000
Total Programmed		-	\$2,145,000	\$226,917,000	-	-	-	\$229,062,000

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) - Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion) - Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile
PROJECT CHANGES	<p>Description changed from "Safety and capacity improvements from Rte. 160 in Springfield to Rte. 125 in Strafford." to "Safety and capacity improvements Rte. 160 to Rte. 125, improvements at Rte. 13, rehabilitate Rte. EE over I-44, WB pavement rehabilitation 2.1 miles to 0.7 mile EO Rte. 125, pavement resurfacing 9.5 miles to 1.1 miles EO Rte.125."</p> <p>ID changed from "M02521-25A1" to "M02521-25A3"</p> <p>Plan Revision Name changed from "25A1" to "25A3"</p>
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$10,586,000 to \$911,000 - Decrease funds in FY 2025 in CON from \$154,997,000 to \$0 + Increase funds in FY 2026 in ENG from \$0 to \$12,452,400 + Increase funds in FY 2026 in ROW from \$0 to \$2,452,000 + Increase funds in FY 2026 in CON from \$0 to \$161,422,200 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in ENG from \$0 to \$1,234,000 + Increase funds in FY 2026 in ENG from \$0 to \$5,653,600 + Increase funds in FY 2026 in ROW from \$0 to \$9,808,000 + Increase funds in FY 2026 in CON from \$0 to \$35,128,800
FEDERAL PROJECT COST	Increased from \$0 to \$51,824,400 (0%)
TOTAL PROJECT COST	Increased from \$165,583,000 to \$229,062,000 (38.34%)



SP2301-25A3 - I-44 AND KANSAS INTERCHANGE IMPROVEMENTS

Plan Revision
25A3

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Reprogrammed

Total Cost
\$1,000,000

MoDoT ID
JSU0079

Federal ID
0132097

Project From
At I-44

Project To
-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

Interchange improvements on Rte. 13 at I-44 in Springfield.

Funding Source Notes

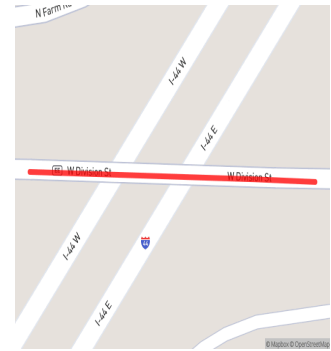
Non-Federal Funding Source: State Transportation Revenues

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Engineering	MoDOT	\$200,000	-	-	-	-	-	\$200,000
Engineering	NHPP (FHWA)	\$800,000	-	-	-	-	-	\$800,000
Total Engineering		\$1,000,000	-	-	-	-	-	\$1,000,000
Total Prior Costs		\$1,000,000	-	-	-	-	-	\$1,000,000
Total Programmed		\$1,000,000	-	-	-	-	-	\$1,000,000



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Addition or deletion of any project (except as noted in the Administrative Modifications section)
PROJECT CHANGES	ID changed from "SP2301-23" to "SP2301-25A3" Plan Revision Name changed from "25Adopted" to "25A3" Status changed from "Programmed" to "Reprogrammed"
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$100,000 to \$0 - Decrease funds in FY 2026 in ENG from \$339,400 to \$0 - Decrease funds in FY 2026 in ROW from \$2,549,600 to \$0 - Decrease funds in FY 2027 in ENG from \$1,027,000 to \$0 - Decrease funds in FY 2027 in CON from \$7,228,800 to \$0 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$400,000 to \$0 - Decrease funds in FY 2026 in ENG from \$1,357,600 to \$0 - Decrease funds in FY 2026 in ROW from \$10,198,400 to \$0 - Decrease funds in FY 2027 in ENG from \$4,108,000 to \$0 - Decrease funds in FY 2027 in CON from \$28,915,200 to \$0
FEDERAL PROJECT COST	Decreased from \$45,779,200 to \$800,000 (-98.25%)
TOTAL PROJECT COST	Decreased from \$57,224,000 to \$1,000,000 (-98.25%)

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Addition or deletion of any project (except as noted in the Administrative Modifications section)
PROJECT CHANGES	ID changed from "SP2305-23" to "SP2305-25A3" Plan Revision Name changed from "25Adopted" to "25A3" Status changed from "Programmed" to "Reprogrammed"
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$2,000 to \$0 - Decrease funds in FY 2026 in ENG from \$8,000 to \$0 - Decrease funds in FY 2026 in ROW from \$400 to \$0 - Decrease funds in FY 2027 in ENG from \$39,000 to \$0 - Decrease funds in FY 2027 in CON from \$239,400 to \$0 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$8,000 to \$0 - Decrease funds in FY 2026 in ENG from \$32,000 to \$0 - Decrease funds in FY 2026 in ROW from \$1,600 to \$0 - Decrease funds in FY 2027 in ENG from \$156,000 to \$0 - Decrease funds in FY 2027 in CON from \$957,600 to \$0
FEDERAL PROJECT COST	Decreased from \$1,186,400 to \$31,200 (-97.37%)
TOTAL PROJECT COST	Decreased from \$1,483,000 to \$39,000 (-97.37%)



ST2301-23 - I-44 PAVEMENT RESURFACING FROM MO 125 TO WEBSTER COUNTY LINE

Plan Revision 25A3	Section Sponsored by MoDOT	Project Type Asset Management - Pavement	Lead Agency MoDOT
County Greene County	Municipality Strafford	Status Reprogrammed	Total Cost \$10,000
MoDoT ID JSU0013	Federal ID 0442349	Project From 0.5 mile east of Rte. 125	Project To Webster County Line (OTO Boundary)

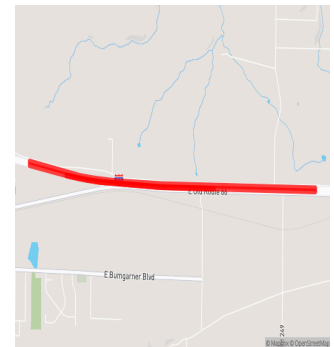
Project Considerations
Environmental Justice Area

Project Description
Pavement resurfacing on I-44 from 0.5 miles east of Rte. 125 in Strafford to 1.1 mile east of Rte. 125.

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

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Engineering	MoDOT	\$1,800	-	-	-	-	-	\$1,800
Engineering	NHPP (FHWA)	\$8,200	-	-	-	-	-	\$8,200
Total Engineering		\$10,000	-	-	-	-	-	\$10,000
Total Prior Costs		\$10,000	-	-	-	-	-	\$10,000
Total Programmed		\$10,000	-	-	-	-	-	\$10,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Addition or deletion of any project (except as noted in the Administrative Modifications section)
PROJECT CHANGES	Plan Revision Name changed from "25Adopted" to "25A3" Status changed from "Programmed" to "Reprogrammed"
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$17,600 to \$0 - Decrease funds in FY 2025 in CON from \$136,400 to \$0 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$70,400 to \$0 - Decrease funds in FY 2025 in CON from \$545,600 to \$0
FEDERAL PROJECT COST	Decreased from \$624,200 to \$8,200 (-98.69%)
TOTAL PROJECT COST	Decreased from \$780,000 to \$10,000 (-98.72%)



REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$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	\$111,873,353	\$51,893,726	\$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	(\$15,306,037)	(\$426,941)	(\$480,773)	(\$603,873)	(\$16,817,624)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,755,245	\$77,531,101	\$77,371,242	\$77,139,252	\$294,796,840

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)	\$74,979,600	\$58,784,000	\$9,924,000	\$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)	\$31,022,207	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$6,406,727	\$383,160	\$134,836	\$0
Federal Subtotal	\$175,227,215	\$62,360,759	\$12,125,455	\$22,355,491
STATE				
MoDOT	\$41,936,549	\$182,129,800	\$4,127,382	\$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	\$70,538,511	\$200,834,163	\$15,820,199	\$15,422,513
LOCAL/OTHER				
Local	\$15,306,037	\$426,941	\$480,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,299,646	\$0	\$0	\$0
Other	\$3,283,010	\$0	\$0	\$0
Local/Other Subtotal	\$20,730,685	\$426,941	\$480,773	\$603,873
Total	\$266,496,411	\$263,621,863	\$28,426,427	\$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	\$83,957,000	\$20,789,000	\$27,797,000	\$504,018,750
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	\$20,730,685	\$426,941	\$480,773	\$603,873	\$22,242,272
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	\$404,199,658	\$101,657,613	\$38,908,025	\$46,411,437	\$634,713,130
Carryover		\$43,536,397	\$181,239,644	\$19,275,394	\$29,756,992	--
Programmed State and Federal Funding		(\$266,496,411)	(\$263,621,863)	(\$28,426,427)	(\$38,381,877)	(\$596,926,578)
TOTAL REMAINING	\$43,536,397	\$181,239,644	\$19,275,394	\$29,756,992	\$37,786,552	\$37,786,552

TAB 9

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.G.

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 TAKEN:

At its regularly scheduled meeting on December 18, 2024, the Technical Planning Committee lost quorum before this item came before the Committee. There were no objections, suggestions, or changes from those in attendance.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the revised 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

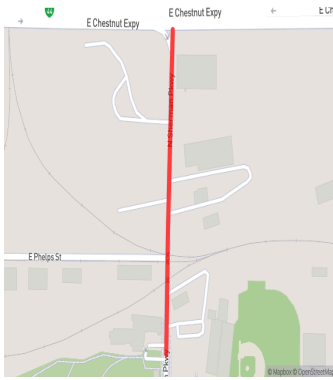
Again, thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417-864-1858 or grady.porter@springfieldmo.gov.

Respectfully,



Grady Porter, PE

EN2411-24 - SHERMAN PARKWAY LINK



Plan Revision 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 \$587,413
MoDoT ID -	Federal ID 5901828	Project From Jordan Valley Park	Project To 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.

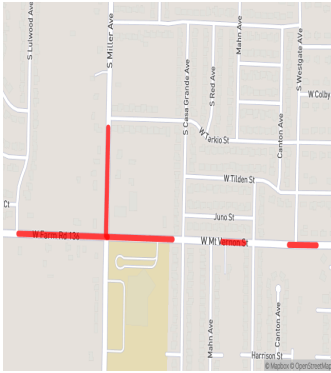
Sincerely,


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,

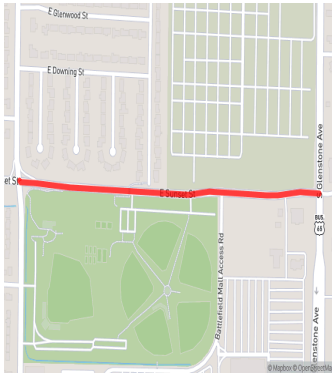
Evan Bergmann

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 10

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.H.

***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 TAKEN:

At its regularly scheduled meeting on December 18, 2024, the Technical Planning Committee lost quorum before this item came before the Committee. There were no objections, suggestions, or changes from those in attendance.

BOARD OF DIRECTORS ACTION REQUESTED:

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

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

OR

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

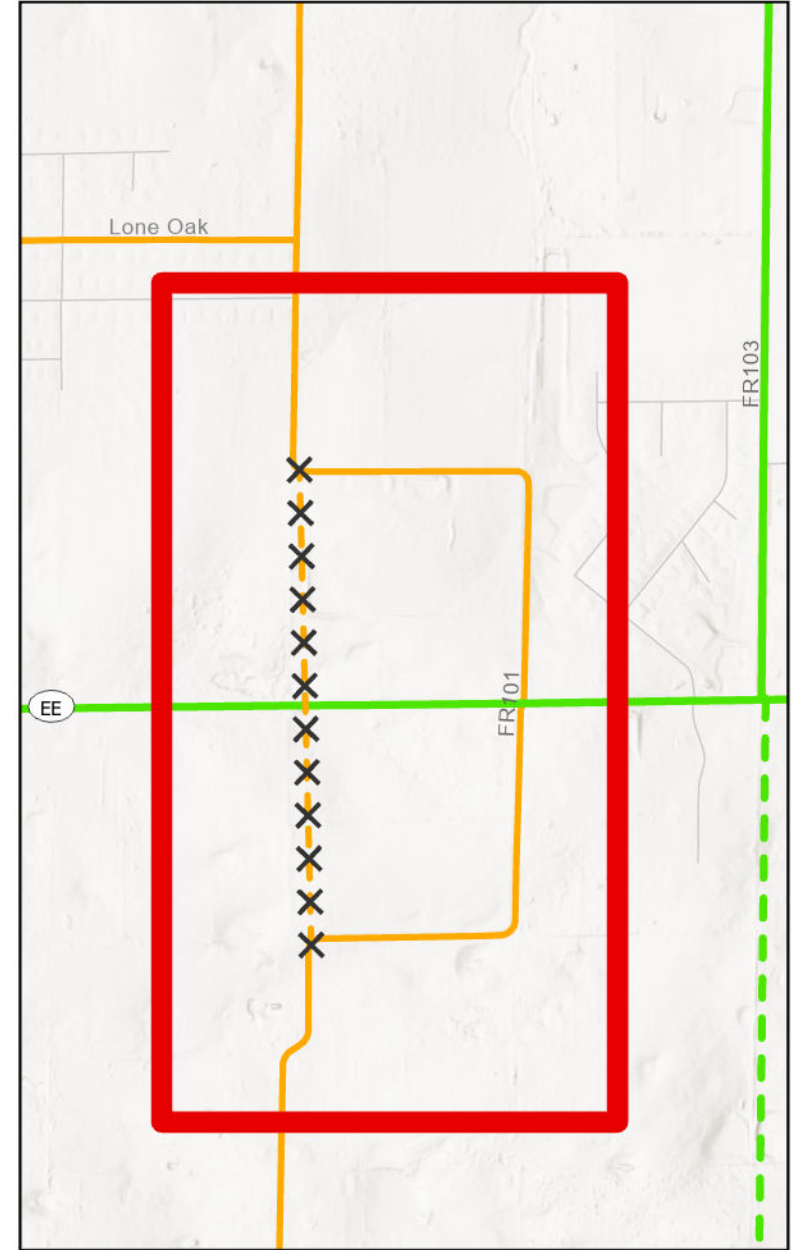
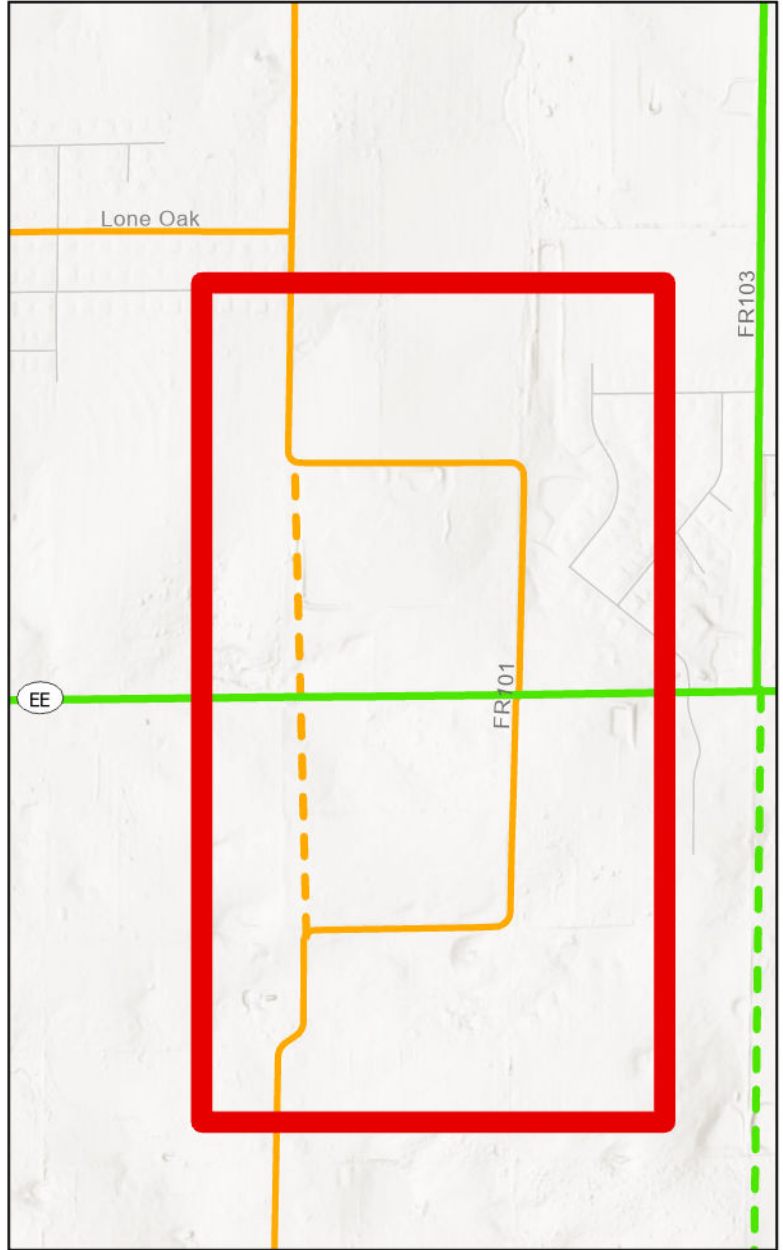
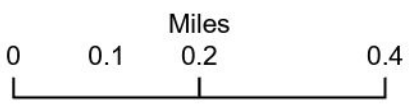
Major Thoroughfare Plan Ozarks Transportation Organization



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:

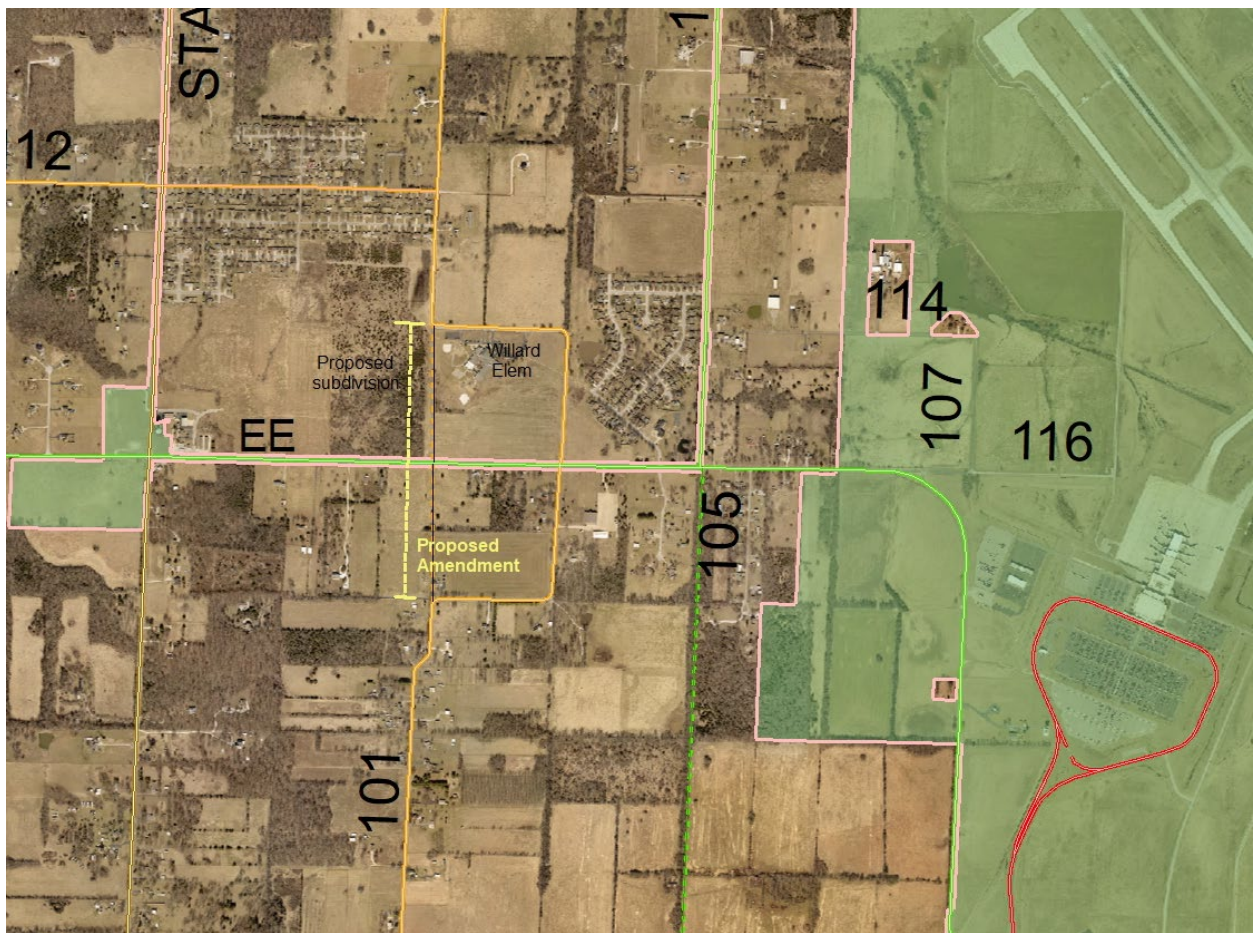
Greene County is requesting the removal of a future collector route (future FR 101) shown on the Greene County and OTO Major Thoroughfare Plan as described above. Due to the proposed platting of a future R-1 lot subdivision along the western boundary of the proposed roadway and conflicts with existing 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.

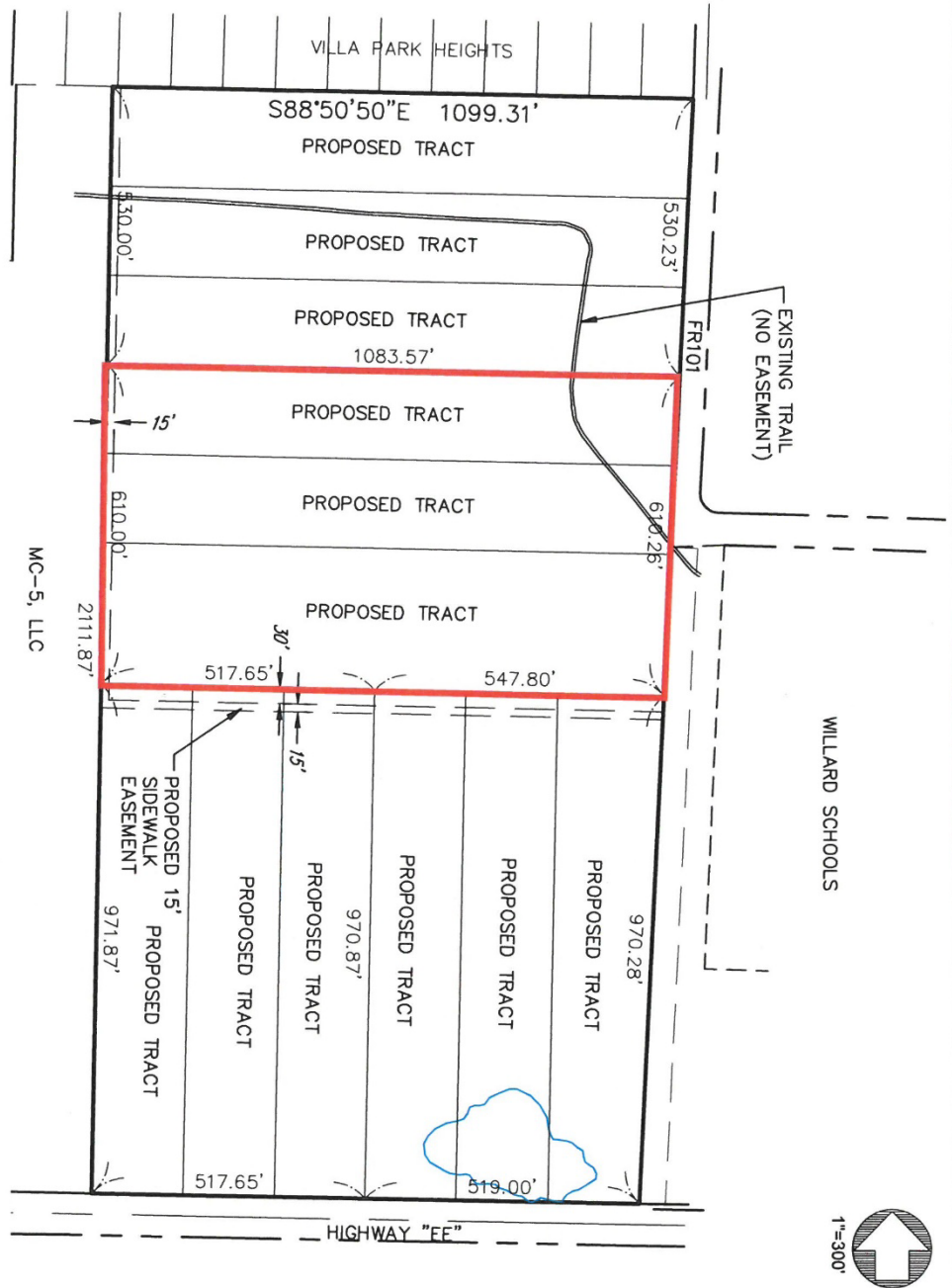
What impacts would this have on future ability to comply with the Greene County and OTO MTP?

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 "Engineering with Integrity"</p>	<p>Missouri State Certificate of Authority Engineering #2005015504 Land Surveying #2009208050</p>	<p>PROPOSED SIDEWALK EASEMENT EXHIBIT</p>		DATE:
				05/04/20203
				PROJECT NO.:
				2242

TAB 11

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM II.I.

2025 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 TAKEN:

At its regularly scheduled meeting on December 18, 2024, the Technical Planning Committee lost quorum before this item came before the Committee. There were no objections, suggestions, or changes from those in attendance.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to support 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:

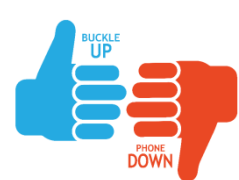
Performance Measure	Crash Data				5-Year Rolling Average Baseline (2019-2023)	5-year Rolling Average Statewide Target CY2025
	2022 Final	2023 Preliminary	2024 (Using Target Setting Methodology)	2025 (Using Target Setting Methodology)		
Number of Fatalities*	1057	991	933	847	986.4	968.7
Fatality Rate 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.


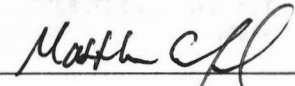

Facilities – current condition

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)	2021	2022	2023	3 Year Average	Target Goal
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 12

BOARD OF DIRECTORS AGENDA 01/16/2025; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 12 of the agenda packet, for Board member review, are Public Comments for the time frame between November 21, 2024 and January 7, 2025. Any additional public comment received by January 15, 2025 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: 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)

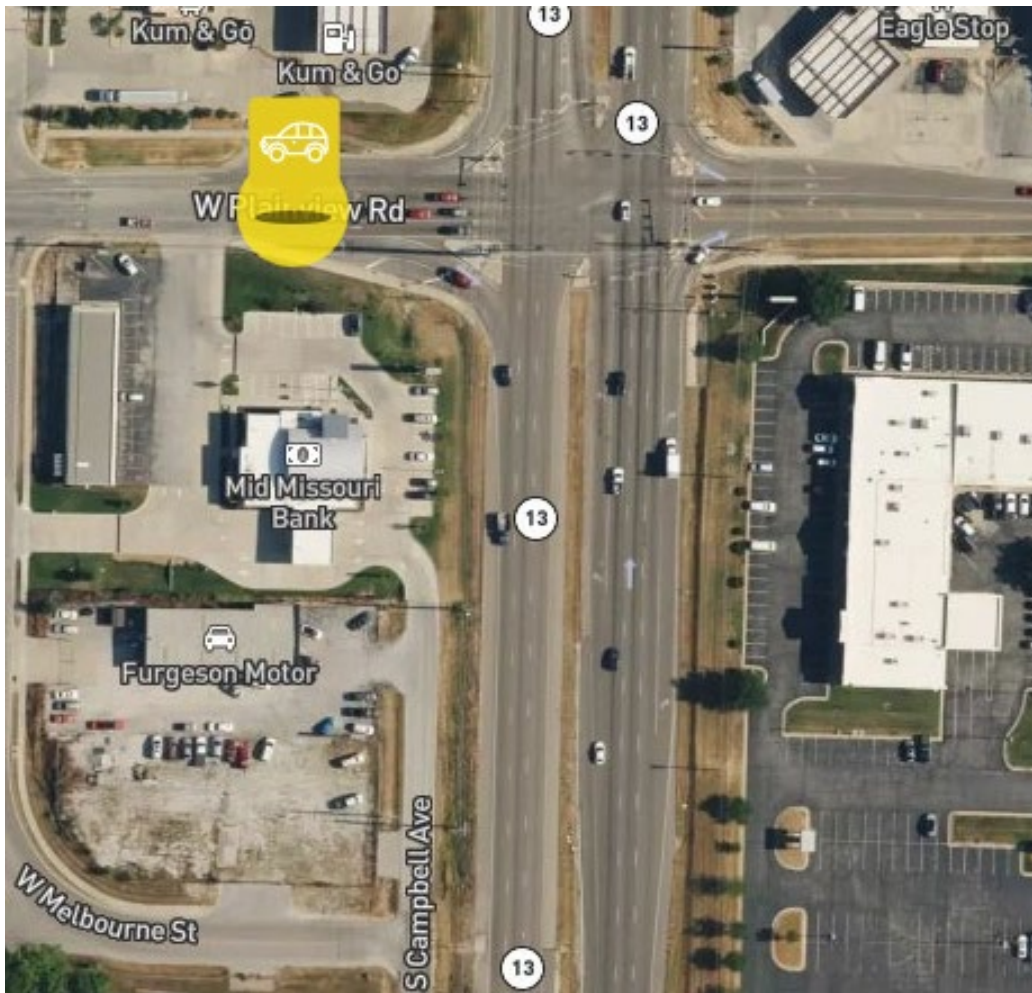
Contact Name: Wade

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



PUBLIC COMMENT



Area of concern: Suburban Development Pattern / Urban Sprawl

City/County of concern: OTO MPO Area

Date received: 12/11/2024

Received through: Facebook

Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Shared Posting

Facebook Comments

Ozarks Transportation Organization
December 11 at 9:30 AM

Year	Revenue
2000	\$8,182,977
2001	\$8,182,977
2002	\$8,182,977
2003	\$2,795,589
2004	\$2,795,589
2005	\$2,795,589
2006	\$2,795,589
2007	\$4,315,589
2008	\$4,161,589
2009	\$4,071,589
2010	\$4,071,589
2011	\$4,691,589
2012	\$1,060,875
2013	\$1,060,875
2014	\$1,060,875
2015	\$1,060,875
2016	\$1,060,875
2017	\$2,716,875
2018	\$1,716,875
2019	\$1,716,875
2020	\$1,716,875
2021	\$1,716,875
2022	\$1,798
2023	\$1,798
2024	\$1,798

Missouri Public Transit Association
December 11 at 9:00 AM

If you missed it last week, visit the MPTA website to read a LTE recently published in the [Springfield News-Leader](#) about why transit providers & riders should feel optimistic about the state of transit in Missouri: <https://tinyurl.com/2z7vcczz>

Jade Pavia
Until Springfield reigns in its sprawling suburban development pattern I won't be optimistic about the future of transit in our region. Sprawl makes it very difficult for public transit to be viable. If we're going to increase funding to public transit (which I agree, we should) then we also need to combat sprawl so that the transit that we fund isn't set up to fail.

2d Like Reply Send message Hide



PUBLIC COMMENT



Area of concern: Kansas Expressway & Republic Road – Striping

City/County of concern: Springfield/Greene County

Date received: 12/13/2024

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

Contact Name: Matt

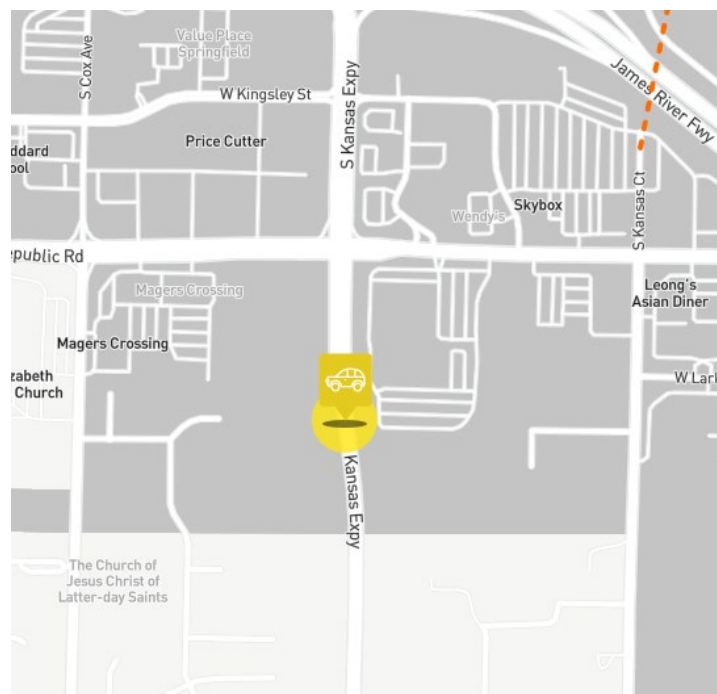
Contact Email/Ph #: N/A

Comment:

This comment is in reply to the comment listed below: **Agree about the concerns re: striping. In particular, the southbound lanes of Kansas Expressway north of the Republic interchange- the way the lanes jog out quickly is an accident waiting to happen. Who thought that was a good idea?**

Original comment received 10/28/24: **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: 2300 Block of S Maryland Avenue - Sidewalks

City/County of concern: Springfield/Greene

Date received: 12/18/2024

Received through: Email

Contact Name: Cessi [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

We have no sidewalks on our street and do to it being a dead-end avenue people try to cut through get mad and come tearing back down the street. we have small children and lots of walkers who could be hit. we also have several neighbors that don't obide by the no parking signs which increased toe hazard when people step out into the roadway to bypass parked vehicles.

OTO Response:

Thank you for your comment. Please let us know what street you are referring to so that we make sure we pass on the correct information to our Board. Once we have the street name, this information will be shared with our Technical Planning Committee and Board of Directors. Public input is vital to the planning process, and we appreciate your input!

Commentor's Response:

2300 block of s Maryland Avenue



PUBLIC COMMENT



Area of concern: Daily Train Service – Springfield and St. Louis

City/County of concern: Springfield/Greene

Date received: 12/20/2024

Received through: Email

Contact Name: Alex [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I think there's a need to bring back daily train service between SGF and STL. What studies have been done to determine how this can be accomplished?

OTO Response:

Thank you for your input. Public input is vital to the planning process. MoDOT conducted a study on the corridor in 2007 (a link is included below). FRA did a Long Distance Passenger Rail Study that recommended a Dallas/Fort Worth to New York route that would go through Springfield and St. Louis (a link is included below). The OTO Board of Directors passed a Resolution in support of the recommendations in the FRA study. MoDOT may be a good resource for information, as well.

MoDOT 2007 Study:

<https://www.modot.org/sites/default/files/documents/multimodal/missouridot-springfieldtostlouisservicereport051607webedition.pdf>

FRA Long Distance Passenger Rail Study: <https://fralongdistancerailstudy.org/>



PUBLIC COMMENT



Area of concern: Study for Larger Scooter/Golf Cart Type Vehicles - Springfield

City/County of concern: Springfield/Greene

Date received: 12/21/2024 & 01/04/2025

Received through: Email

Contact Name: Ramona [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I would like to see some consideration and possibly a study devoted to the use of large scooter or golf cart type vehicles on Springfield city streets. I understand Nixa has provisions for this type of transport and wonder if, along with allowances for bicycles, we might provide for the use of these more economical vehicles.

Additional Comment Received 01/04/2025:

I would like to see more attention given to the use of electric scooter or golf cart type vehicles in Springfield. This would reduce pollution, reduce transportation cost for senior citizens and lessen some of the traffic congestion. This could be limited to less traveled side streets and some sidewalks.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with our Technical Planning Committee and Board of Directors, as well as the City of Springfield. We appreciate your input!



PUBLIC COMMENT



Area of concern: Highway 13 and Farm Road 182 and Manchester Road

City/County of concern: Nixa/Christian County

Date received: 12/23/2024

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

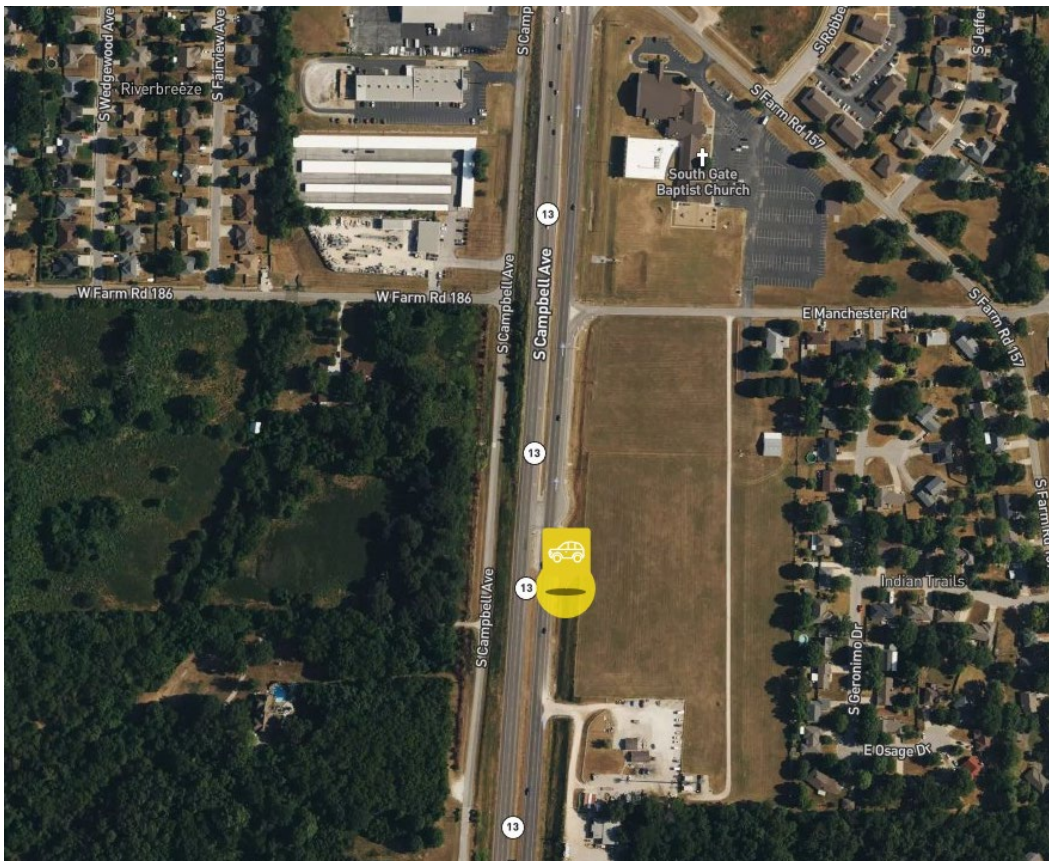
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

The southbound leftmost lane should terminate as a left turn lane onto FR182. If another turn lane is needed for Manchester Rd...it should begin after the FR182 intersection. There should be no opportunity for people to use the turn lanes for passing other traffic.

Map



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



PUBLIC COMMENT



Area of concern: Main Street and Aldersgate Bike Lanes

City/County of concern: Nixa/Christian County

Date received: 12/23/2024

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

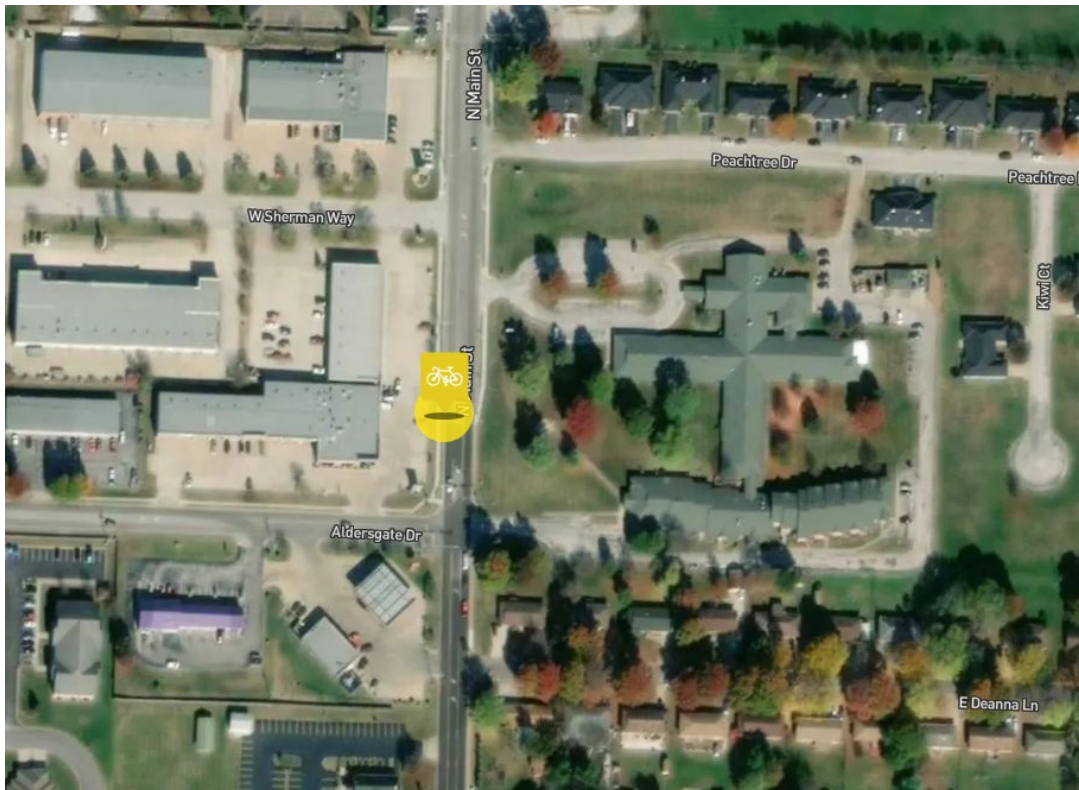
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

Bicycle lanes terminate right before this very busy intersection with no location to cross, get to a sidewalk, or integrate safely with automobile traffic.

Map



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



PUBLIC COMMENT



Area of concern: Massey Blvd and Aldersgate Drive Pedestrian Crossing

City/County of concern: Nixa/Christian County

Date received: 12/23/2024

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

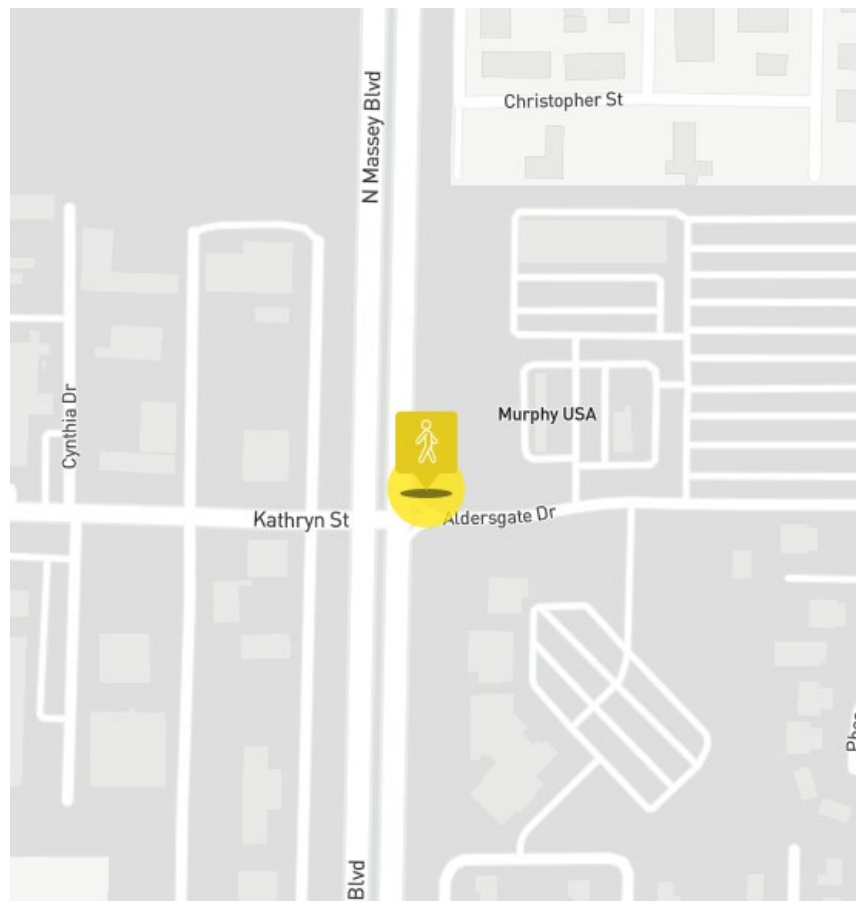
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

There is no pedestrian crossing at this intersection. I've seen kids run across this road many times across this high-speed road.

Map



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



PUBLIC COMMENT



Area of concern: Massey Blvd and Mt. Vernon Walking Pathway

City/County of concern: Nixa/Christian County

Date received: 12/23/2024

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

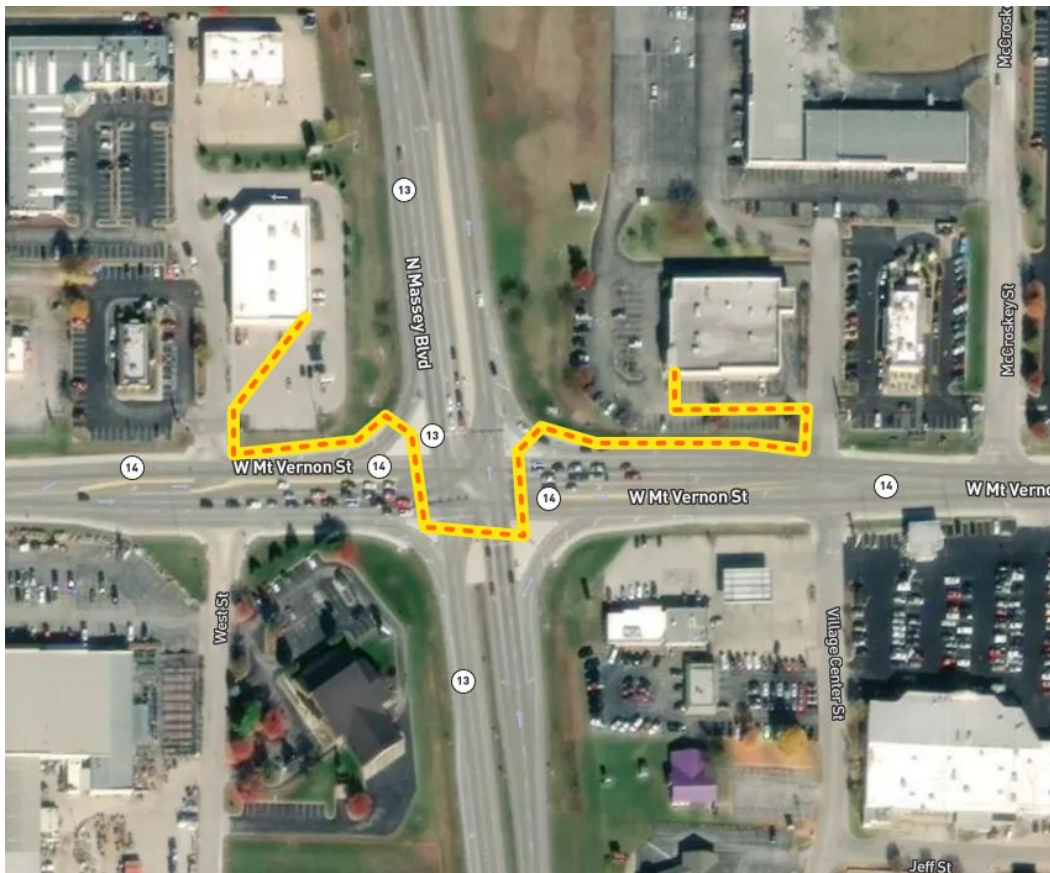
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

The walking pathway between these businesses (Walgreens and CVS, in my example) is inconvenient and dangerous for people walking. Getting to sidewalks requires crossing long parking areas, crossing two slip-lanes where drivers don't watch, and crossing 5-lanes of road 3-times.

Map



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



PUBLIC COMMENT



Area of concern: Plainview Road / FR 182 and Stonegate Avenue

City/County of concern: Springfield/Greene County

Date received: 12/23/2024

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

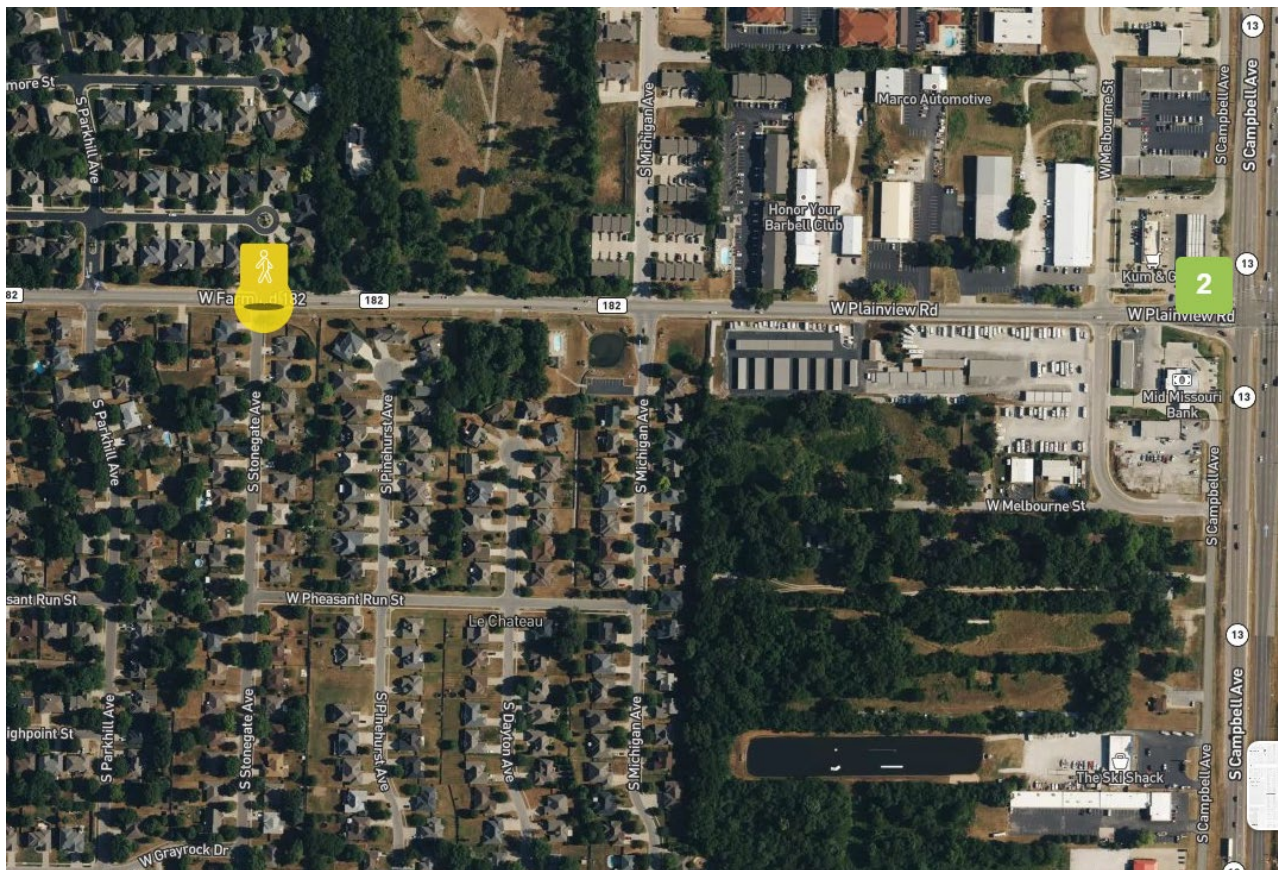
Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

This area needs protected crosswalk seen people across the street also I keep vehicle passive in turn lane

Map



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



PUBLIC COMMENT



Area of concern: Grant Avenue Parkway Project / Bike Path to Bus Transfer Station

City/County of concern: Springfield/Greene

Date received: 12/25/2024

Received through: Email

Contact Name: Joseph [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Have you seen this presentation (<https://cityview.springfieldmo.gov/fiscal-impact-analysis-with-multistudio-and-urban3/> - Legacy of Redlining - 1:08:00 timeline)? It powerfully communicates the lasting impact of redlining in our community. I think it's a legacy that needs to be addressed in our community to improve the quality of place and to create a community that attracts families and businesses.

I would like to ask the Ozarks Transportation Organization to advocate for completing the Grant Avenue Parkway Project (<https://grantavenueparkway.com/>) to the Ozarks Empire Fair Grounds or Lost Hill. This would be a major draw to visitors and would improve the quality of place in our community. It would allow a traveler to visit Bass Pro and then ride their bike to events at the Ozarks Empire Fair Grounds. This would allow them to stop downtown and on Commercial Street to visit shops and restaurants and stop at parks near the path (Grant Beach Park, Doling Park, etc.). It would give visitors the ability to see several different parts of Springfield and community members the ability to enjoy a connected community.

Here are some reasons that I hope the Ozarks Transportation Organization will advocate for completing the Grant Street Project to the Ozarks Empire Fair Grounds or Lost Hill:

1. The Infrastructure Act has a plan to target left-behind communities. I think addressing the legacy of redlining in our community would be a great opportunity to apply for grants to complete the Grant Street Parkway in Zone 1.
2. The Grant Street Parkway has been a magnet for encouraging investments in the homes and properties near the current project scope, which is pulling in private funds to improve the quality of place. If the Grant Street Parkway was completed to the Ozarks Empire Fairgrounds, it would continue to encourage investments in houses along Grant Street and neighboring neighborhoods like Woodland Heights, Doling Park area, etc.

3. Education is the hope of north Springfield, and completing the Grant Street Parkway to Ozarks Empire Fairgrounds or Lost Hill would allow students who attend Pipkin Middle School, Weaver Elementary, Bowerman Elementary, Reed Middle School, and Hillcrest High School to all have a safer path to school. If you drive down Grant Street, you will see areas with electric poles in the middle of the sidewalk. Completing the Grant Street Parkway to Ozarks Empire Fairgrounds or Lost Hill will allow for better walking paths and biking paths to school for these students, which will improve student outcomes. Improved student outcomes always lead to improved communities.

The students would also connect with their community, being invested in as they see the work on the project happening in their neighborhoods. It would be a deep source of encouragement to the students and community (it would deepen #northsidepride) and allow for improved attendance. Improved attendance, long term, will lead to better housing because those graduating will have learned more in school and be able to get better jobs and have more disposable income to invest in housing. It would also encourage people to look at houses in North Springfield because the school ratings would increase because students would have a better path to make it to school and better attendance, so their End of Course (EOC) test scores will be higher, which will allow Hillcrest to be rated higher as a school on Zillow, etc.

4. It would encourage businesses to consider locating in Springfield. Businesses want to locate where their future employees will enjoy living and improving the quality of place in Springfield by completing the Grant Street Parkway to the Ozarks Empire Fairgrounds or Lost Hill would make that happen, especially since it would encourage improvements to the housing stock.

5. It would connect Springfield together. It would be beautiful if a visitor to Springfield was able to visit Bass Pro, rent a bike, and ride to the Ozarks Empire Fairgrounds for a special event, while making stops in downtown Springfield and on Commercial Street to visit shops and restaurants. This would be great for visitors to Springfield and for citizens alike.

It would also be great if those living north of Chestnut Expressway had a bike path to ride to the bus transfer station. It would allow those without a vehicle to engage more in the community and better their lives and the community as a whole.

Once again, can I loudly say that I am grateful for the life the Ozarks Transportation Organization breathes into our community – THANK YOU. The Ozarks Transportation Organization is doing such valuable work. Will you please use your valued voice in our community to advocate for completing the Grant Street Project to the Ozark Empire Fairgrounds or Lost Hill? I am concerned that Zone 1 is an area of town that gets left

behind. I believe if an effort to improve the quality of place happens in Zone 1 by completing the Grant Street Parkway, it will improve our community in significant ways.

Thank you for your time. Once again, thank you for the valuable work you do for our community. I'm eager to see the #northsidepride continue to grow and I believe completing the Grant Street Project will make that happen.

Sincerely,
Joe

OTO Response:

Thank you so much for this information! Public input is vital to the planning process. I have not seen the presentation but one of my coworkers may have. This information will be shared with the OTO staff, our Technical Planning Committee and Board of Directors. We appreciate you reaching out. Please contact us anytime with comments, questions, or concerns.

Reply Comment:

Thank you for your reply. I appreciate the work you and the Ozark Transportation Organization do in our community. If I can ever advocate for what you guys are trying to achieve, please let me know.



PUBLIC COMMENT



Area of concern: Brentwood Neighborhood - Sidewalks

City/County of concern: Springfield/Greene County

Date received: 01/02/2025

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

Contact Name: Mac Rost

Contact Email/Ph #: N/A

Comment:

Our neighborhood needs sidewalks. As a person that has trained over 100 miles in Brentwood, it's scary with the vehicles running 30+ MPH.

Map



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



PUBLIC COMMENT



Area of concern: Bicycle Infrastructure

City/County of concern: OTO MPO Area

Date received: 01/05/2025

Received through: Email

Contact Name: Mark [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Please consider bicycle infrastructure as street development occurs in and around Springfield. It will encourage new riders and better protect those that ride now. The road congestion and health benefits are documented in those communities that have done so.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This information will be shared with our Bicycle and Pedestrian Advisory Committee, Technical Planning Committee, and Board of Directors. Bicycle and pedestrian infrastructure are important for our region. In July 2021, the OTO Board of Directors adopted Towards a Regional Trail System as its new regional trail plan, 45 miles of new trail by 2045. In January 2022, the OTO Board of Directors adopted a Statement of Priorities for local bicycle and pedestrian networks. For more information about the plan and the priorities, please follow this link, <https://www.ozarkstransportation.org/what-we-do/bikeped>. If you have any questions, suggestions, or concerns, please let us know. Thank you again for reaching out!



PUBLIC COMMENT



Area of concern: Bus Route Request

City/County of concern: Springfield/Greene County

Date received: 01/06/2025

Received through: Email

Contact Name: Marcel [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

We have a church service every Sunday afternoon at 3:30 pm. After the service, we feed everyone present at the service.

There are a lot of the low income people from North Springfield and the homeless community that show up to that service and benefit from the hot meals every Sunday. Unfortunately, the buses stopped running after 5:00 pm. That makes it really hard for these people to come to the service.

We are there every Sunday, even if it's black ice, snow, or tornadoes. No matter what the weather is like, we are available to feed them.

Can you guys make it possible to run a bus route until maybe 6 or 7 pm on Sundays?

Our church name is Eben Ezer Romanian Assembly and we are located at 2233 N East Ave, Springfield, MO 65803.

We have been doing this on every Sunday since October of 2018.

It would be amazing if you guys could help us with this issue. Thank you so much!

Marcel [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

OTO Response:

Thank you for this information and the service you provide for our community. We will forward this information to the City Utilities Transit department. This will also be shared with our Technical Planning Committee and Board of Directors. Public input is vital to the planning process. Thank you, again!



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 01/02/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting


Facebook Comments

Ozarks Transportation Organization
December 30, 2024 at 4:25 PM · 🌐

Public Input Opportunity: Safety Action Plan - Destination Safe Streets

Ozarks Transportation Organization seeks input on Destination Safe Streets – the Regional Safety Action Plan. The Safety Action Plan has been developed for the OTO planning area which includes Christian County, Greene County, Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. The Plan identifies focus areas for roadway safety from a policy, systemic, and project perspective.

For more information, or to leave a comment, please follow the link below. The public comment period will end on January 15, 2025 at 5 p.m.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

OZARKSTRANSPORTATION.ORG

Public Comment Period: Safety Action Plan - Destination Safe Streets
OTO is a metropolitan planning organization serving the Ozarks region. Find out more about o...

Carolyn McGhee

The national federation of the blind of Missouri tried to address the issue from the pedestrian side several years ago at state level but as a group of 5 or so scattered across the state we couldn't figure out how to address it. We've had issues with everything from electric vehicles that had no sound to guide dog users getting hit by bikes when trying to get off the bus plus the new intersection types implemented lately with no communication of how they work and minimal or no consideration of pedestrians with disabilities. Springfield seems to be doing better but I also wonder how we compare to other cities like Kansas City or Columbia where I know there have been similar issues.