



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

MARCH 21, 2024
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

March 21, 2024

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

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

Call to OrderNOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Lee)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of January 18, 2024 Minutes Tab 1

(2 minutes/Lee)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 9

(5 minutes/Lee)

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 March 20, 2024, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet under Tab 9.

E. Staff Report

(5 minutes/Fields)

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

F. MoDOT Update

(5 minutes/MoDOT)

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

G. Legislative Reports

(5 minutes/Lee)

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

II. New Business

A. Sunshine Street Presentation

(10 minutes/Bachman)

MoDOT will present the Sunshine Street Study.

NO ACTION REQUIRED – INFORMATIONAL ONLY

B. Safe Streets and Roads for All Update

(5 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

C. Growth Trends Report Tab 2

(15 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. Financial Statements for 2nd Quarter FY 2024 Budget Year..... Tab 3

(5 minutes/Cossey)

The treasurer will present the second quarter financial statements.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE SECOND QUARTER
FINANCIAL STATEMENTS FOR THE FY 2024 BUDGET YEAR**

E. MoDOT/OTO Sidewalk Cost Share Program Recommendations Tab 4

(5 minutes/Longpine)

Two projects were recommended by the Bicycle and Pedestrian Committee to receive TAP funding as part of a cost share program with MoDOT.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE TAP FUNDING FOR SIDEWALK
COST SHARE PROJECTS**

F. FTA 5310 Funding Recommendation Tab 5

(5 minutes/Knaut)

The Local Coordinating Board for Transit is recommending four agencies receive FTA 5310 funding.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AWARDED FTA 5310
FUNDING TO THE NOVA CENTER OF THE OZARKS, OATS, THE OZARK SENIOR CENTER, AND
THE SOUTHWEST CENTER FOR INDEPENDENT LIVING DBA EMPOWER:ABILITIES**

- G. FY 2024-2027 TIP Amendment Three Tab 6**
(5 minutes/Longpine)
One change is requested as part of Amendment 2 to the FY 2024-2027 TIP.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT 3 TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

- H. FY 2024-2027 TIP Administrative Modifications Two, Three, and Four Tab 7**
(5 minutes/Longpine)
Revisions have been made to the FY 2024-2027 Transportation Improvement Program.

NO ACTION IS REQUIRED – INFORMATIONAL ONLY

- I. Federal Funds Status Update Tab 8**
(5 minutes/Thomas)
Staff will present a Federal Funds Status Update.

NO ACTION REQUIRED – INFORMATIONAL ONLY

Other Business

- A. Board of Directors Member Announcements**
(5 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

- B. Transportation Issues for Board of Directors Member Review**
(5 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

- C. Articles for Board of Directors Member Information Tab 10**
(Articles attached)

- III. 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, May 16, 2024 at 12:00 P.M. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM I.C.

January 18, 2024 Meeting Minutes

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

AGENDA DESCRIPTION:

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

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

OR

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

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

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

The following members were present:

Chuck Branch, Christian Co Citizen-at-Large	Lynn Morris, Christian County
Greg Chapman, MoDOT (non-voting)	Andrew Nelson, City of Republic (a)
Cecelie Cochran, FHWA (not-voting)	John Russell, Greene County
Jerry Compton, Citizen-at-Large	Martha Smartt, City of Strafford (a)
Travis Cossey, City of Nixa (a)	Dan Smith, City of Springfield (a)
Mark Crabtree, City of Battlefield	Donna Stewart, City of Willard (a)
Brandon Jenson, City of Springfield	Kelly Turner, City Utilities
Derek Lee, City of Springfield	Richard Walker, Springfield Citizen-at-Large
Rusty MacLachlan, Greene County	

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

The following members were not present:

James O’Neal, Springfield Citizen-at-Large	Brian Weiler, Springfield-Branson Airport (a)
Jeremy Parsons, City of Ozark (a)	Vacant, FTA
Mark Schenkelberg, FAA	

Others Present: Erin Engelmeyer, Senator Hawley’s Office; Tucker Jobes and Mike Ussery, Senator Schmitt’s Office; Mike Ruesch, City of Willard; Frank Miller, MoDOT; Sean Matlock, OWN, Inc.; Garrett Brickner, Wilson & Company; Steve Childers, City of Springfield; Skip Jansen, former CU Transit Rep; Mary Kromrey, Ozark Greenways; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, Nicole Stokes, and Jen Thomas, Ozarks Transportation Organization.

Chair Lee called the meeting to order at approximately 12:02 p.m.

I. Administration

A. Welcome and Roll Call

By-law Position	Member	Attendance
BOD Citizen-at-Large	Jerry Compton	Present
Christian County Citizen-at-Large	Chuck Branch	Present
Christian County Elected Official	Lynn Morris	Present
City of Battlefield Elected Official	Mark Crabtree	Present
City of Nixa Elected Official	Travis Cossey (a)	Present
City of Ozark Elected Official	Jeremy Parsons (a)	Absent
City of Republic Elected Official	Andrew Nelson (a)	Present
City of Springfield Citizen-at-Large	Richard Walker	Present

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

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Richard Walker moved to approve the January 18, 2024 agenda. Andrew Nelson seconded the motion. The motion passed.

C. Approval of November 16, 2023 Meeting Minutes

Brandon Jenson moved to approve the November 16, 2023 meeting minutes. Richard Walker 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 presented Skip Jansen and Steve Childers with service recognition plaques for their service to the OTO Board of Directors.

The Board of Directors Strategic Planning Meeting will be held February 26th at 9:00 am. The Board will be setting a five-year action plan.

The Safe Streets and Roads for All public meetings have been set. This is the beginning of the planning process for the SS4A Safety Plan. The public meetings are January 29th from 11:30 am – 1:30 pm at the Library Station, January 29th from 5:00 pm – 7:00 pm at the Ozark Community Center, and January 30th from 4:00 pm – 6:00 pm at the Republic Community Center.

There is a Right-of-Way Acquisition Workshop with MoDOT on March 25th at 9:00 am. Invitations have been sent out.

Board members were requested to fill out the provided contact information sheet, conflict of interest form, and Title VI form, which is information requested by FTA.

Staff continue to work on project facilitation. There are 27 projects currently underway utilizing federal funds. Eighteen of those are trail and/or sidewalk projects. Staff are planning to release funds planned for the MoDOT sidewalk cost share program, if no applications are received by this fall.

Staff are working on two grants, more details to come in the agenda. Member jurisdictions were reminded to reach out to OTO staff if interested in grant application assistance.

Applications for funding for vehicles for human services agencies, 5310 funds, are open.

The OTO hired a lobbyist which has been working at the State Capitol toward the OTO priorities that were identified. More updates to come as the Legislative session gets underway.

There are meetings scheduled in February with the Technical Planning Committee for the STIP Prioritization Criteria revisions that were discussed at the last Board meeting.

OTO staff is looking forward to the year ahead.

F. MoDOT Update

Greg Chapman shared that Kenny Voss was hired as the State Design Engineer.

There have been 29 rural projects which were approximately 10% under what was programmed. There have been 16 urban projects awarded at \$25 million. This is approximately 20% over what was programmed. These are trending in a positive direction. Overall, 45 projects were awarded at \$87 million, 3.8% under programmed for the fiscal year.

The James River Freeway widening project will have some traffic shifts coming up. The work should be done over nighttime hours and will last approximately two months.

Glenstone ADA improvements have been affected by the weather. Work will continue as the weather permits. The focus is between Grand and Sunshine Street.

Bridge work continues with the Route 65 bridge widening and resurfacing of CC just south of 14.

The trail between Republic High School and Farm Road 182 is underway.

Route 14 capacity improvements in Nixa is close to completion.

There is a public meeting scheduled for the Sunshine Street ADA and safety improvement project, from Glenstone to County Road 199, for February 6th from 4:30 pm – 6:00 pm at the Schweitzer Student Center.

There was \$20 million in general revenue that was set aside for the I-44 Environmental Study. MoDOT has selected two consultants for the project.

G. Legislative Reports

Erin Engelmeyer with Senator Hawley's office reported Senator Hawley remains on the Judiciary, Energy and Natural Resources, Homeland Security, and Small Business committees.

Tucker Jobes with Senator Schmitt's office stated the Senate is currently considering a continuing resolution that would extend the short term CR's that were passed last year for funding of the government. Friday, January 19th is the deadline for transportation, VA, HUD, agriculture, and energy. For the rest of the government, the deadline is in early February. They are considering two

CRs that would extend until March 1st and March 8th, respectively. The Senator would like to return to a budget where they are voted on individually. There is discussion beginning on a National Security supplemental funding bill. This bill includes funding for Ukraine, Isarel, and border security. The Senator would like to see these voted on separately. The Senator continues to serve on the Senate on Armed Services and the Commerce Committee which includes transportation.

H. Ozark Greenways Update

Mary Kromrey shared an update on the activities of Ozark Greenways from February 2023 to the end of 2023. Ozark Greenways' purpose, for regional trail planning in the OTO service area boundary, is to increase regional trail connectivity by focusing on refining existing alignments identified in the 2017 OTO Regional Trail Study; to engage with landowners; to engage with OTO municipalities; and to increase community interest in trails. Ozark Greenways utilized \$748,000 in construction funds and \$125,000 in planning funds. There were 16 presentations made and 3 open houses reaching more than 150 residents. They contacted 8 landowners with more than 70 total touchpoints. They had print and electronic media exposure with 282,656 readerships. Ozark Greenways' UnGap the Map initiative focuses on expanding and closing gaps within the regional trail system. UnGap the Map promotes completing vital trail connections that leverage and enhance outdoor recreation and ecotourism opportunities, foster healthy communities and neighborhoods, and support economic development by increasing property values and assisting workforce attraction efforts. There have been 18.6 miles of greenways constructed which resulted in 71 miles of places for people that want to walk and bike.

II. New Business

A. FY 2023 Independent Financial Statement Audit

Travis Cossey presented a summary of the FY 2023 Independent Financial Statement Audit Report.

Dan Smith made a motion to accept the FY 2023 Independent Financial Statement Audit Report. Rusty MacLachlan seconded the motion. The motion passed.

B. Resolution to Approve Contracting with an Independent Financial Advisor

Sara Fields reviewed the resolution authorizing the Executive Director to utilize the services of an Independent Financial Advisor.

Martha Smartt made a motion to approve a resolution to contract with an independent financial advisor. Jerry Compton seconded the motion. The motion passed.

C. Resolution to Approve Certificate of Deposit Investment

Sara Fields reviewed the resolution authorizing investment of OTO operational funds into a collateralized public deposit account (Certificate of Deposit).

Andrew Nelson made a motion to approve a resolution to invest in certificates of deposit at Arvest Bank. Martha Smartt seconded the motion. The motion passed.

D. FY 2024-2027 Transportation Improvement Program Amendment 2

Natasha Longpine shared there was one revision requested for I-44 pavement improvements (GR2302-24A2) as part of Amendment 2 to the FY 2024-2027 TIP. MoDOT requested an increase in the amount programmed for this project, due to an increase in estimated costs. The new

programmed amount is \$9,616,800.

John Russell made a motion to approve Amendment 2 to the FY 2024-2027 Transportation Improvement Program. Chuck Branch seconded the motion. The motion passed.

E. Federal Discretionary Grant Support

Sara Fields highlighted the resolutions and certifications to be added to the TIP, for the support of federal discretionary grants being applied for by the City of Springfield and OTO.

Rusty MacLachlan made a motion to approve the resolutions and certifications for trails and MM. Kelly Turner seconded the motion. The motion passed.

F. Federal Funds Balance Report

Natasha Longpine presented the Federal Funds Balance Report. It is important to obligate funds as quickly as possible, due to policy changes by MoDOT. Members were requested to review the report and advise staff of any discrepancies.

This was informational only. No action was required.

G. Appointment of 2024 OTO Officers and Executive Committee Members

Sara Fields presented the Board of Directors Nominating Committee's 2024 Slate of Officers and Executive Committee members.

Skip Jansen made a motion to appoint the 2024 OTO Officers and Executive Committee as presented. Dan Smith seconded the motion. The motion passed.

H. Board of Directors 2024 Meeting Schedule

Sara Fields shared the 2024 Board of Directors meeting schedule.

This was informational only. No action was required.

III. Other Business

A. Board of Directors Member Announcements

There were no member announcements.

B. Transportation Issues for Board of Directors Member Review

Brandon Jenson asked if it was the Board's responsibility to create a unifying vision for transit service throughout the region that could help guide each of the municipalities' and counties' decisions in how funding is utilized for the transit system.

Sara Fields shared the OTO has a long range plan that looks at the overall picture of transit. OTO partnered with City Utilities previously [2012] to do a plan that looked at regional connections and gave a dollar amount to the communities to be able to provide that service. It is a subject that the Board can discuss.

Kelly Turner with City Utilities stated that the study that was just completed may provide answers to some of the questions. More details will be provided once the study has been presented to the City Utilities Board.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

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

The meeting was adjourned at 12:44 p.m.

Martha Smartt
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM II.C.

OTO Growth Trends Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website under ***Our Resources > Plans, Reports, and Studies:***

<https://www.ozarkstransportation.org/uploads/documents/2023-Growth-Trends-Report.pdf>.

Conclusions from the report include:

- In 2023, single-family housing permitting reached 1,152 units. This marks the third time in four years that single-family permitting climbed above 1,000 units. Greene County had the largest growth in single-family residential units in 2023 (383) for the OTO area followed by Republic (260), Nixa (193), and Ozark (110).
- There were 1,124 multi-family units permitted in 2023. This is only the second time in the last ten years that multi-family permits reached 1,000 units. Republic had the most multi-family units added (430) followed by Springfield (318) and Nixa (236).
- Total units permitted in 2023 was the highest annual total since 2007.
- Natural Increase (births minus deaths) in Greene County continues to decline and was negative for the second consecutive year while net migration has remained relatively high. Natural increase was slightly over 100 in Christian County which was the second lowest since 2000.
- The annual average number of jobs in the MSA climbed to 218,245 in 2022 – an increase of 6,805 from 2021. Greene and Christian Counties account for 96% of new MSA jobs.
- Vehicle miles travelled in the OTO area were up only 0.3% in 2022 compared to 2021.

If there is additional information that the Board of Directors is interested in seeing in the annual growth trends report, members are asked to let staff know.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Growth Trends Report

Through December 31, 2023

2208 W. Chesterfield Blvd, Suite
101

Springfield, Missouri 65807



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

The information compiled in this report was retrieved from a variety of sources. Permit data and employment information were derived from federal and local administrative records and should be considered fairly reliable.

It is important to note that demographic information from the American Community Survey is derived from sampling methods used by the U.S. Census Bureau and is reported with a margin of error. For the sake of presentation, margins of error are not included in the tables and charts.

To account for margins of error, five-year comparisons of ACS data and tests for statistical differences are addressed in the narrative sections where appropriate.

Table of Contents

Introduction.....	1
Residential Units.....	2
Single-Family Units Permitted - OTO Area.....	3
Multi-Family Units Permitted – OTO Area.....	4
Total Residential Units Permitted – OTO Area.....	5
Changes in Housing Units.....	6
2023 Housing Unit Density Map.....	7
2010 – 2023 Housing Unit Density Map.....	8
Migration Flows.....	9
Greene County Migration Data.....	10
Christian County Migration Data.....	12
Demographics & Employment.....	14
Springfield MSA Population 2013 – 2022.....	15
Population Percent Change Springfield MSA 2013 – 2022.....	16
Components of Population Change.....	17
Median Household Income - Springfield MSA Counties 2022, 2017, 2012.....	18
Median Household Income – OTO Area Cities 2022, 2017, 2012.....	19
Persons Living in Poverty - Springfield MSA Counties 2022, 2017, 2012.....	20
Children Living in Poverty - Springfield MSA Counties 2022, 2017, 2012.....	21
Workforce Educational Attainment by MSA County.....	22
Place of Residence vs. Place of Employment – Primary Jobs 2022.....	23
Mean Travel Time to Work in Minutes – MSA Counties.....	24
Mean Travel Time to Work – OTO Cities.....	25
Workforce by Industry Springfield MSA, Missouri, US.....	26
Workforce by Industry Springfield MSA 2022, 2017, 2012.....	27
Springfield MSA Workforce Change by Industry 2012 – 2022	28
Number of Jobs by MSA County 2012 – 2022	29
Data Sources.....	30
Appendix A: OTO Area Permit Activity 2001 – 2022.....	31
Appendix B: Year-over-Year Population Percent Change 2002 – 2022.....	32
Appendix C: Year-over-Year Total Jobs Percent Change 2002 – 2022.....	33

Introduction

Each year, the Ozarks Transportation Organization (OTO) analyzes residential construction activity and demographic information for the MPO study area and member jurisdictions.

This report is comprised of three sections that include tables, charts, and maps along with narrative descriptions of noteworthy trends within the OTO.

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data for the Springfield, MO MSA at the county level.

- Residential Units

Single-family and multi-family residential construction and demolition activity for each jurisdiction within the OTO study area is tabulated and discussed here.

- Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area and county-level migration trends are presented in this section. In addition, In- and out-migration maps are included depicting information from the IRS and other data from the American Community Survey.

- Demographics & Employment

Historical and current population, income, poverty, education, commuting, employment, and workforce statistics are presented in charts and graphs to identify trends.

Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2023. For the purpose of this report, single-family structures represent one residential unit. Any structures divided into more than one residence, including duplexes, are counted as multi-family units.

In addition, permits for demolition of existing residential units were subtracted from the total of newly constructed residential structures and existing structures converted to residential use to produce the net total housing units added in each city and county within the OTO area in 2023. Permit activity in unincorporated portions of counties that lie within the OTO boundary is included in this report.

In this section of the report, the new housing units added in 2023 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units. A table of permit activity in the OTO area from 2001 – 2021 is included as an appendix.



Residential Units

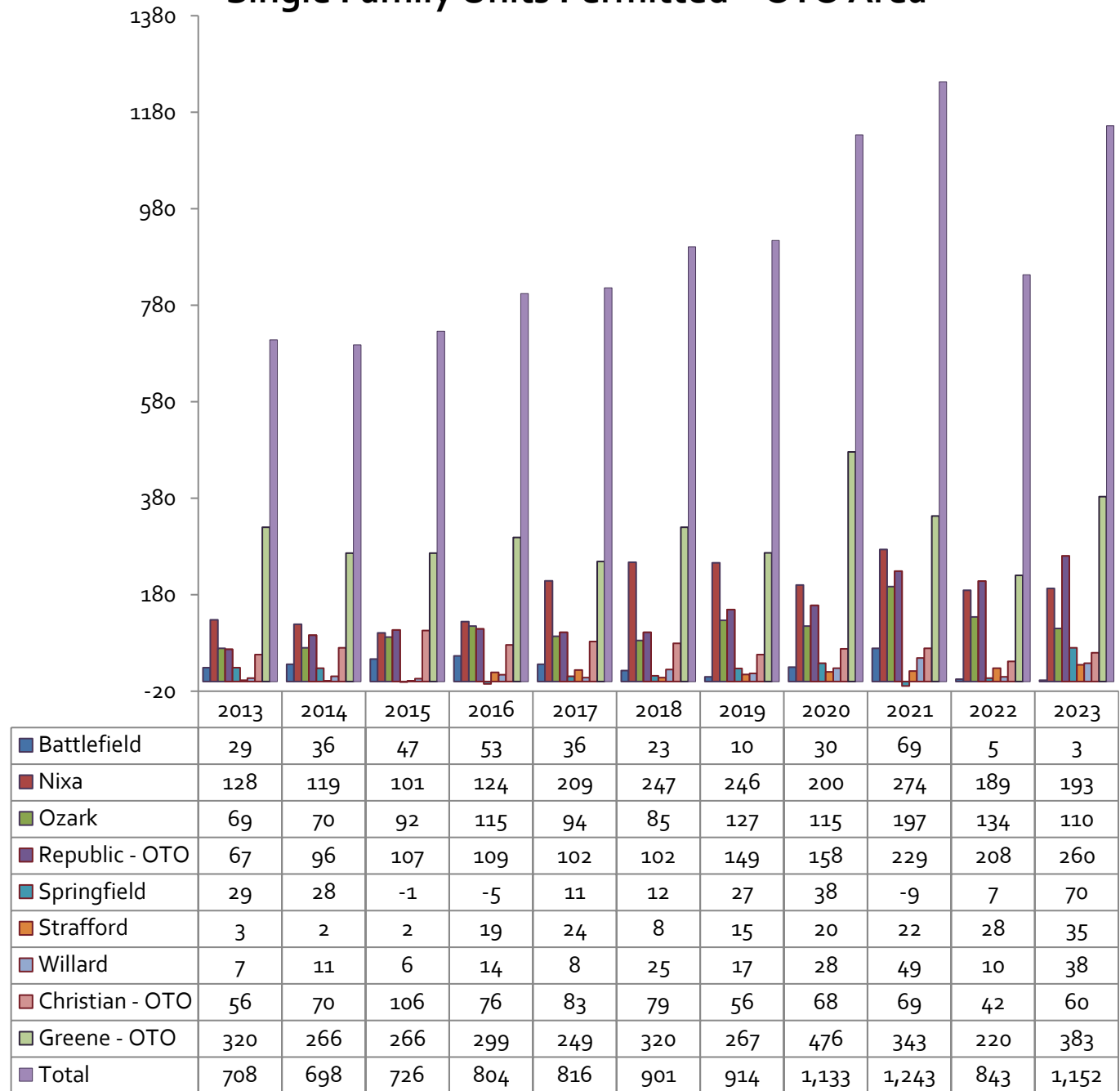
Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2013 – 2023.

After a significant decrease in 2022, single-family permitting is on the rise. The number of residences permitted in 2023 (1,152) is comparable to the numbers permitted in 2020 (1,133) and 2021 (1,243).

The permit total for new single-family structures in the OTO Area was offset by the demolition of 111 houses. Most demolitions occurred in Springfield (80).

Single Family Units Permitted – OTO Area



Residential Units

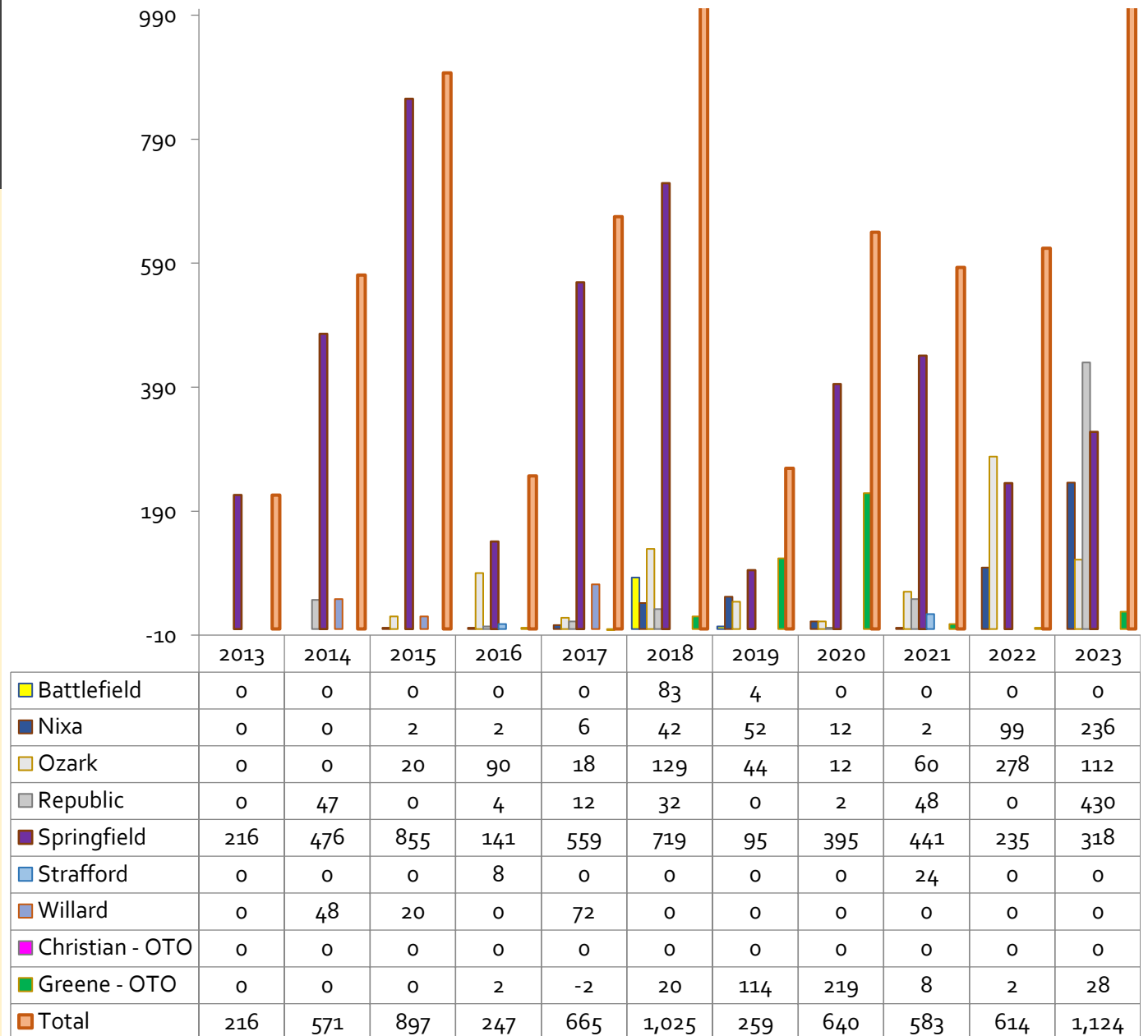
Multi-Family

Between 2013 and 2023, Springfield has generally had the highest number of multi-family housing construction permits.

In 2023, Republic had the highest number of multi-family units (430). Springfield had the second-highest number (318), followed by Nixa (236).

The largest multi-family development permitted in 2023 was the Stone Creek Falls project in Republic, with 360 units.

Multi-Family Units Permitted - OTO Area



Residential Units Totals

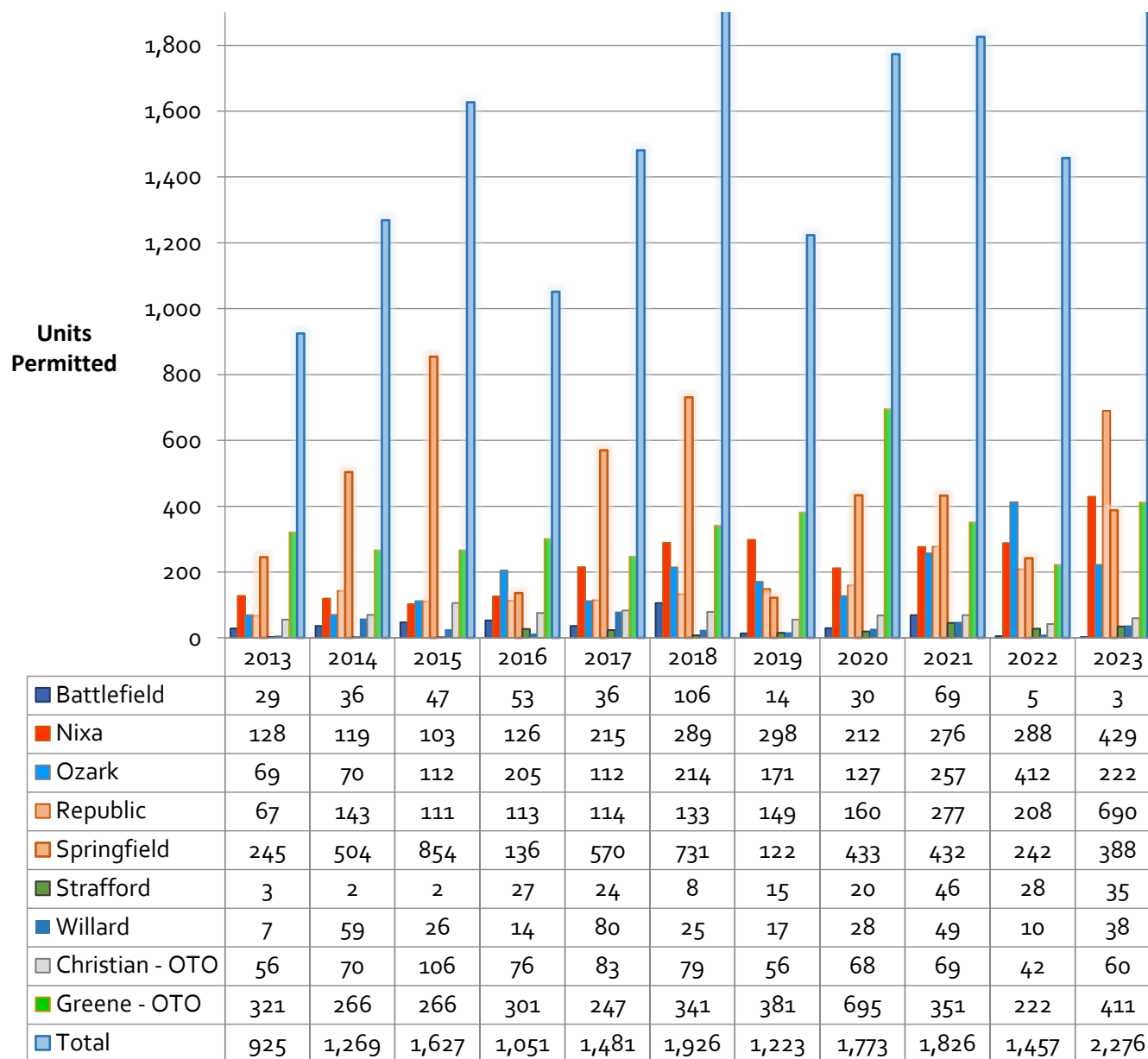
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2023 and the prior ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2011 during the “great recession” (see Appendix A).

Growth in residential permits has recovered somewhat in the last ten years, driven by single-family developments in Nixa, Republic, and Greene County as well as 55+ communities.

After a dip in 2022, the number of permits issued in 2023 has recovered to be the highest in this ten year range.

OTO Area Total Residential Units Permitted



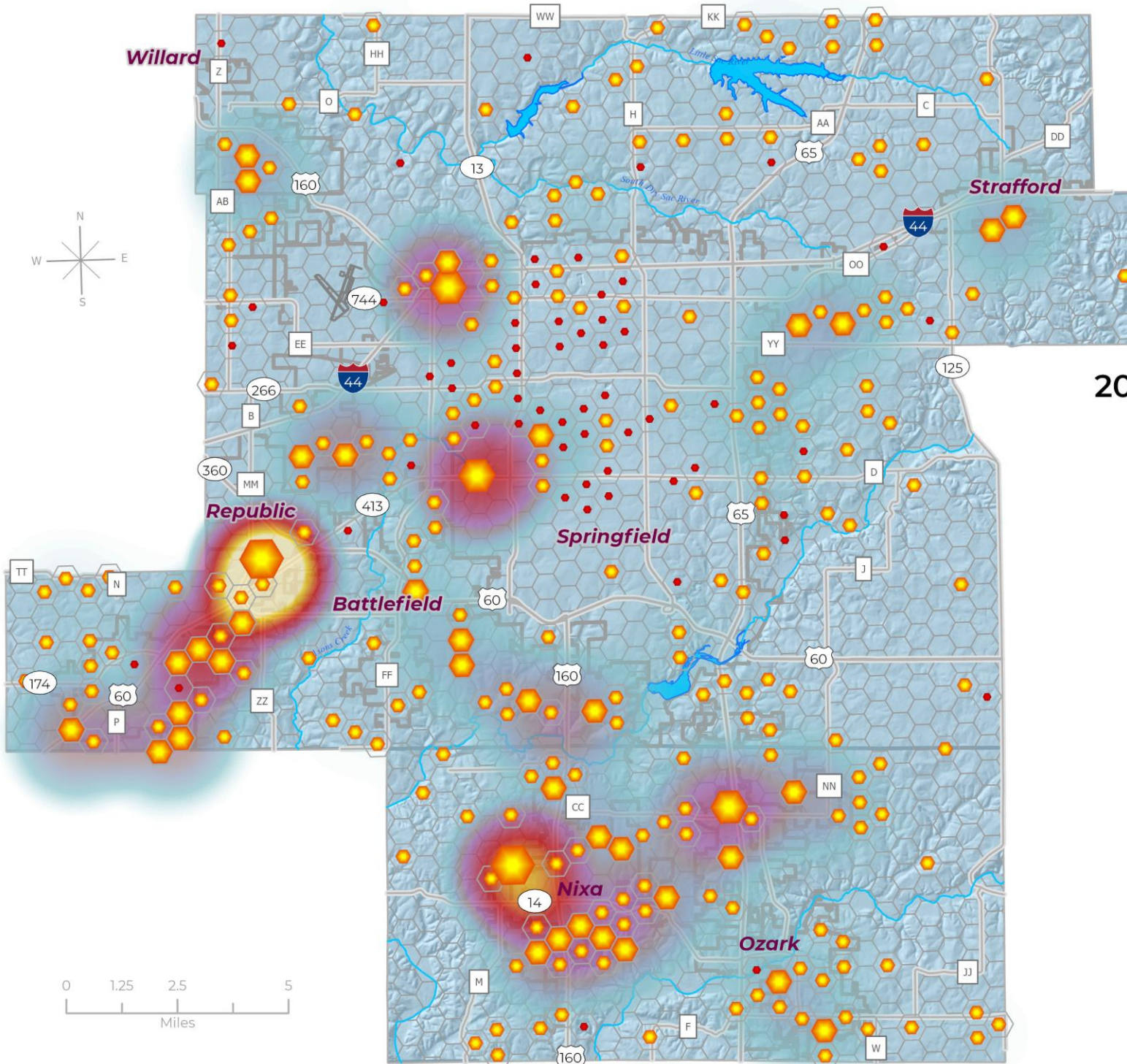
Growth Trend Maps

Changes in Housing Units

The maps on the following pages illustrate the locations of housing units added in 2023 as well as the period from 2010 to 2023.

Additionally, heat map symbology has been added to demonstrate densities of new residential structure development. A layer of geocoded permit address points aggregated into a grid of hexagons was added as an overlay to provide more information about the location and magnitude of residential development in 2023 as well as 2010 - 2023.

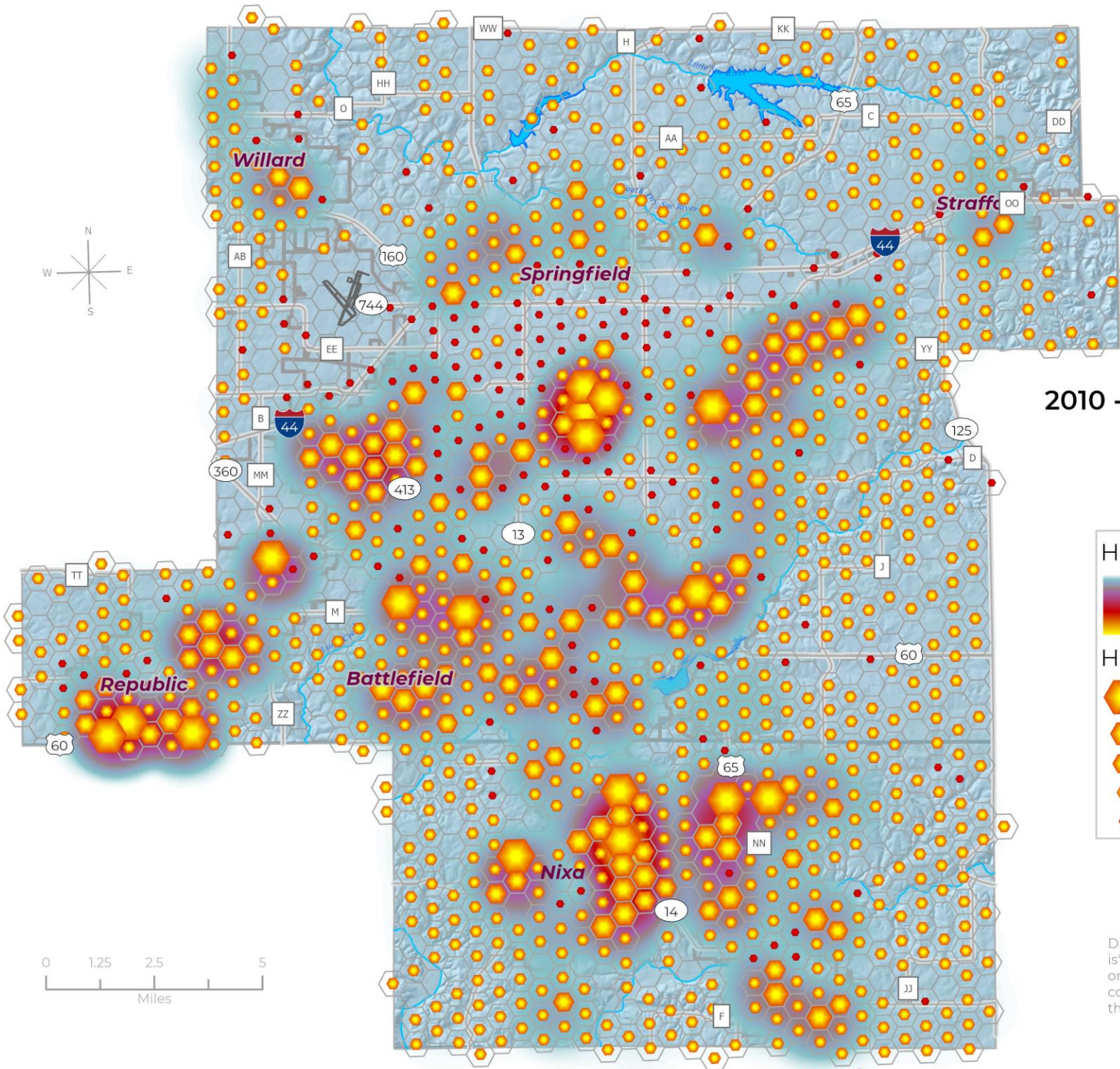




2023 Housing Permit Heat Map



Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented therein.



2010 - 2023 Housing Permit Heat Map

Housing Unit Density

Sparse

Dense

Housing Units Added

- 175 - 416
- 90 - 175
- 45 - 90
- 1 - 45
- 15 - (-1)

Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented therein.

Growth Trend Maps

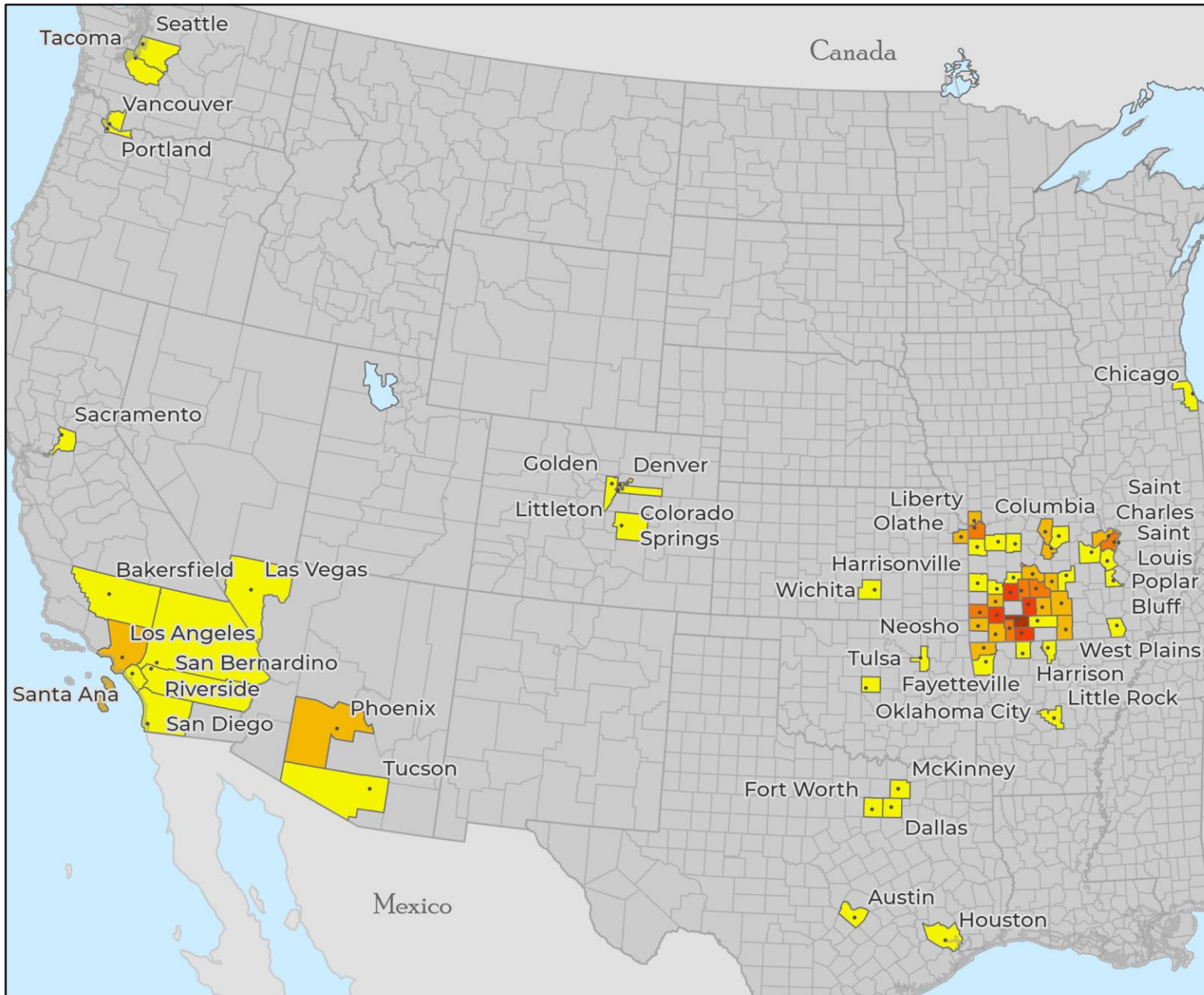
Migration Flows

County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2020 – 2021 are included.

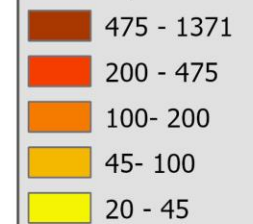


IRS Migration Statistics

County-to-County Inflow Greene County 2020-2021



County Inflows



Returns Filed: 5,875
 Total Exemptions: 10,409
 Total Income*: \$275,423,000
 Income per Return: \$46,880
 *Adjusted Gross Income

Regional inflow from other counties that did not meet a 20 return threshold:

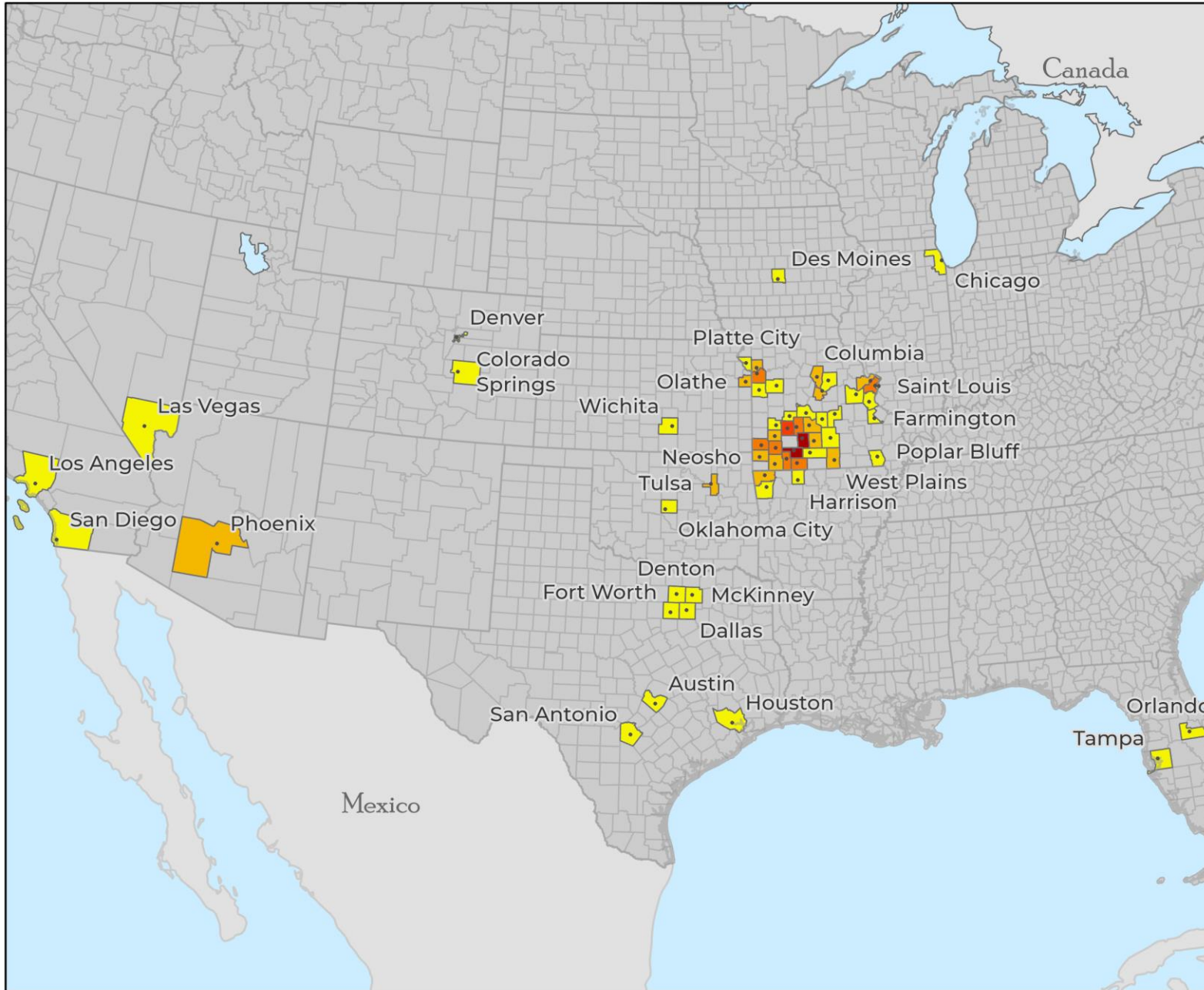
Northeast - 178
 Midwest - 725
 South - 1,107
 West - 526

Source: Internal Revenue Service
<https://www.irs.gov/statistics/soi-tax-stats-migration-data>
 Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

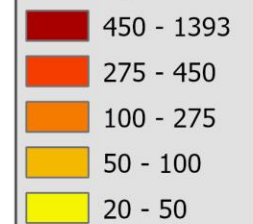


IRS Migration Statistics

County-to-County Outflow Greene County 2020-2021



County Outflow



Returns Filed: 5,571
 Total Exemptions: 10,017
 Total Income*: \$265,219,000
 Income per Return: \$47,607
 *Adjusted Gross Income

Regional outflow to other counties that did not meet a 20 return threshold:

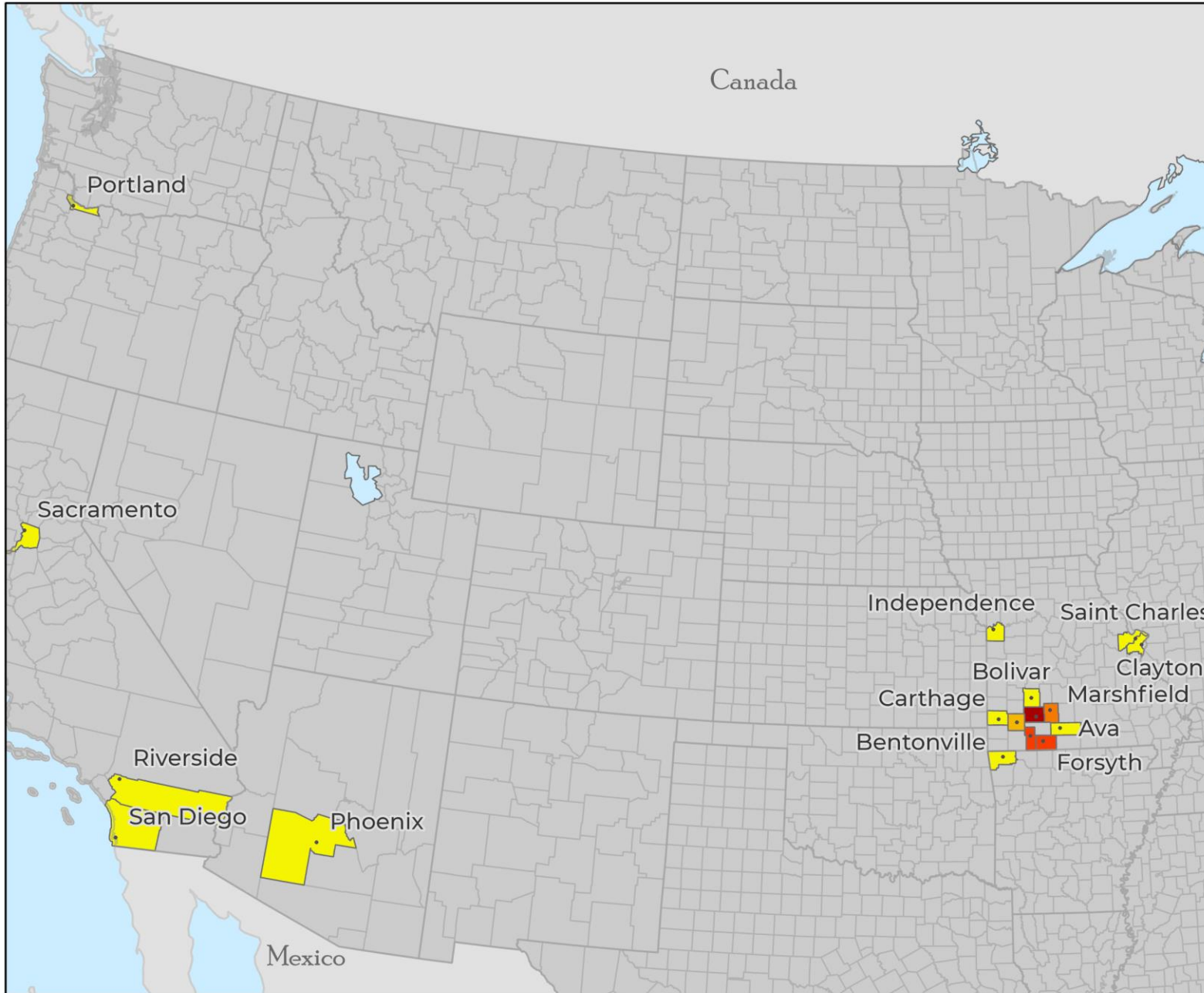
Northeast - 135
 Midwest - 600
 South - 1,196
 West - 453

Source: Internal Revenue Service
<https://www.irs.gov/statistics/soi-tax-stats-migration-data>
 Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

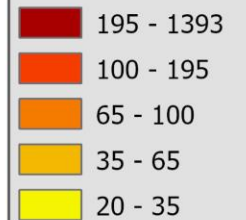


IRS Migration Statistics

County-to-County Inflow Christian County 2020-2021



County Inflows



Returns Filed: 2,208
 Total Exemptions: 4,593
 Total Income*: \$124,896,000
 Income per Return: \$56,565
 *Adjusted Gross Income

Regional inflow from other counties that did not meet a 20 return threshold:

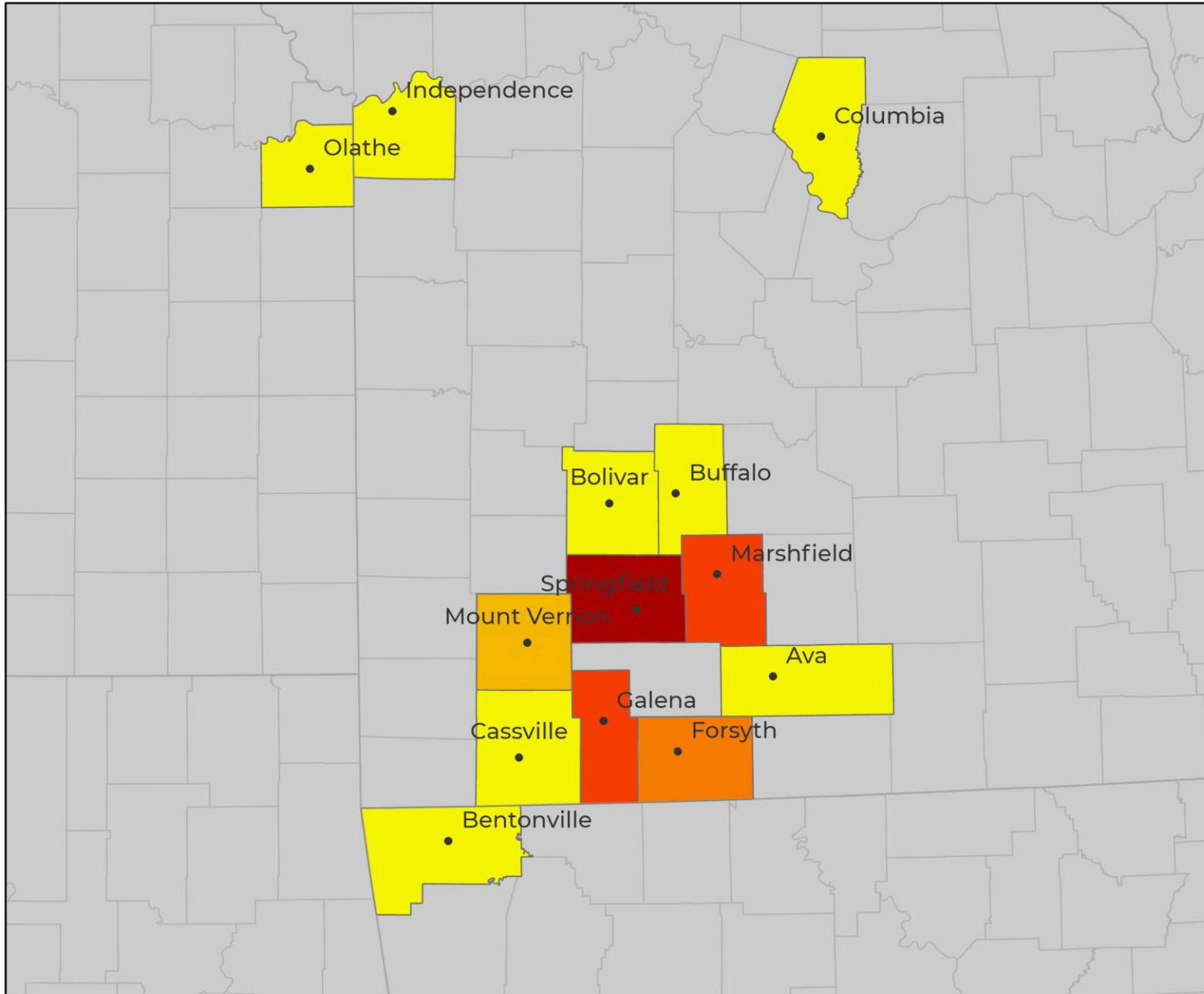
Northeast - 39
 Midwest - 247
 South - 429
 West - 337

Source: Internal Revenue Service
<https://www.irs.gov/statistics/soi-tax-stats-migration-data>
 Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.

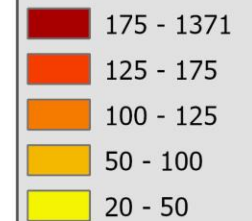


IRS Migration Statistics

County-to-County Outflow Christian County 2020-2021



County Outflows



Returns Filed: 2,011
 Total Exemptions: 3,790
 Total Income*: \$111,094,000
 Income per Return: \$55,243
 *Adjusted Gross Income

Regional outflow to other counties that did not meet a 20 return threshold:

Northeast - 23
 Midwest - 160
 South - 366
 West - 123

Source: Internal Revenue Service
<https://www.irs.gov/statistics/soi-tax-stats-migration-data>
 Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.



Demographics & Employment

Population Change

This section contains information about the population of the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up of Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas are designated by the U.S. Census Bureau based on the economic ties to a large population center. The number of commuters from the five counties in the MSA that are employed in the OTO area have a tremendous impact on the transportation system and local economies.

The OTO prepares the Growth Trends report annually to keep stakeholders and the public informed of changes and trends in population and employment aimed at facilitating cooperative decision making in support of an excellent regional transportation system.

Other transportation related demographics for municipalities and counties in the OTO area as well as the MSA, such as population growth, income, poverty, mean travel time, workforce by industry, and job growth by jurisdiction are presented in this section.



Springfield MSA

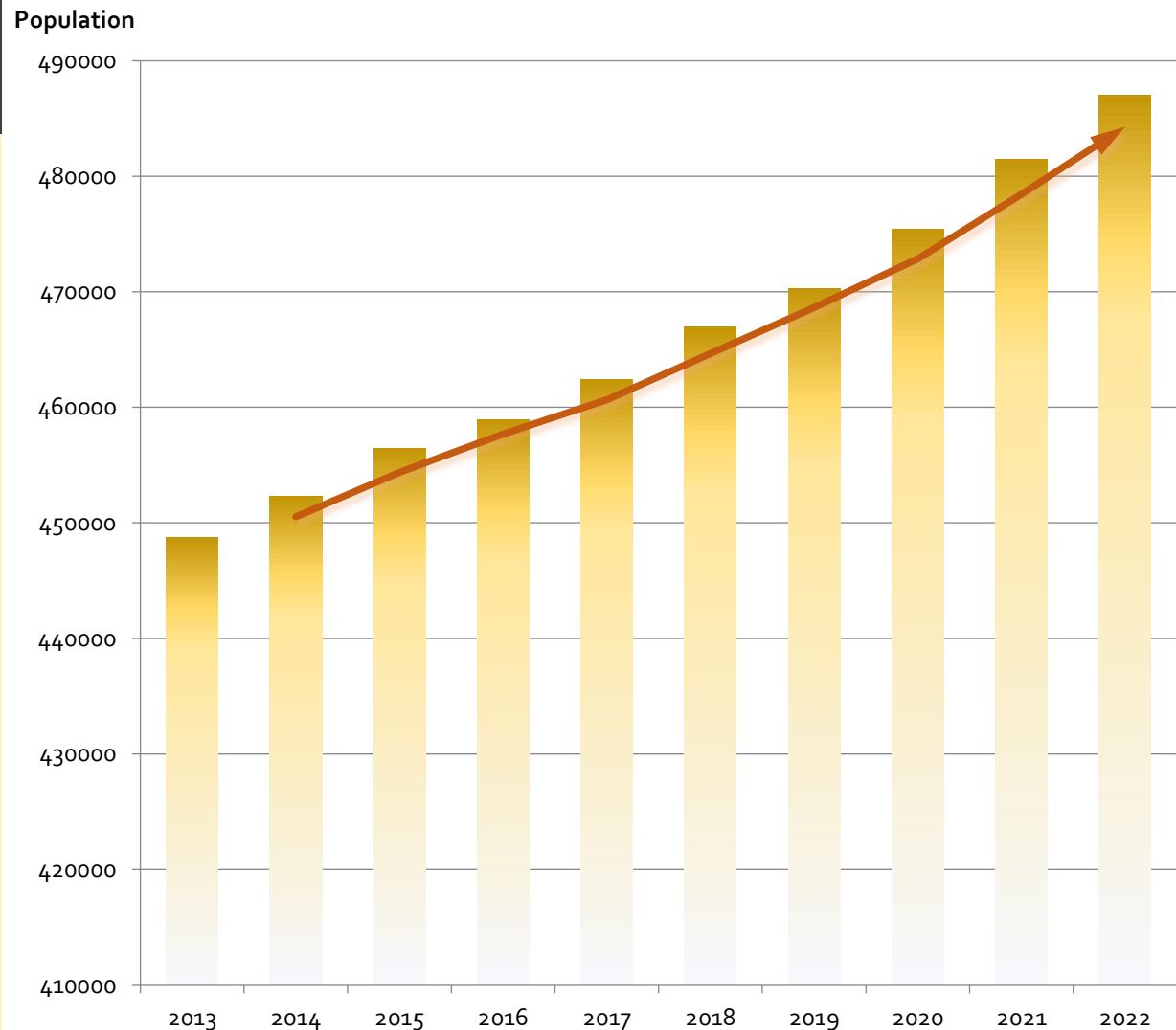
The Springfield, Missouri Metropolitan Statistical Area (MSA) includes Greene, Christian, Webster, Polk, and Dallas Counties.

The chart on this page shows the steady increase of the combined MSA county populations.

From 2013 to 2022, the MSA population has increased from 448,744 to 487,061. This is an increase of 8.5%, equaling a 0.85% annual rate of growth.

Using the rule of 70, at an annual growth percent of 0.85, it will take the Springfield MSA over 82 years to double in population to 974,122.

Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties) Source: U.S. Census Bureau Population Estimates Program & 2020 Decennial Census



Springfield MSA

Continued

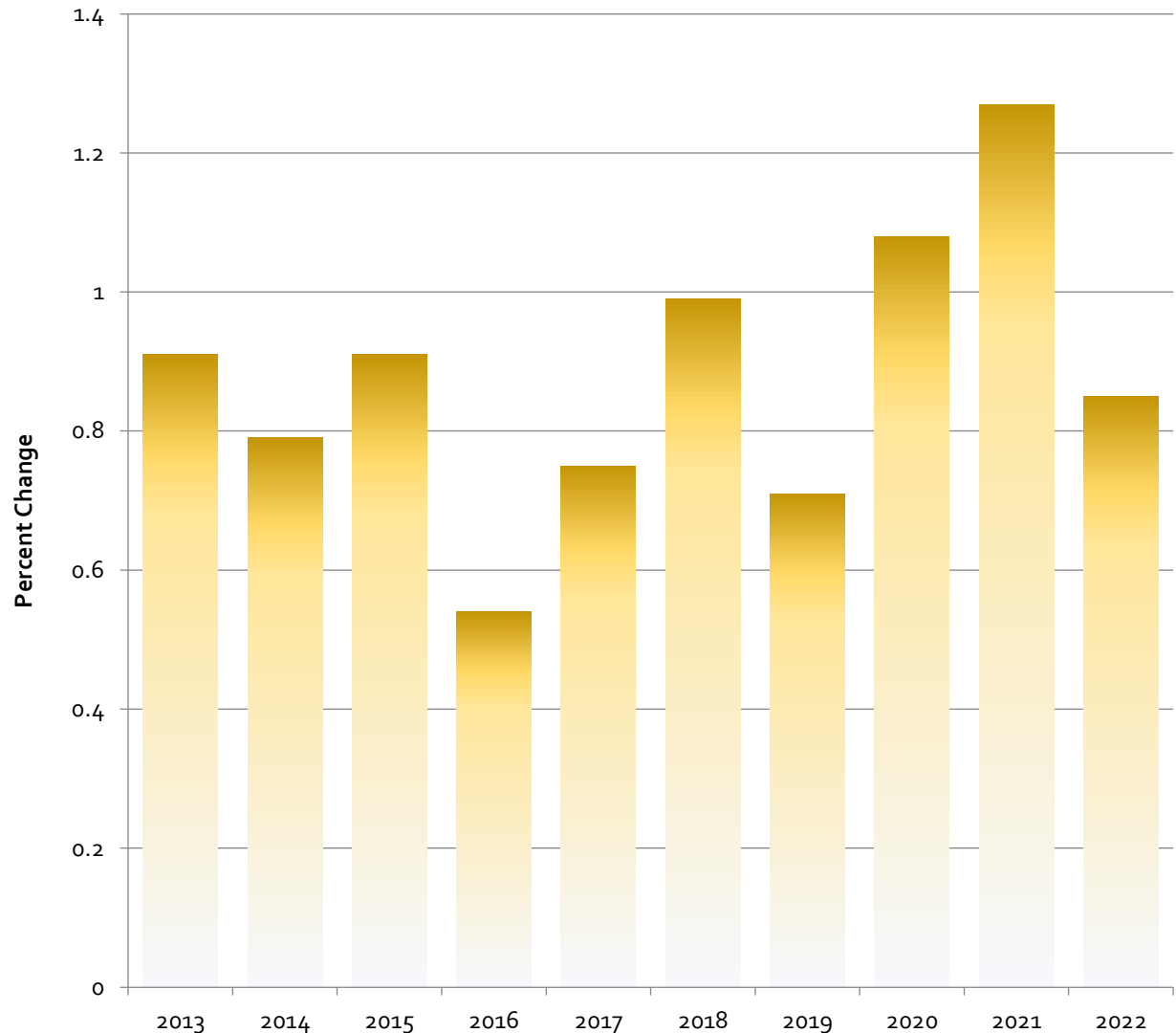
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 10-year period from 2013 to 2022 was from 2020 to 2021.

The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The percent change in population from 2019 to 2020 is the first time it had been over 1% since 2009 to 2010.

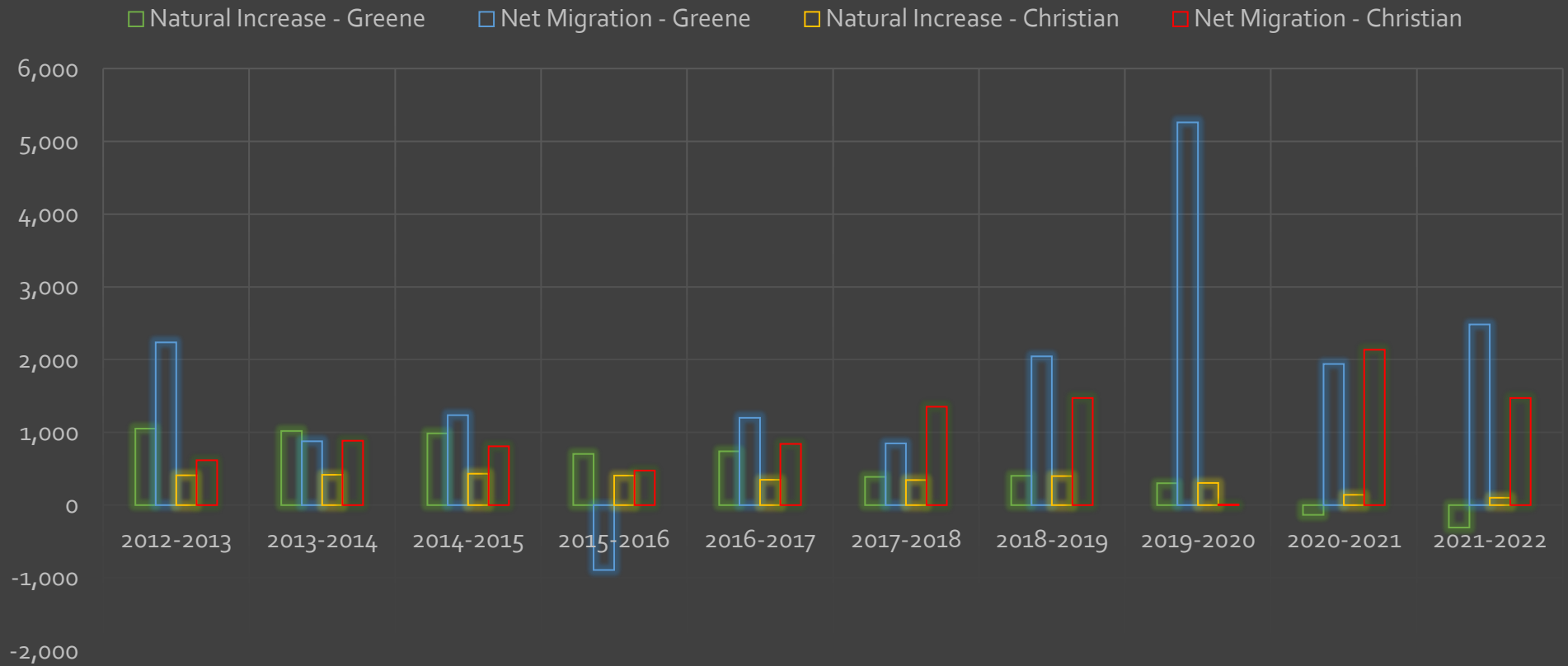
Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau Population Estimates Program & 2020 Decennial Census



Components of Population Change

US Census Bureau Population & Housing Estimates



Natural Increase & Net Migration

Components of population change for Greene and Christian counties from 2012 to 2022 are presented on this page. Natural Increase, births minus deaths, in Greene County has been on the decline over the past decade although births still outnumbered deaths until 2021 which was the first time deaths outnumbered births. Natural increase was the lowest in Christian County in the same year. This is most likely a response to the Covid-19 pandemic. In 2022, deaths further outnumbered births in Greene County, and natural increase in Christian County continued to decline. Net migration has been steadily climbing since reaching a low point in 2016 for both counties apart from 2019 to 2020. The extreme outliers for both counties during this period is due to the Covid-19 pandemic.

Median Household Income

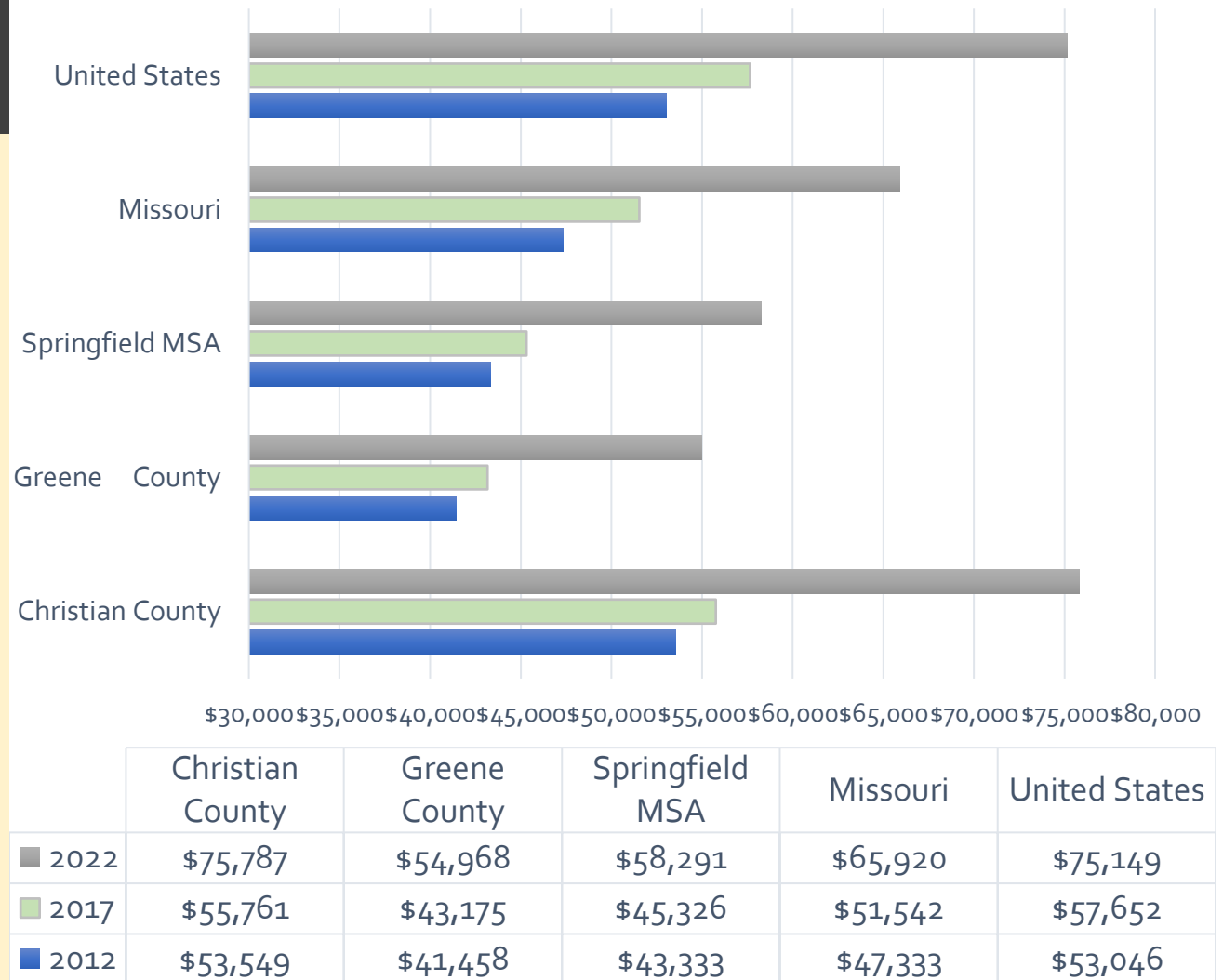
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2011, 2016, & 2021 American Community Survey 5-year estimates are presented here.

The ACS estimates are based on sampling and are reported within a margin of error. The ACS estimates should only be compared at 5-year intervals to ensure the population sampled is not included in any other survey.

A comparison of survey estimates between survey years indicates that the rise in median household incomes is statistically different in 2021. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2011 & 2016 estimates and even outpace the rate of inflation.

Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



Median Household Income

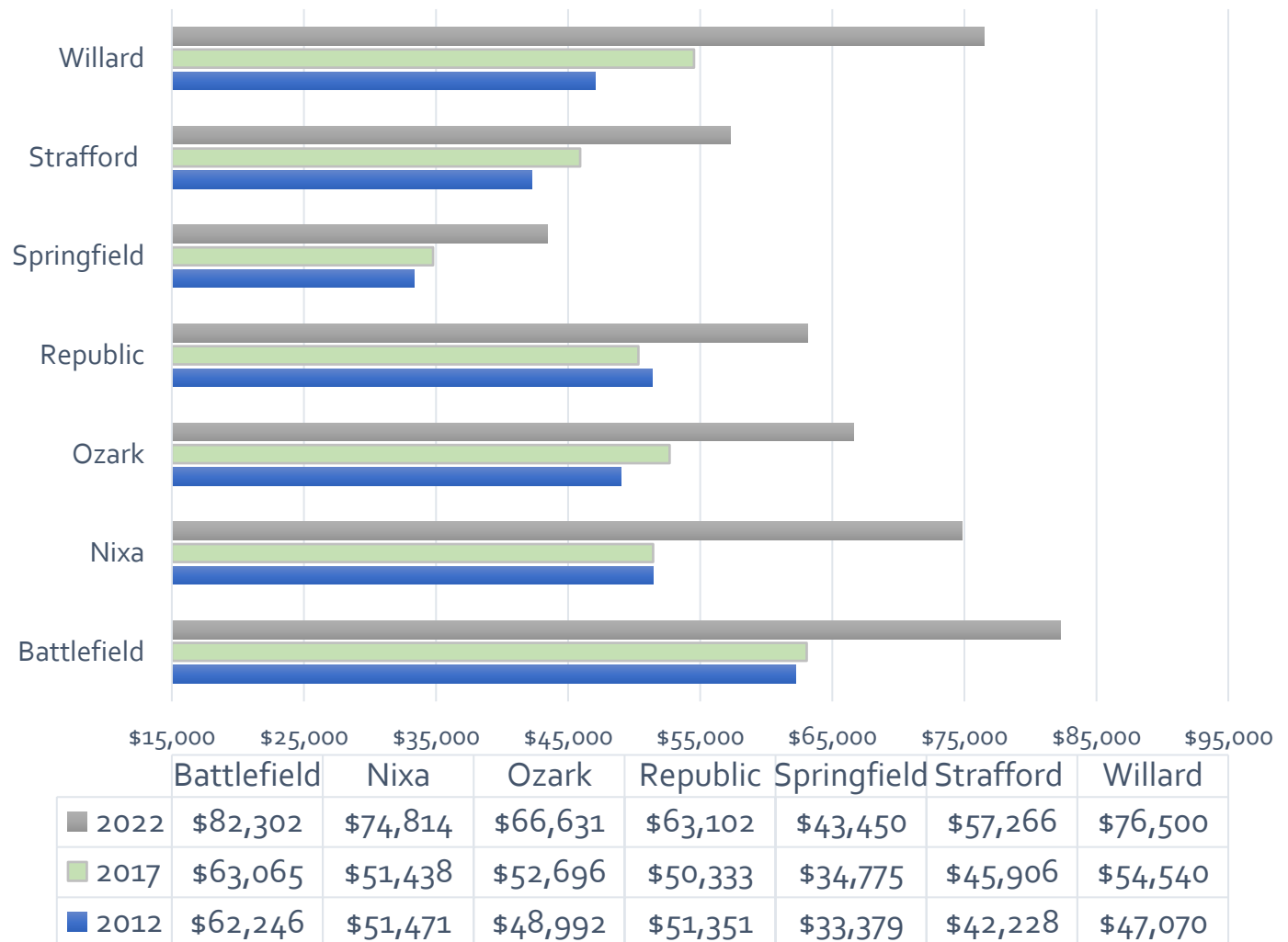
The chart to the right shows median household income for each city within the OTO planning area.

The ACS estimate for 2022 is higher for all cities. In Springfield, there is a significant difference between 2012, 2017, and 2022.

In the cases of Battlefield, Ozark, Nixa, Republic, Strafford & Willard there is no significant difference between 2012 & 2017, but the 2022 estimate is statistically different from the earlier five-year samples.

Median Household Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



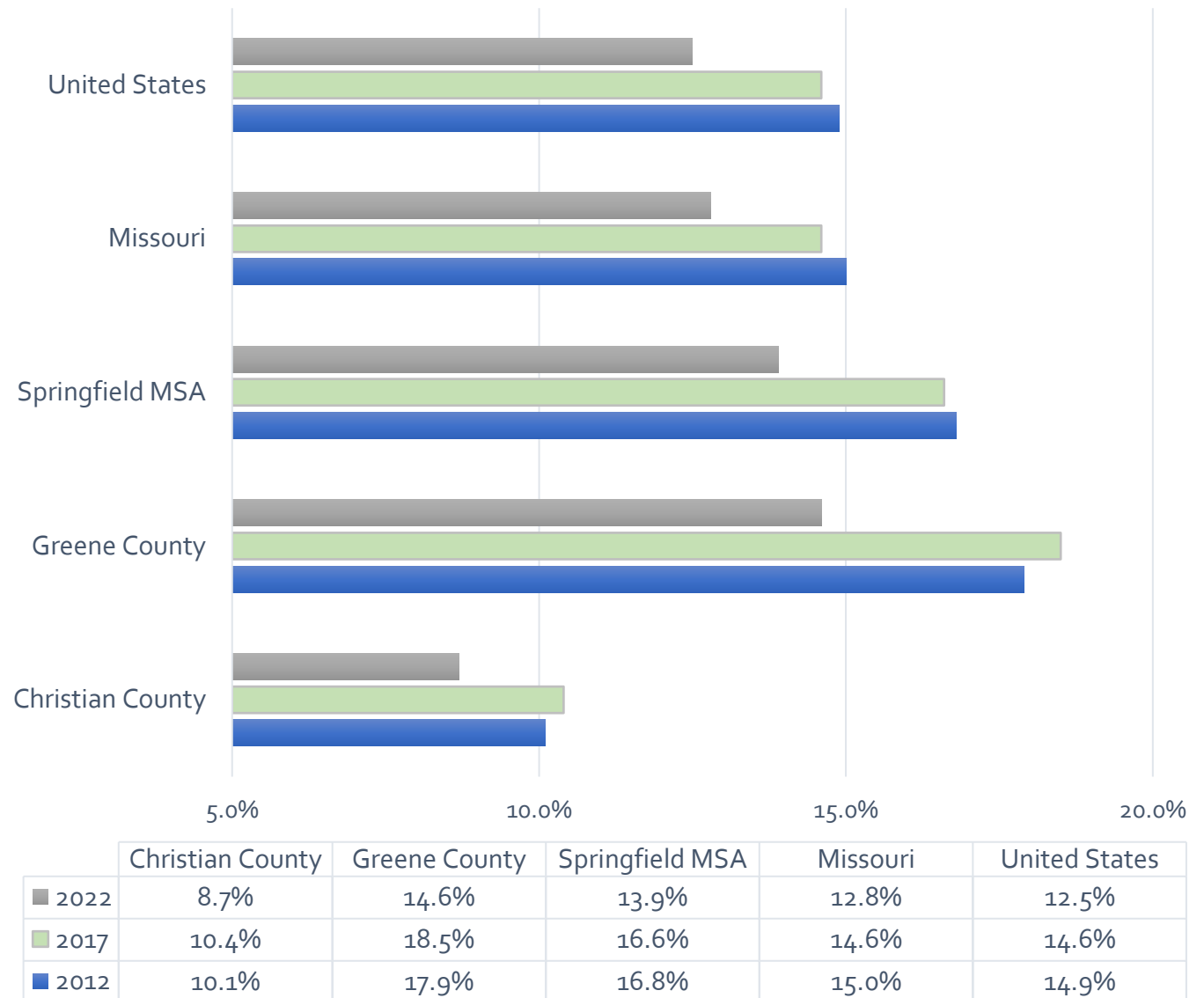
Individuals Living Below Poverty

In 2021, the percentage of people living at or below the poverty level had dropped below 2011 & 2016 levels for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

Survey estimates for 2021 are statistically different from 2011 & 2016 estimates for all geographies. This indicates that percentages of people living below poverty level were reduced over the past decade but also impacted by financial stimulus during the pandemic.

Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



Children Living in Poverty

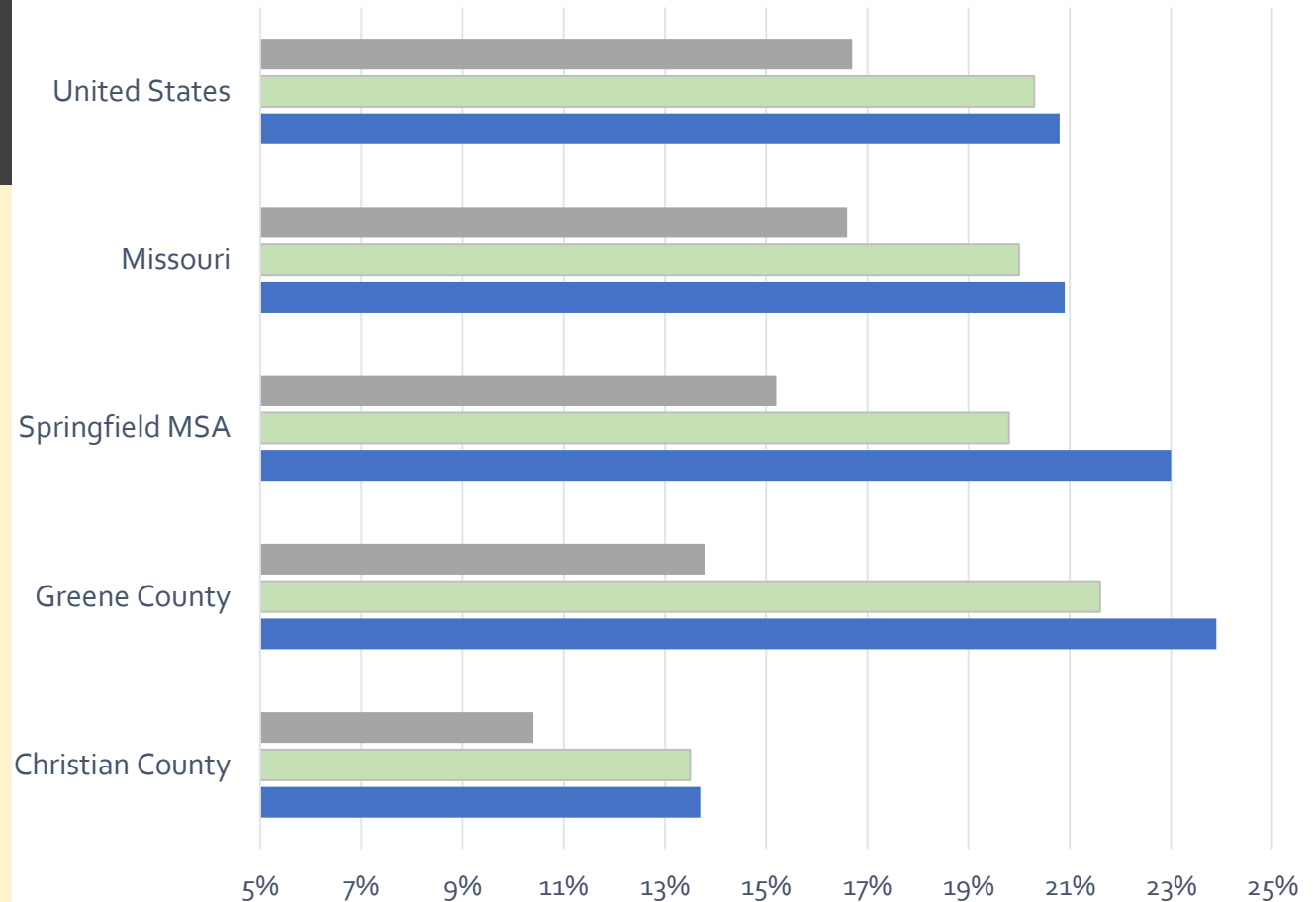
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA, Greene, and Christian Counties are compared with Missouri and the United States in the chart.

The estimates for the percentage of children living at or below the poverty level in 2011 & 2016 samples are not statistically different across all geographies. The five-year estimates for 2016 are significantly different from the 2021 sample in all geographies.

This indicates that children living at or below poverty level has returned to pre-recession levels or better across the board.

Children Living in Poverty

Source: American Community Survey 5-Year Estimates



	Christian County	Greene County	Springfield MSA	Missouri	United States
2022	10.4%	13.8%	15.2%	16.6%	16.7%
2017	13.5%	21.6%	19.8%	20.0%	20.3%
2012	13.7%	23.9%	23.0%	20.9%	20.8%

Workforce Education Levels

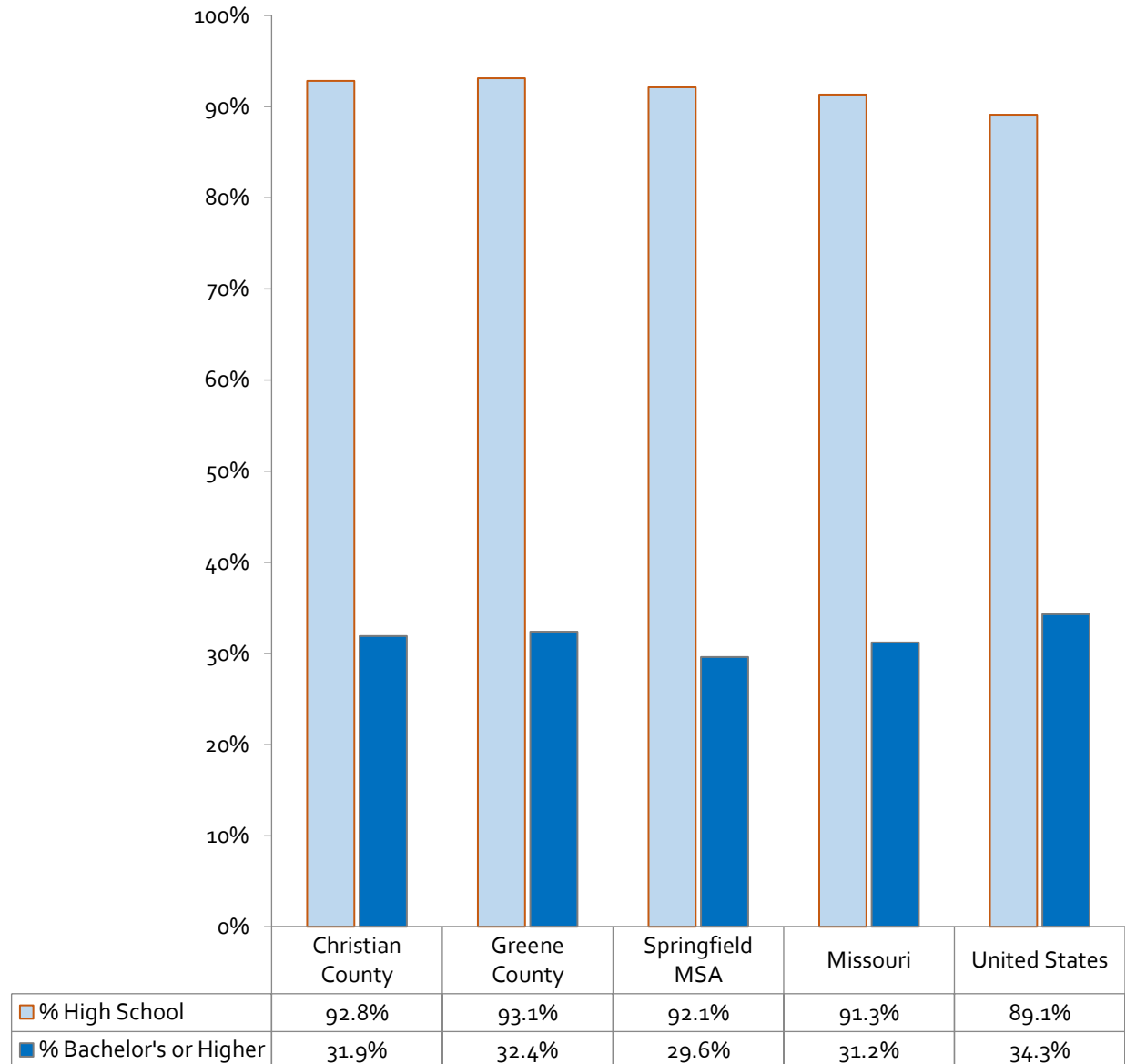
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have higher percentages of residents 25 years of age or older with a high school diploma than the MSA, State, or the U.S. Greene County has the higher percentage of residents 25 years of age or older with a four-year college degree at 32.4 percent compared to all other geographies except for the U.S.

The Springfield MSA as a whole, has the lowest percentage of people over 25 with a bachelor's degree or higher while all areas have a higher percentage of high school graduates than the U.S.

Workforce Education Levels Percent with High School Diploma and College Degrees in Springfield MSA Counties

Source: 2022 ACS 5-Year Estimates



Commuting Patterns

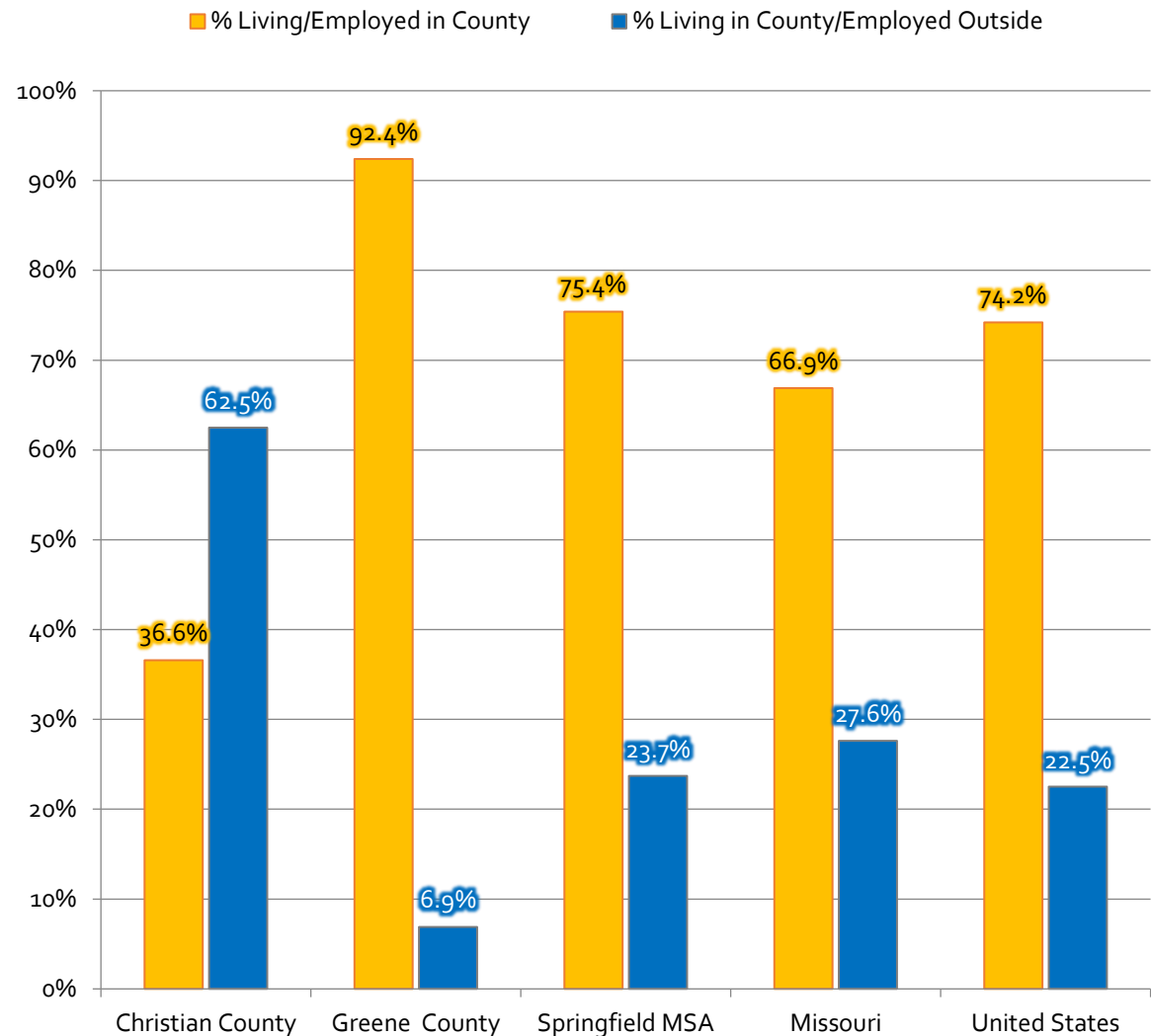
The chart to the right shows the percentage of workers who work in their county of residence compared to the percentage who work in a different county.

Of the people who work in Greene County, 92.4 percent also live in Greene County. Conversely, the majority (62.5%) of Christian County residents commute to another county for work.

The MSA percentage of workers living in the same county as they are employed is comparable to that of the United States but greater than Missouri as a whole.

County of Residence vs. County of Employment

Source: 2022 ACS 5-Year Estimates



Mean Travel Time to Work

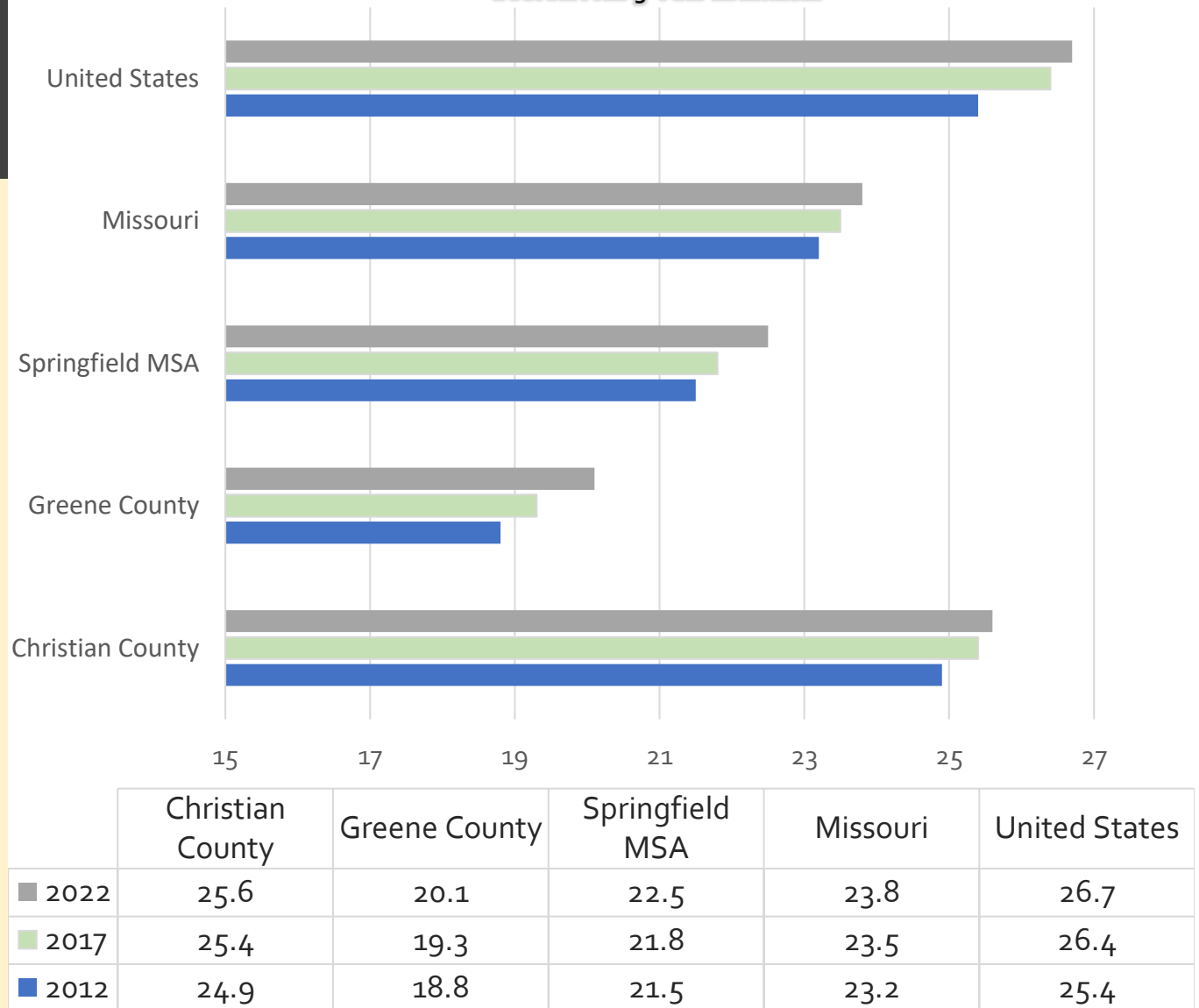
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 20.1 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25.6 minutes. This is comparable to the United States as a whole.

Travel time estimates for the United States and Missouri are statistically different and have increased across all five-year samples. Greene County and the Springfield MSA had statistically significant increases between 2017 and 2022. Christian County was not statistically different across any of the samples.

Mean Travel Time to Work in Minutes Counties & MSA

Source: ACS 5-Year Estimates



Mean Travel Time to Work

The chart to the right shows the average commute time for residents living in the seven cities within the OTO area.

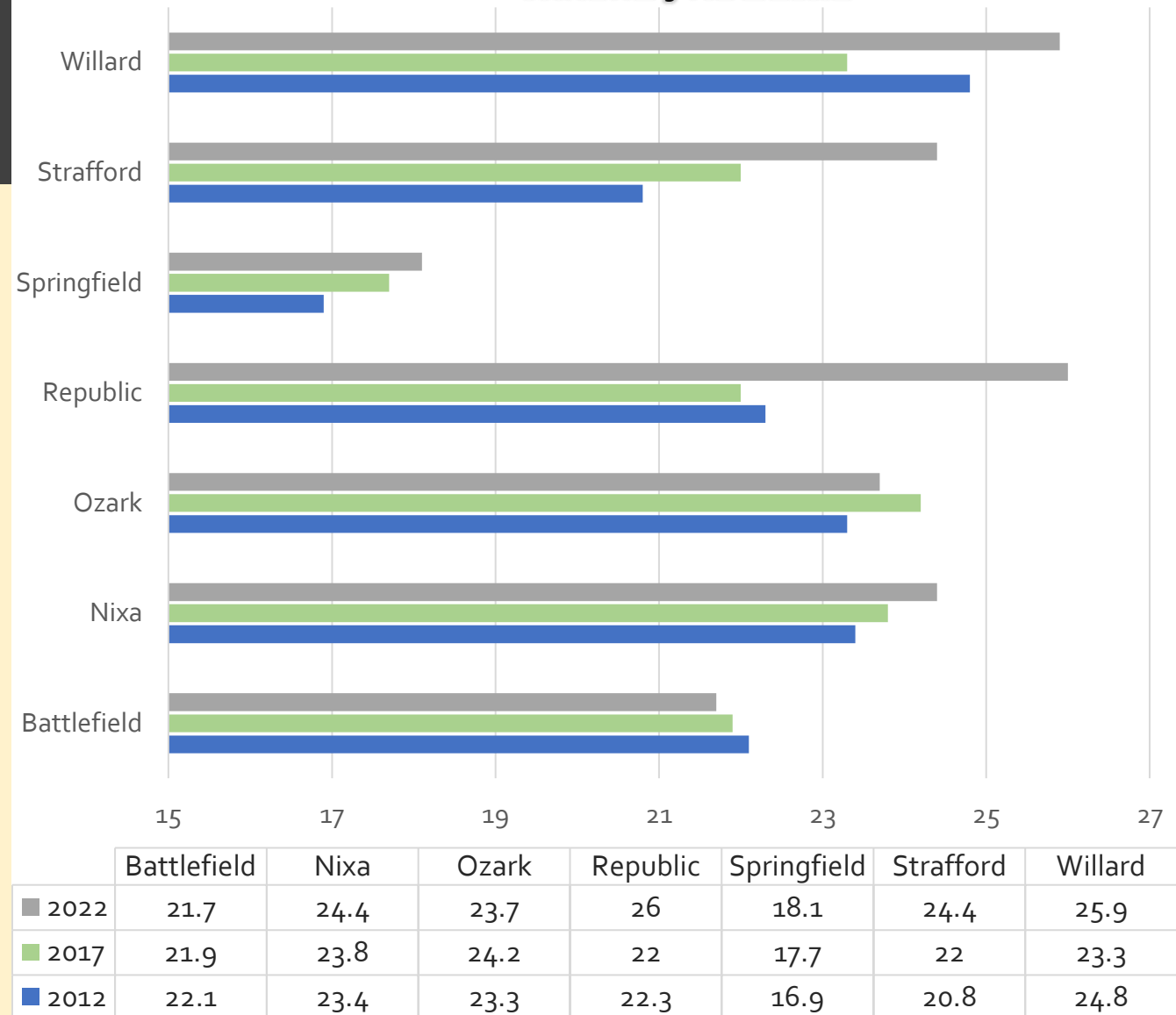
The 2022 estimate for Republic is statistically different from 2017 showing an increase but the 2017 estimate is not statistically different from 2012.

The 2022 estimates for Springfield and Strafford are significantly higher than 2012 but no different than 2017.

There is no statistical difference between any of the estimates for Battlefield, Nixa, Ozark, or Willard.

Mean Travel Time to Work in Minutes OTO Area Cities

Source: ACS 5-Year Estimates



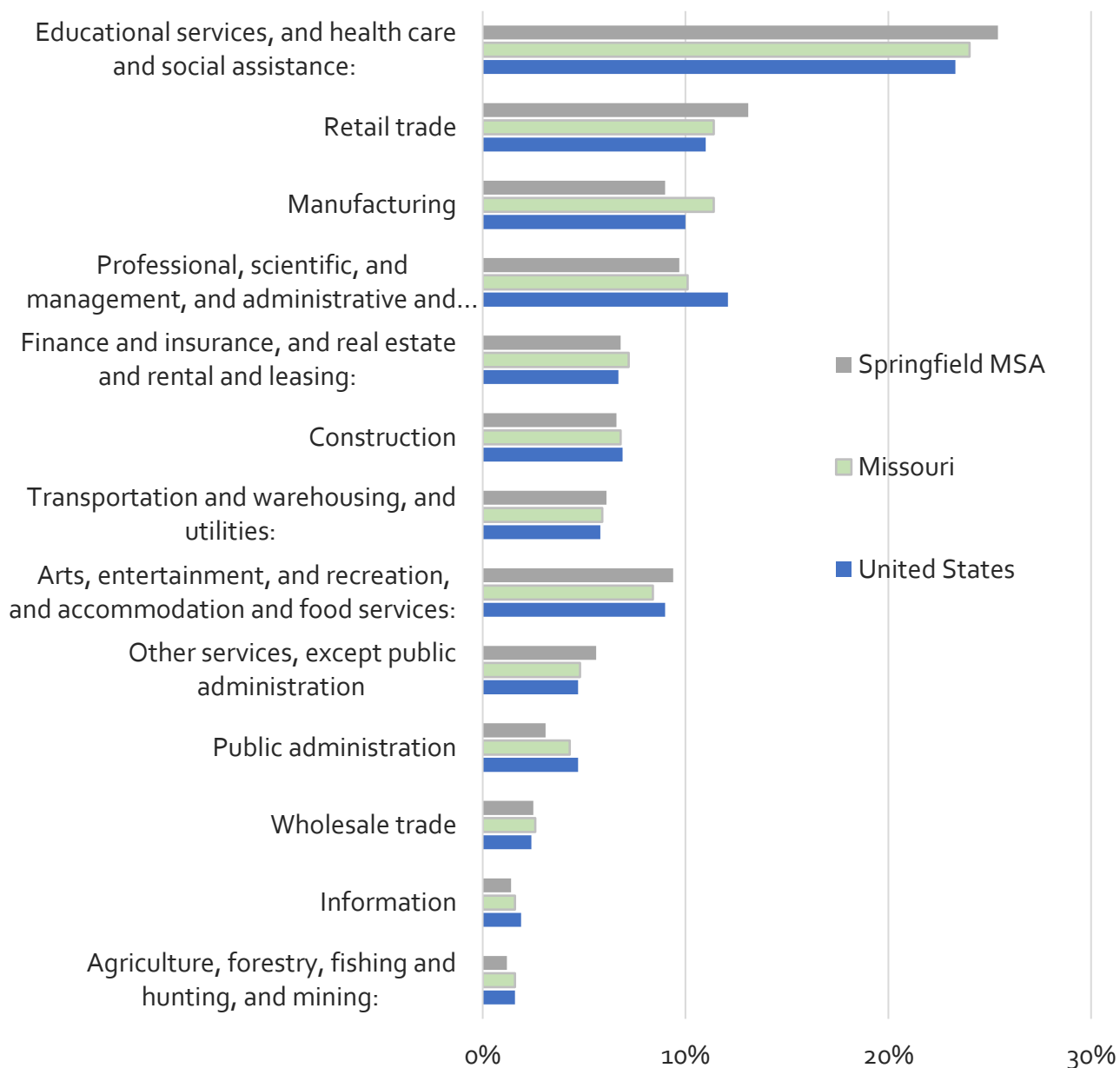
Workforce By Industry

The chart to the right compares industry employment percentages for the workforce for the Springfield, MO MSA, Missouri, & the United States.

The percent of industry employment in the Springfield MSA is most significantly greater than MO & the U.S. in Professional, Scientific, and Management, and Administrative and Waste Management Services.

The MSA percentage lags MO & the U.S. most significantly in Educational Services, and Health Care and Social Assistance. The MSA percentage of Manufacturing workers is greater than the U.S. but still falls short of MO.

Springfield MSA Percentage of Workers by Industry
Source: ACS 2022 5-Year Estimates



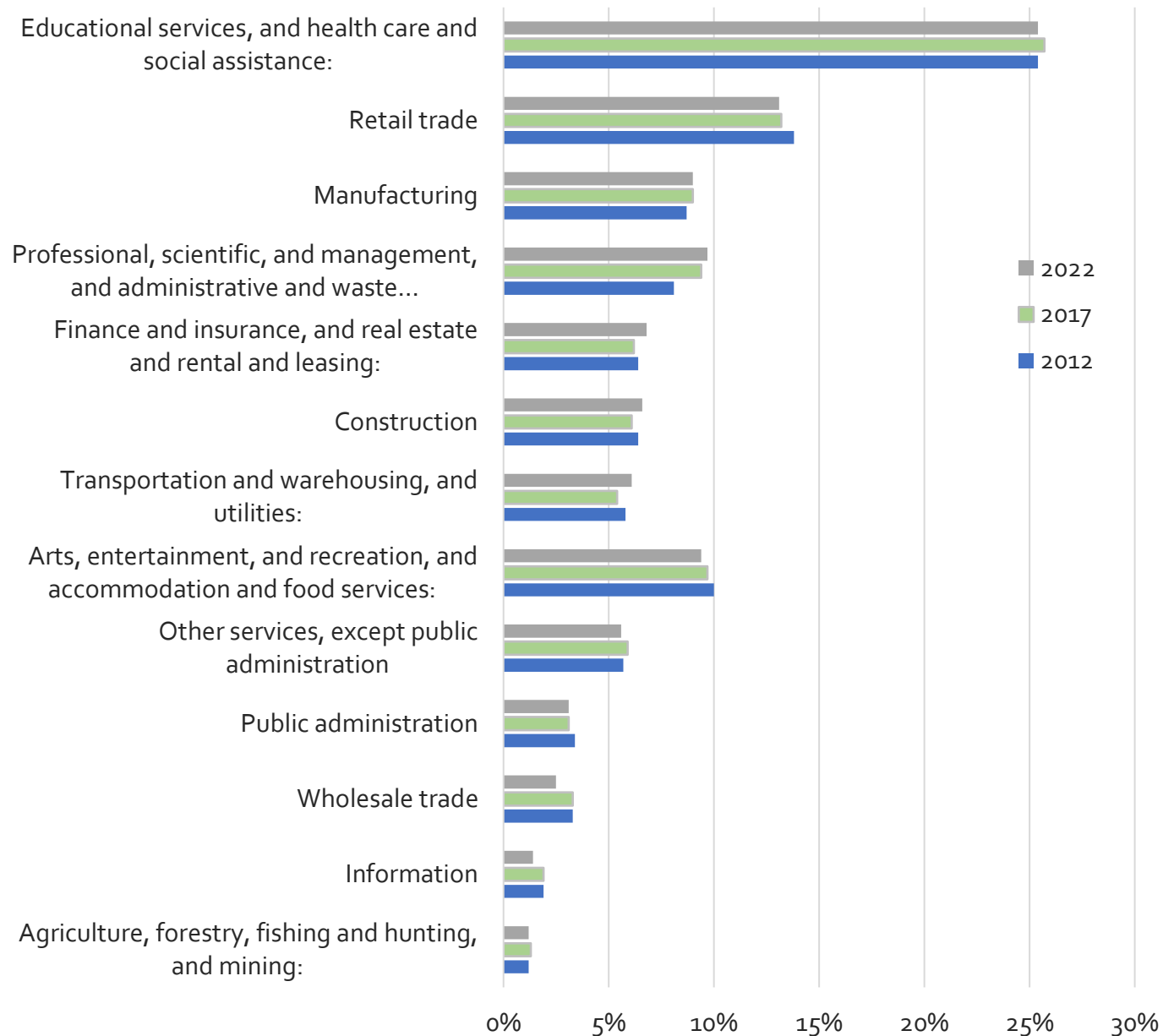
Workforce By Industry Springfield MSA

The chart to the right shows the 5-year estimates for the percentage of workers by industry in the Springfield MSA for 2022, 2017, & 2012.

There is no statistical difference for most industries amongst the surveys. However, the estimates are significantly different for Education & Healthcare and Construction Industries from prior 5-year samples, 2012 & 2017, respectively.

Employment percentages in the Wholesale Trade, Public Administration, & Information sectors declined from 2017 to 2022 while employment in the Professional, Scientific, etc. sector increased.

Springfield MSA Percentage of Workers by Industry Source:
ACS 5-Year Estimates



Springfield MSA Workforce Change by Industry 2012 – 2022, American Community Survey 5-yr Estimates

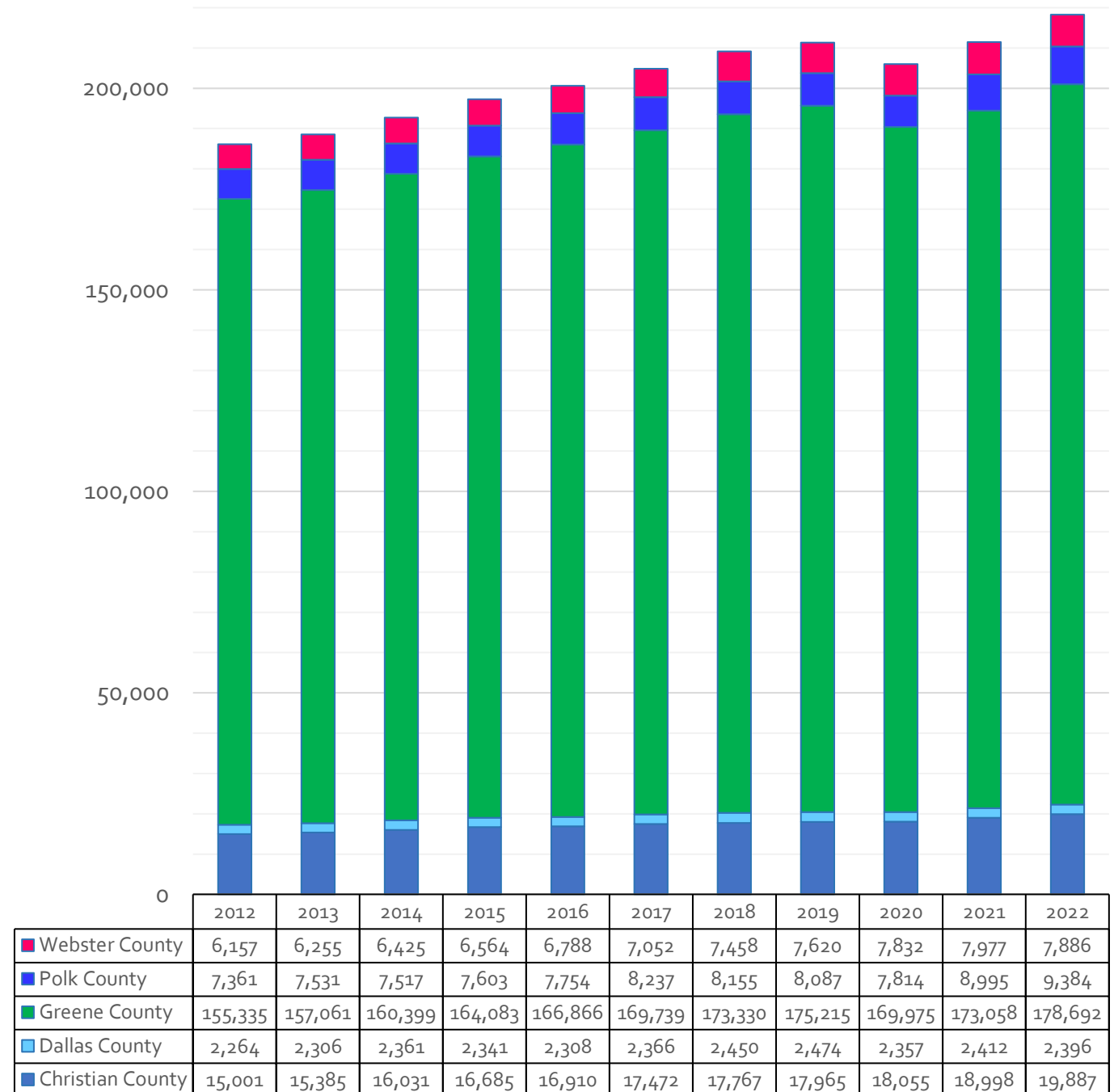
	2012	2022	Difference	% Change
Full-time, year-round civilian employed population 16 years and over	136,075	161,180	25,105	18.4
Agriculture, forestry, fishing and hunting, and mining:	1,668	1,738	70	4.2
Agriculture, forestry, fishing and hunting	1,468	1,544	76	5.2
Mining, quarrying, and oil and gas extraction	200	194	-6	-3.0
Construction	8,644	10,784	2,140	24.8
Manufacturing	14,618	17,299	2,681	18.3
Wholesale trade	5,549	5,236	-313	-5.6
Retail trade	16,928	18,607	1,679	9.9
Transportation and warehousing, and utilities:	9,690	10,493	803	8.3
Transportation and warehousing	7,829	8,842	1,013	12.9
Utilities	1,861	1,651	-210	-11.3
Information	2,870	2,266	-604	-21.0
Finance and insurance, and real estate and rental and leasing:	10,173	12,102	1,929	19.0
Finance and insurance	7,797	9,486	1,689	21.7
Real estate and rental and leasing	2,376	2,616	240	10.1
Professional, scientific, and management, and administrative and waste management services:	10,776	16,125	5,349	49.6
Professional, scientific, and technical services	6,025	9,727	3,702	61.4
Management of companies and enterprises	293	292	-1	-0.34
Administrative and support and waste management services	4,458	6,106	1,648	37.0
Educational services, and health care and social assistance:	34,080	40,192	6,112	17.9
Educational services	11,711	14,008	2,297	19.6
Health care and social assistance	22,369	26,184	3,815	17.1
Arts, entertainment, and recreation, and accommodation and food services:	7,939	9,975	2,036	25.6
Arts, entertainment, and recreation	1,425	1,900	475	33.3
Accommodation and food services	6,514	8,075	1,561	24.0
Other services, except public administration	7,171	8,082	911	12.7
Public administration	5,969	6,187	218	3.7

Number of Jobs by MSA County

The data contained in the chart on this page was retrieved from the U.S. Census Bureau The Local Employment and Household Dynamics (LEHD) Quarterly Workforce Indicators.

The data show job losses from 2021 to 2022. Beginning in 2011, jobs numbers start to climb every year through 2019. The overwhelming number of jobs in the MSA are in Greene County.

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2010 to 2020 has remained relatively constant.



Data Sources

The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, the Christian County Planning and Development Department, and the cities of Battlefield, Republic, Nixa, Ozark, Strafford, and Willard.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns.

Other data sources include:

U.S. Census Bureau, 2020 Decennial Census. P.L. 94_171 Redistricting Data

U.S. Census Bureau, 2020. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 2/13/2024
<https://lehd.ces.census.gov/data/#qwi>.

U.S. Census Bureau. 2022. LEHD Origin-Destination Employment Statistics (2002-2021) LEHD Origin-Destination Employment Statistics (2002-2021) at <https://onthemap.ces.census.gov>. LODS 7.4 [version]

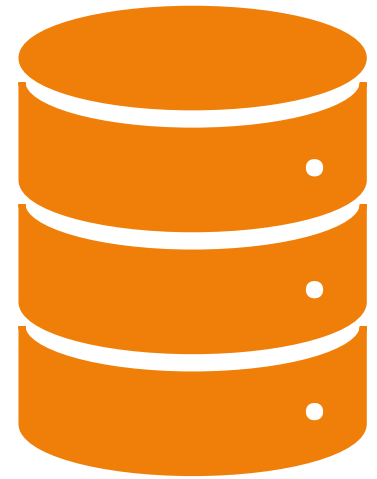
Missouri Census Data Center, (2020). <http://mcdc.missouri.edu/decennial-census/1980-1990.shtml>

Missouri Census Data Center, (2020). <http://mcdc.missouri.edu/decennial-census/2000.shtml>

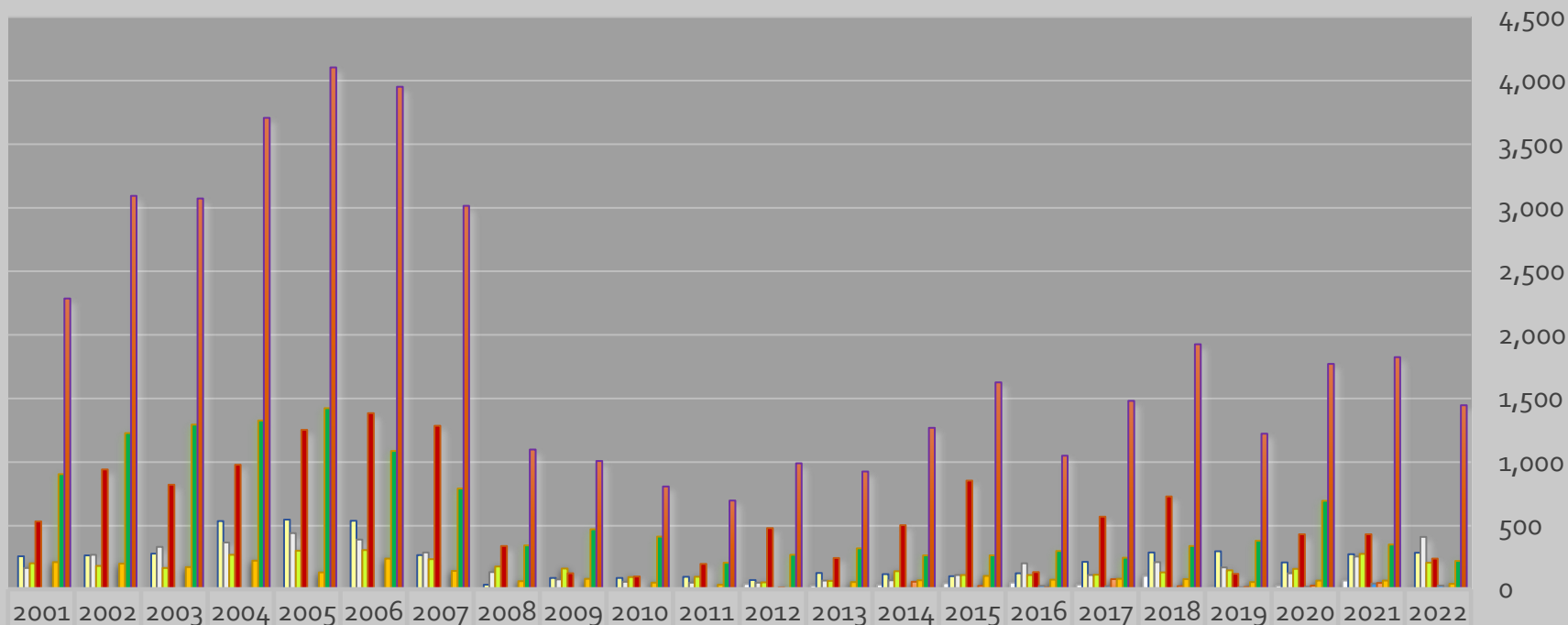
Missouri Census Data Center. (2024). *State/County Annual Population Change* [dataset application]. Available from <https://mcdc.missouri.edu/applications/population/change/>.

U.S. Census Bureau, 2020 & 2022, 2017, 2012 American Community Survey 5-Year Estimates.
<https://data.census.gov/cedsci/>

[Internal Revenue Service, SOI Tax Stats – Migration Data](#), 2024.

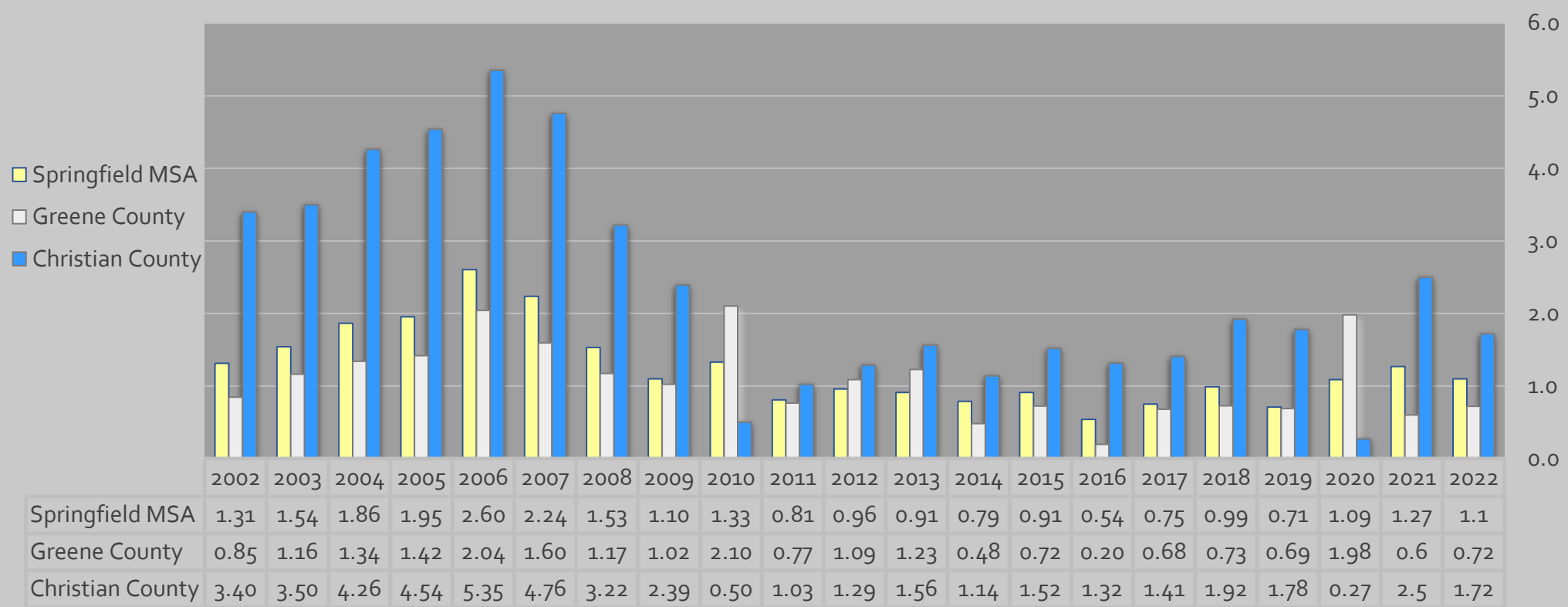


Appendix A: OTO Area Permit Activity 2001 - 2022

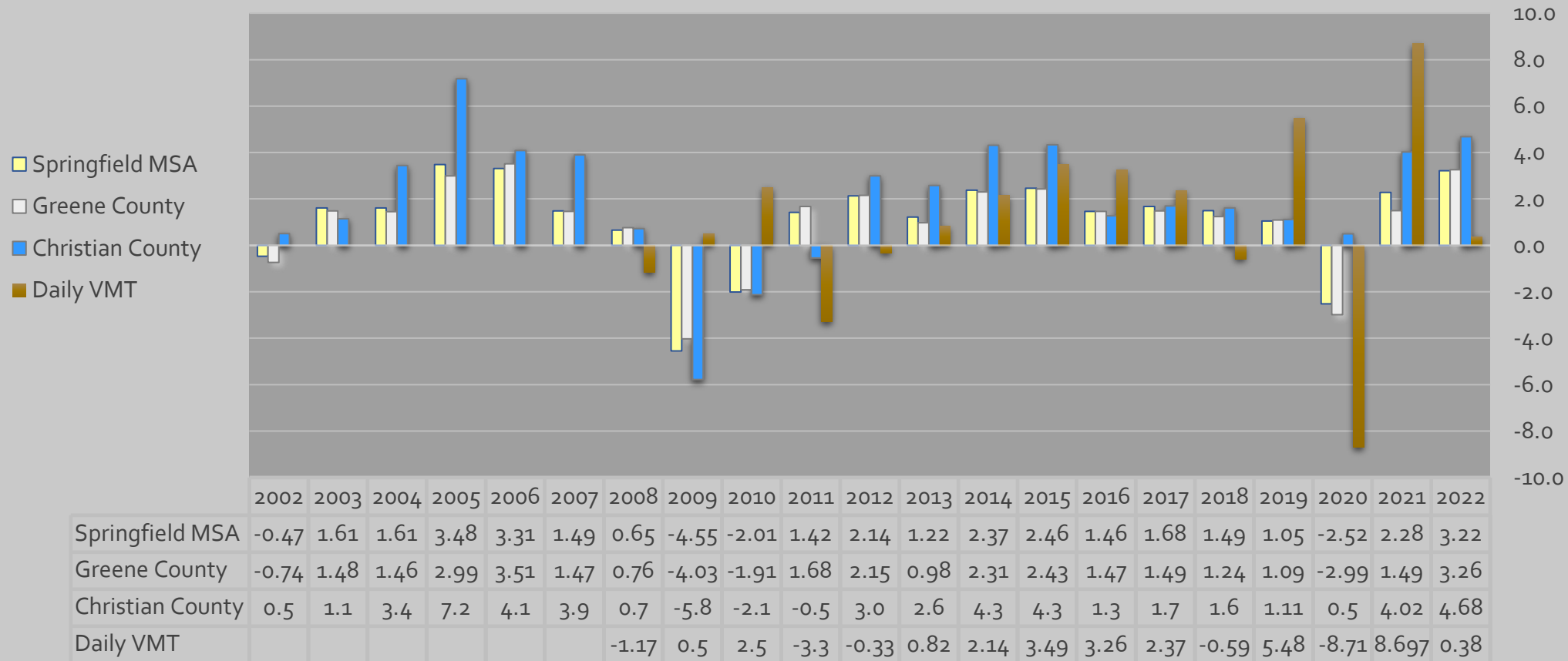


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Battlefield	-	-	-	-	-	-	-	-	-	-	-	40	29	36	47	53	36	106	14	30	69	5
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	215	289	298	212	276	288
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127	257	412
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	160	277	208
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122	433	432	242
Strafford												0	3	2	2	27	24	8	15	20	46	28
Willard												13	7	59	26	14	80	25	17	28	49	
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	68	69	42
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381	695	351	222
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,481	1,926	1,223	1,773	1,826	1,447

Appendix B: Year-over-Year Population Percent Change 2002 - 2022



Appendix C: Year-over-Year Total Jobs Percent Change 2002 – 2022 & Daily Vehicle Miles Travelled



TAB 3

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM II.D.

2nd Quarter Financial Statements FY 2024

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the financial statements for the 2nd Quarter FY 2024 Budget Year. This period includes July 1, 2023, through December 31, 2023.

The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, Chadwick Flyer Trail Phase III Project (CRRSAA) and Safe Streets for All (SS4A) Financial Statements. The OTO switched over to modified accrual accounting during the second quarter. This change results in Accounts Payable and Revenue Receivable showing on the Statement of Financial Position.

Section One – Combined Financial Statements

- Statement of Financial Position
The current assets were \$786,844.0 on December 31, 2023. The OTO Operating Account had a balance of \$317,705.18 with Revenue Receivable of \$242,007.07.
- The Operating Fund Balance Report shows the OTO had a total balance of \$550,484.73 at the end of December 2023. The total balances include the Chadwick Flyer Trail Phase III funds. The report shows the available bank balances as of December 31, 2023.
- Statement of Financial Income and Expense
This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was \$2,157,017.17. The total OTO expenditure for all projects and operations was \$1,934,211.91.

Section Two – Operations Financial Statements

- Profit and Loss Statement
Revenues exceeded expenditures in the amount of \$235,890.62 at the end of the second quarter.
- Budget vs. Actual
The OTO budgeted expenses in the amount of \$1,516,214 for the budget year. Actual expenses at the end of 2nd Quarter FY 2024 were \$529,306.29. This represents 34.9% of budgeted expenses.

Section Three – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual

The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 32.6% of the budgeted \$1,597,423. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized \$22,856.74 of in-Kind match income during the first half of FY 2024. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- *Unified Planning Work Program Progress Report – 2nd Quarter FY 2024*
This report outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

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

- *Profit and Loss Statement*
During this period, expenditures exceeded revenue in the amount of \$2,689.62.
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$1,302,040 for the budget year. Actual expenses at the end of the first half of FY 2024 are \$1,347,673.12. Construction is complete and final expenses should be billed in the third quarter. The construction came in under budget on the construction estimate and contract. Timing of invoices between fiscal year accounts for the overage in budget.

Section Five – SS4A Grant

- *Profit and Loss Statement*
During this period, expenses exceeded revenue in the amount of \$10,444.91. Match by local jurisdictions will not be billed until July 2024.
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$286,000 for the budget year. Actual expenses at the end of the second quarter FY 2024 were \$34,375.76.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Financial Statements for the 2nd Quarter FY 2024.”

OR

“Move to return to staff the Financial Statements for the 2nd Quarter FY 2024 in order to...”

OTO Combined Financial Statements

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



Ozarks Transportation Organization
Statement of Financial Position
As of December 31, 2023

	Dec 31, 23	Dec 31, 22	\$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Arvest Bank Operational Checkin	317,705.18	437,062.65	-119,357.47	-27.3%
Arvest Bank Special Projects	227,131.95	186,921.58	40,210.37	21.5%
Southern Bank--Money Market	0.00	10,987.57	-10,987.57	-100.0%
Southern Bank-Sm Bus Checking	0.00	9,631.49	-9,631.49	-100.0%
Total Checking/Savings	544,837.13	644,603.29	-99,766.16	-15.5%
Accounts Receivable				
Revenue Receivable	242,007.07	0.00	242,007.07	100.0%
Total Accounts Receivable	242,007.07	0.00	242,007.07	100.0%
Total Current Assets	786,844.20	644,603.29	142,240.91	22.1%
TOTAL ASSETS	786,844.20	644,603.29	142,240.91	22.1%
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities				
Accounts Payable	16,738.62	0.00	16,738.62	100.0%
Credit Cards	4,156.82	1,598.09	2,558.73	160.1%
Other Current Liabilities	107,126.03	-73.88	107,199.91	145,100.0%
Total Current Liabilities	128,021.47	1,524.21	126,497.26	8,299.2%
Total Liabilities	128,021.47	1,524.21	126,497.26	8,299.2%
Equity				
Unrestricted Net Assets	436,017.47	349,933.13	86,084.34	24.6%
Net Income	222,805.26	293,145.95	-70,340.69	-24.0%
Total Equity	658,822.73	643,079.08	15,743.65	2.5%
TOTAL LIABILITIES & EQUITY	786,844.20	644,603.29	142,240.91	22.1%

**Ozarks Transportation Organization
Operating Fund Balance Report
FY 2024**

Monthly Ending Balance

Date	Arvest Operational	Arvest Special Projects	Total Balance
7/31/2023	\$511,976.46	\$406,897.66	\$918,874.12
8/31/2023	\$434,067.60	\$147,430.16	\$581,497.76
9/30/2023	\$771,849.56	\$119,951.56	\$891,801.12
10/31/2023	\$702,845.34	\$575,552.39	\$1,278,397.73
11/30/2023	\$402,443.63	\$288,102.94	\$690,546.57
12/31/2023	\$323,352.78	\$227,131.95	\$550,484.73
1/31/2024			
2/28/2024			
3/31/2024			
4/30/2024			
5/31/2024			
6/30/2024			

Balance After Liabilities

OPERATIONAL FUND

**SPECIAL PROJECTS FUND
(Chadwick Flyer Trail Phase III)**

Arvest Operational Bank Balances 12/31/2023	\$323,352.78	Arvest Special Project Balances 12/31/2023	\$227,131.95
Outstanding Checking Withdrawals	(\$5,647.60)	Outstanding Checking Withdrawals	\$0.00
Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00
Total Equity 12/31/2023	\$317,705.18	Total Equity 12/31/2023	\$227,131.95

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

Ozarks Transportation Organization

Statement of Financial Income and Expense

July through December 2023

	100 OTO Operations	200 UPWP	600 CRRSAA	650 SS4A	TOTAL
Ordinary Income/Expense					
Income					
Other Types of Income					
In-Kind Match, Donated Direct C	0.00	10,747.64	0.00	0.00	10,747.64
Interest Income	7,135.12	0.00	0.00	0.00	7,135.12
Miscellaneous Revenue	49.17	0.00	0.00	0.00	49.17
Total Other Types of Income	<u>7,184.29</u>	<u>10,747.64</u>	<u>0.00</u>	<u>0.00</u>	<u>17,931.93</u>
OTO Revenue					
Chadwick Flyer Match Funds	0.00	0.00	293,193.10	0.00	293,193.10
Consolidated Planning Grant CPG	533,835.56	0.00	0.00	0.00	533,835.56
CRRSAA Funds	0.00	0.00	863,750.00	0.00	863,750.00
In Kind Match, Meeting Attend	0.00	12,109.10	0.00	0.00	12,109.10
Local Jurisdiction Match Funds	100,121.28	0.00	0.00	0.00	100,121.28
Safe Streets for All FHWA Grant	0.00	0.00	0.00	23,930.85	23,930.85
STBG - Chadwick Flyer Phase III	0.00	0.00	188,040.40	0.00	188,040.40
Surface Trans Block Grant	124,104.95	0.00	0.00	0.00	124,104.95
Total OTO Revenue	<u>758,061.79</u>	<u>12,109.10</u>	<u>1,344,983.50</u>	<u>23,930.85</u>	<u>2,139,085.24</u>
Total Income	<u>765,246.08</u>	<u>22,856.74</u>	<u>1,344,983.50</u>	<u>23,930.85</u>	<u>2,157,017.17</u>
Gross Profit	765,246.08	22,856.74	1,344,983.50	23,930.85	2,157,017.17
Expense					
Bank Fees					
Interest Expense	0.00	0.00	2,258.89	0.00	2,258.89
Bank Fees - Other	21.66	0.00	300.00	0.00	321.66
Total Bank Fees	<u>21.66</u>	<u>0.00</u>	<u>2,558.89</u>	<u>0.00</u>	<u>2,580.55</u>
Building					
Building Lease	27,030.00	0.00	0.00	0.00	27,030.00
Common Area Main Exp	9,968.70	0.00	0.00	0.00	9,968.70
Maintenance	179.16	0.00	0.00	0.00	179.16

	100 OTO Operations	200 UPWP	600 CRRSAA	650 SS4A	TOTAL
Office Cleaning	2,840.64	0.00	0.00	0.00	2,840.64
Utilities	1,269.44	0.00	0.00	0.00	1,269.44
Total Building	41,287.94	0.00	0.00	0.00	41,287.94
Commodities					
Office Supplies/Furniture	1,821.02	0.00	0.00	0.00	1,821.02
OTO Promotional Items	5,344.25	0.00	0.00	0.00	5,344.25
Public Input Promotional Items	34.65	0.00	0.00	0.00	34.65
Publications	379.00	0.00	0.00	634.90	1,013.90
Total Commodities	7,578.92	0.00	0.00	634.90	8,213.82
In-Kind Match Expense					
Direct Cost - MoDOT Salaries	0.00	8,712.79	0.00	0.00	8,712.79
Member Attendance at Meetings	0.00	14,143.95	0.00	0.00	14,143.95
Total In-Kind Match Expense	0.00	22,856.74	0.00	0.00	22,856.74
Information Technology					
IT Maintenance Contract	6,868.80	0.00	0.00	0.00	6,868.80
Software	353.88	0.00	0.00	0.00	353.88
Webhosting	1,565.75	0.00	0.00	0.00	1,565.75
Total Information Technology	8,788.43	0.00	0.00	0.00	8,788.43
Insurance					
Directors & Officers	3,457.00	0.00	0.00	0.00	3,457.00
General Liability/Property	4,590.00	0.00	0.00	0.00	4,590.00
Network Defender	1,399.00	0.00	0.00	0.00	1,399.00
Workers Compensation	937.00	0.00	0.00	0.00	937.00
Insurance - Other	0.00	0.00	323.40	0.00	323.40
Total Insurance	10,383.00	0.00	323.40	0.00	10,706.40
Operating					
Dues/Memberships	4,977.71	0.00	0.00	0.00	4,977.71
Education/Training/Travel	10,071.48	0.00	0.00	0.00	10,071.48
Food/Meeting Expense	3,467.09	0.00	0.00	0.00	3,467.09
Legal/Bid Notices	190.52	0.00	0.00	0.00	190.52
Postage/Postal Services	573.73	0.00	0.00	0.00	573.73

	100 OTO Operations	200 UPWP	600 CRRSAA	650 SS4A	TOTAL
Printing/Mapping Services	1,285.00	0.00	0.00	0.00	1,285.00
Staff Mileage Reimbursement	1,173.10	0.00	0.00	0.00	1,173.10
Telephone/Internet	3,431.57	0.00	0.00	0.00	3,431.57
Total Operating	25,170.20	0.00	0.00	0.00	25,170.20
Personnel					
Mobile Data Plans	750.00	0.00	0.00	0.00	750.00
Payroll Services	1,499.43	0.00	0.00	0.00	1,499.43
Salaries and Fringe	382,317.26	0.00	0.00	29,278.66	411,595.92
Total Personnel	384,566.69	0.00	0.00	29,278.66	413,845.35
Services					
Legislative Education	2,472.40	0.00	0.00	0.00	2,472.40
Professional Services (Legal &	18,950.00	0.00	0.00	0.00	18,950.00
TIP Tool Maintenance	8,228.00	0.00	0.00	0.00	8,228.00
Trail Construction	0.00	0.00	1,344,790.83	0.00	1,344,790.83
Trans Consult/Model Services	21,859.05	0.00	0.00	4,462.20	26,321.25
Total Services	51,509.45	0.00	1,344,790.83	4,462.20	1,400,762.48
Total Expense	529,306.29	22,856.74	1,347,673.12	34,375.76	1,934,211.91
Net Ordinary Income	235,939.79	0.00	-2,689.62	-10,444.91	222,805.26
Net Income	235,939.79	0.00	-2,689.62	-10,444.91	222,805.26

Operational Financial Reports

Excludes the special project grant budgets and in-kind.



Ozarks Transportation Organization
Operational Profit & Loss
July through December 2023

	Jul - Dec 23
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	7,135.12
Total Other Types of Income	7,135.12
OTO Revenue	
Consolidated Planning Grant CPG	533,835.56
Local Jurisdiction Match Funds	100,121.28
Surface Trans Block Grant	124,104.95
Total OTO Revenue	758,061.79
Total Income	765,196.91
Gross Profit	765,196.91
Expense	
Bank Fees	21.66
Building	
Building Lease	27,030.00
Common Area Main Exp	9,968.70
Maintenance	179.16
Office Cleaning	2,840.64
Utilities	1,269.44
Total Building	41,287.94
Commodities	
Office Supplies/Furniture	1,821.02
OTO Promotional Items	5,344.25
Public Input Promotional Items	34.65
Publications	379.00
Total Commodities	7,578.92
Information Technology	
IT Maintenance Contract	6,868.80
Software	353.88
Webhosting	1,565.75
Total Information Technology	8,788.43
Insurance	
Directors & Officers	3,457.00
General Liability/Property	4,590.00
Network Defender	1,399.00
Workers Compensation	937.00
Total Insurance	10,383.00
Operating	
Dues/Memberships	4,977.71
Education/Training/Travel	10,071.48
Food/Meeting Expense	3,467.09
Legal/Bid Notices	190.52
Postage/Postal Services	573.73
Printing/Mapping Services	1,285.00
Staff Mileage Reimbursement	1,173.10
Telephone/Internet	3,431.57
Total Operating	25,170.20

	Jul - Dec 23
Personnel	
Mobile Data Plans	750.00
Payroll Services	1,499.43
Salaries and Fringe	382,317.26
Total Personnel	384,566.69
Services	
Legislative Education	2,472.40
Professional Services (Legal &	18,950.00
TIP Tool Maintenance	8,228.00
Trans Consult/Model Services	21,859.05
Total Services	51,509.45
Total Expense	529,306.29
Net Ordinary Income	235,890.62
Net Income	235,890.62

Ozarks Transportation Organization Operational Budget vs. Actual

July through December 2023

	Jul - Dec 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	7,135.12	6,000.00	1,135.12	118.9%
Miscellaneous Revenue	0.00	400.00	-400.00	0.0%
Total Other Types of Income	7,135.12	6,400.00	735.12	111.5%
OTO Revenue				
Consolidated Planning Grant CPG	533,835.56	1,037,729.00	-503,893.44	51.4%
Local Jurisdiction Match Funds	100,121.28	162,954.00	-62,832.72	61.4%
Local Jurisdiction Study Fees	0.00	24,800.00	-24,800.00	0.0%
Surface Trans Block Grant	124,104.95	243,101.00	-118,996.05	51.1%
Total OTO Revenue	758,061.79	1,468,584.00	-710,522.21	51.6%
Total Income	765,196.91	1,474,984.00	-709,787.09	51.9%
Gross Profit	765,196.91	1,474,984.00	-709,787.09	51.9%
Expense				
Bank Fees	21.66	500.00	-478.34	4.3%
Building				
Building Lease	27,030.00	54,060.00	-27,030.00	50.0%
Common Area Main Exp	9,968.70	22,635.00	-12,666.30	44.0%
Maintenance	179.16	2,000.00	-1,820.84	9.0%
Office Cleaning	2,840.64	4,500.00	-1,659.36	63.1%
Utilities	1,269.44	3,200.00	-1,930.56	39.7%
Total Building	41,287.94	86,395.00	-45,107.06	47.8%
Commodities				
Office Supplies/Furniture	1,821.02	7,500.00	-5,678.98	24.3%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	5,344.25	4,000.00	1,344.25	133.6%
Public Input Promotional Items	34.65	5,500.00	-5,465.35	0.6%
Publications	379.00	1,000.00	-621.00	37.9%
Total Commodities	7,578.92	20,500.00	-12,921.08	37.0%
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,500.00	-8,500.00	0.0%
GIS Licenses	0.00	7,000.00	-7,000.00	0.0%
IT Maintenance Contract	6,868.80	13,000.00	-6,131.20	52.8%
Software	353.88	7,000.00	-6,646.12	5.1%
Webhosting	1,565.75	3,000.00	-1,434.25	52.2%
Total Information Technology	8,788.43	38,500.00	-29,711.57	22.8%
Insurance				
Automobile Insurance	0.00	2,000.00	-2,000.00	0.0%
Directors & Officers	3,457.00	2,600.00	857.00	133.0%
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%
General Liability/Property	4,590.00	3,000.00	1,590.00	153.0%
Network Defender	1,399.00	290.00	1,109.00	482.4%
Workers Compensation	937.00	2,500.00	-1,563.00	37.5%
Total Insurance	10,383.00	13,690.00	-3,307.00	75.8%
Operating				
Dues/Memberships	4,977.71	9,500.00	-4,522.29	52.4%
Education/Training/Travel	10,071.48	28,000.00	-17,928.52	36.0%
Food/Meeting Expense	3,467.09	8,500.00	-5,032.91	40.8%
Legal/Bid Notices	190.52	1,500.00	-1,309.48	12.7%
Postage/Postal Services	573.73	200.00	373.73	286.9%
Printing/Mapping Services	1,285.00	3,500.00	-2,215.00	36.7%
Public Input Event Registration	0.00	200.00	-200.00	0.0%
Staff Mileage Reimbursement	1,173.10	3,500.00	-2,326.90	33.5%
Telephone/Internet	3,431.57	7,000.00	-3,568.43	49.0%
Vehicle	0.00	35,000.00	-35,000.00	0.0%
Vehicle Maintenance/Fuel	0.00	2,400.00	-2,400.00	0.0%
Total Operating	25,170.20	99,300.00	-74,129.80	25.3%

Ozarks Transportation Organization Operational Budget vs. Actual

July through December 2023

	Jul - Dec 23	Budget	\$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	750.00	3,120.00	-2,370.00	24.0%
Payroll Services	1,499.43	4,000.00	-2,500.57	37.5%
Salaries and Fringe	382,317.26	868,025.00	-485,707.74	44.0%
Total Personnel	384,566.69	875,145.00	-490,578.31	43.9%
Services				
Data Acquisition	0.00	25,000.00	-25,000.00	0.0%
Legislative Education	2,472.40	9,000.00	-6,527.60	27.5%
Professional Services (Legal & Rideshare)	18,950.00	75,000.00	-56,050.00	25.3%
TIP Tool Maintenance	0.00	500.00	-500.00	0.0%
Trans Consult/Model Services	8,228.00	15,684.00	-7,456.00	52.5%
Travel Demand Model Update	21,859.05	240,000.00	-218,140.95	9.1%
Travel Sensing & Time Serv Proj	0.00	12,000.00	-12,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	5,000.00	-5,000.00	0.0%
Total Services	51,509.45	382,184.00	-330,674.55	13.5%
Total Expense	529,306.29	1,516,214.00	-986,907.71	34.9%
Net Ordinary Income	235,890.62	-41,230.00	277,120.62	-572.1%
Net Income	235,890.62	-41,230.00	277,120.62	-572.1%

Unified Planning Work Program (UPWP) Financial Reports

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



Ozarks Transportation Organization
UPWP Profit & Loss
July through December 2023

	Jul - Dec 23
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	10,747.64
Total Other Types of Income	10,747.64
OTO Revenue	
Consolidated Planning Grant CPG	380,986.29
In Kind Match, Meeting Attend	12,109.10
Local Jurisdiction Match Funds	100,121.28
Surface Trans Block Grant	21,952.64
Total OTO Revenue	515,169.31
Total Income	525,916.95
Gross Profit	525,916.95
Expense	
Building	
Building Lease	27,030.00
Common Area Main Exp	9,968.70
Maintenance	179.16
Office Cleaning	2,340.00
Utilities	1,269.44
Total Building	40,787.30
Commodities	
Office Supplies/Furniture	1,821.02
Public Input Promotional Items	34.65
Publications	379.00
Total Commodities	2,234.67
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	8,712.79
Member Attendance at Meetings	14,143.95
Total In-Kind Match Expense	22,856.74
Information Technology	
IT Maintenance Contract	6,868.80
Software	353.88
Webhosting	1,565.75
Total Information Technology	8,788.43
Insurance	
Directors & Officers	3,457.00
General Liability/Property	4,590.00
Network Defender	1,399.00
Workers Compensation	937.00
Total Insurance	10,383.00
Operating	
Dues/Memberships	4,715.09
Education/Training/Travel	7,771.48
Food/Meeting Expense	3,021.62
Legal/Bid Notices	190.52
Postage/Postal Services	454.93
Printing/Mapping Services	807.05
Staff Mileage Reimbursement	1,173.10
Telephone/Internet	3,431.57
Total Operating	21,565.36

Ozarks Transportation Organization
UPWP Profit & Loss
July through December 2023

	Jul - Dec 23
Personnel	
Mobile Data Plans	750.00
Payroll Services	1,499.43
Salaries and Fringe	382,256.44
Total Personnel	384,505.87
Services	
Professional Services (Legal &	17,450.00
TIP Tool Maintenance	6,940.00
Trans Consult/Model Services	5,002.80
Total Services	29,392.80
Total Expense	520,514.17
Net Ordinary Income	5,402.78
Net Income	5,402.78

Ozarks Transportation Organization
UPWP Budget vs. Actual
July through December 2023

	Jul - Dec 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	10,747.64	133,670.00	-122,922.36	8.0%
Total Other Types of Income	10,747.64	133,670.00	-122,922.36	8.0%
OTO Revenue				
Consolidated Planning Grant CPG	380,986.29	1,037,729.00	-656,742.71	36.7%
In Kind Match, Meeting Attend	12,109.10			
Local Jurisdiction Match Funds	100,121.28	162,954.00	-62,832.72	61.4%
Local Jurisdiction Study Fees	0.00	19,969.00	-19,969.00	0.0%
Surface Trans Block Grant	21,952.64	243,101.00	-221,148.36	9.0%
Total OTO Revenue	515,169.31	1,463,753.00	-948,583.69	35.2%
Total Income	525,916.95	1,597,423.00	-1,071,506.05	32.9%
Gross Profit	525,916.95	1,597,423.00	-1,071,506.05	32.9%
Expense				
Building				
Building Lease	27,030.00	54,060.00	-27,030.00	50.0%
Common Area Main Exp	9,968.70	22,635.00	-12,666.30	44.0%
Maintenance	179.16	2,000.00	-1,820.84	9.0%
Office Cleaning	2,340.00	4,500.00	-2,160.00	52.0%
Utilities	1,269.44	3,200.00	-1,930.56	39.7%
Total Building	40,787.30	86,395.00	-45,607.70	47.2%
Commodities				
Office Supplies/Furniture	1,821.02	7,500.00	-5,678.98	24.3%
Public Input Promotional Items	34.65	2,500.00	-2,465.35	1.4%
Publications	379.00	1,000.00	-621.00	37.9%
Total Commodities	2,234.67	11,000.00	-8,765.33	20.3%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	8,712.79	97,670.00	-88,957.21	8.9%
Member Attendance at Meetings	14,143.95	36,000.00	-21,856.05	39.3%
Total In-Kind Match Expense	22,856.74	133,670.00	-110,813.26	17.1%
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,500.00	-8,500.00	0.0%
GIS Licenses	0.00	7,000.00	-7,000.00	0.0%
IT Maintenance Contract	6,868.80	13,000.00	-6,131.20	52.8%
Software	353.88	7,000.00	-6,646.12	5.1%
Webhosting	1,565.75	3,000.00	-1,434.25	52.2%
Total Information Technology	8,788.43	38,500.00	-29,711.57	22.8%
Insurance				
Automobile Insurance	0.00	2,000.00	-2,000.00	0.0%
Directors & Officers	3,457.00	2,600.00	857.00	133.0%
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%
General Liability/Property	4,590.00	3,000.00	1,590.00	153.0%
Network Defender	1,399.00	290.00	1,109.00	482.4%
Workers Compensation	937.00	2,500.00	-1,563.00	37.5%
Total Insurance	10,383.00	13,690.00	-3,307.00	75.8%
Operating				
Dues/Memberships	4,715.09	9,500.00	-4,784.91	49.6%
Education/Training/Travel	7,771.48	28,000.00	-20,228.52	27.8%
Food/Meeting Expense	3,021.62	8,500.00	-5,478.38	35.5%
Legal/Bid Notices	190.52	1,500.00	-1,309.48	12.7%
Postage/Postal Services	454.93	200.00	254.93	227.5%
Printing/Mapping Services	807.05	3,500.00	-2,692.95	23.1%
Public Input Event Registration	0.00	200.00	-200.00	0.0%
Staff Mileage Reimbursement	1,173.10	3,500.00	-2,326.90	33.5%
Telephone/Internet	3,431.57	7,000.00	-3,568.43	49.0%
Vehicle	0.00	35,000.00	-35,000.00	0.0%
Vehicle Maintenance/Fuel	0.00	2,400.00	-2,400.00	0.0%
Total Operating	21,565.36	99,300.00	-77,734.64	21.7%

Ozarks Transportation Organization

UPWP Budget vs. Actual

July through December 2023

	Jul - Dec 23	Budget	\$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	750.00	3,120.00	-2,370.00	24.0%
Payroll Services	1,499.43	4,000.00	-2,500.57	37.5%
Salaries and Fringe	382,256.44	864,564.00	-482,307.56	44.2%
Total Personnel	384,505.87	871,684.00	-487,178.13	44.1%
Services				
Data Acquisition	0.00	25,000.00	-25,000.00	0.0%
Professional Services (Legal &	17,450.00	45,000.00	-27,550.00	38.8%
Rideshare	0.00	500.00	-500.00	0.0%
TIP Tool Maintenance	6,940.00	15,684.00	-8,744.00	44.2%
Trans Consult/Model Services	5,002.80	240,000.00	-234,997.20	2.1%
Travel Demand Model Update	0.00	12,000.00	-12,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	5,000.00	-5,000.00	0.0%
Total Services	29,392.80	343,184.00	-313,791.20	8.6%
Total Expense	520,514.17	1,597,423.00	-1,076,908.83	32.6%
Net Ordinary Income	5,402.78	0.00	5,402.78	100.0%
Net Income	5,402.78	0.00	5,402.78	100.0%

Ozarks Transportation Organization

Unified Planning Work Program Second Quarter Report

Period October 1, 2023 to December 31, 2023

Task 1 – OTO General Administration (45% Complete)

FY 2024 First Quarter Financial reports prepared and presented to the Board of Directors. Audit of the FY 2023 Financial Statements was conducted in October 2023 and presented to the OTO Executive Committee in December. Continued to track and monitor contracts and payments. Maintained websites and social media pages, as well as managed network services. Contracts were finalized for the safety analysis engineering firm and equity engagement firm. One bylaw amendment was approved.

Travel and Training

- AMPO Working Groups
- AMPO Policy Board Meetings
- OSITE Seminars
- Missouri Public Transit Association Board Meetings
- Ozark Mountain Section of the APA Board Meetings
- Miscellaneous workshops and trainings

Task 2 – Coordination and Public Engagement (45% Complete)

2.1 OTO Committee Support

Conducted the following meetings:

- 1 Board of Directors
- 1 Technical Planning Committee
- 2 Executive Committee
- 1 Bicycle and Pedestrian Advisory Committee
- 1 Local Coordinating Board for Transit
- 1 Traffic Incident Management Committee
- Several additional ad hoc committee meetings

OTO staff and MoDOT continued to coordinate on planning and programming activities. Staff attended relevant community meetings. Press releases were issued according to the public participation plan for items going before the Board of Directors. Maintained civil rights portions of the OTO website, as well as the OTO Social Equity Index webapp. Meeting attendance was documented for In-Kind Match reporting. A total of 53.56 committee hours were reported.

Task 3 – Planning and Implementation (45% Complete)

Work continued on items in the *Destination 2045* Implementation Plan. Finalized State of Transportation Report. Reviewed and approved safety performance measures and reported to MoDOT. Continued monitoring regional air quality, participating on Ozarks Clean Air Alliance, and participating in discussions surrounding a local Clean Cities program. Submitted projects for Missouri Community Pollution Reduction Program Plan. Maintained geospatial data and developed print and web-based maps for relevant projects. Worked with Springfield on next steps for a Master Transportation Plan and Access Management Plan. Completed annual Title VI reporting to FHWA and started updating Title VI Plan. Updated Let's Go Smart webpage. Recommendations were developed for urban area smoothing within the OTO region.

Developed census housing and employment data to update OTO travel demand model TAZ area baselines for the model year 2050 update. Coordinated data with MoDOT. Provided members and consultants with digital layers of the OTO major thoroughfare plan as requested.

Task 4 – Project Selection and Programming (45% Complete)

Processed Administrative Modification 2 to the FY 2024-2027 TIP. Monitored funds balances and tracked obligations through the end of the federal fiscal year. Coordinated federal funds obligation with MoDOT. Supported MoDOT District Prioritization process. Implemented local public agency reporting for projects in the FY 2024-2027 TIP.

Task 5 – OTO Transit Planning (45% Complete)

Held one transit operations committee meeting in November. Reviewed and finalized FTA Section 5310 funding guidebook changes for the upcoming application cycle with the Local Coordinating Board for Transit and set meeting calendar for 2024. Prepared call for projects for section 5310 with publish date January 2, 2024. Reviewed transit on-time performance for the annual performance measures report. Attended Connect SGF Stakeholder meeting to review draft plan for the future of transit. Attended MPTA Board Meeting and statewide calls. No ADA appeals were received from CU. Reviewed and updated list of operators for call-for-projects.

Task 6 – Ad Hoc Studies and Projects (20% Complete)

Reviewed options for next travel demand model update. Finalized Travel Demand Model Contract Addendum. Began working on Highway MM RAISE Grant application with the City of Republic.

Task 7 – Operations and Demand Management (40% Complete)

Held one meeting of the TIM subcommittee. Maintained membership with RITIS at the University of Maryland CATT Lab. Performed additional network analysis and provided support for STIP prioritization with access to higher resolution data from HERE. Transitioned to MoDOT's iCarpool system in southwest Missouri. Remained available for outreach and as a resource for employers and the travelling public regarding rideshare program opportunities.

Task 8 – MoDOT Studies and Data Collection (17% Complete)

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 265.50 staff hours were completed.

2.5% Set Aside Work Program

Task 9 - Safe and Accessible Transportation Options (17% Complete)

Redesign of the OTO Trail Dashboard. Worked with OTO Bicycle and Pedestrian Committee to advance project to “ungap” the trail map.

Surface Transportation Block Grant Work Program

Task 10 – Studies and Project Administration (15% Complete)

Staff continued coordination of the CRRSAA Chadwick Flyer Trail Phase III project with the Engineering Consultant. Construction was completed and trail opened. Staff continued administration assistance on

LPA projects for member jurisdictions including assistance with environmental clearances and sharing best practices.

Appendix A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 11 – CU Transit Planning (50% Complete)

CU's Open FTA Grants:

MO-2021-005 - Underway

MO-2021-011 – Underway

MO-2022-018 - Underway

MO-2022-019 - Underway

MO-2023-005 – Just Started

MO-2023-019 - Underway

MO-2023-023 – Just Started

1828-2023-3 – Submitted to FTA

ADA Accessibility Planning

In Spring 2023, CU was awarded FY21-23 years of Section 5310 funding for ADA improvements. These funds will be used to add ADA approved landing pads at bus stops and sidewalks to make our system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. We will also utilize this grant funding to add new mobility securement systems that are safer and provide passengers with more independence. We are currently working through NEPA approval with FTA.

Transit Fixed Route/Regional Service Analysis Implementation

No permanent route modifications have been made in Q2 of SFY24. All fixed routes are consistently evaluated to make improvements as needed.

CU is currently concluding a Transit Fixed Route Study, ConnectSGF, and will report the results of that effort in January/February 2024.

Service Planning

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing.

CU is active in OTO and community committees involving discussions on Transit.

Financial Planning

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

At the end of September 2023, which is City Utilities fiscal year end, we began preparing for the annual BKD audit, which includes a single audit of our federal grants. The audit has concluded and results will be reported to CU Board of Public Utilities in January 2024.

Competitive Contract Planning

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

Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly.

During Q2, we continued to have discussions with the Safety Committee about PTASP.

Transit Coordination Plan Implementation

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

Program Management Plan Implementation

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

Data Collection and Analysis

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU is working on the annual National Transit Database report that is due January 31, 2024.
- CU Transit is currently conducting a Transit Fixed Route Study, ConnectSGF, and will report the results of that effort in January /February 2024.

Transit Fixed Route Analysis

In August 2022, City Utilities Transit started a Transit Optimization Study with Olsson Consulting. We will take the results of this survey, and the Forward SGF Comprehensive Plan, into consideration when planning for the future of transit in Springfield.

FHWA Discretionary Grant

Task 12 – Safe Streets and Roads for All Grant (30% Complete)

OTO developed a high-injury network and shared that with consultants for analyzing high-risk roadway features. Compiled and prepared SS4A crash statistics analysis report document and web maps. An advisory team meeting was held. Open house meeting dates were set and a draft survey was developed. Staff continued to meet with consultants on project progress. Prepared data package of transportation, land use, and crash statistics for SS4A roadway analysis consultants.

Chadwick Flyer Trail Phase III Project

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



Ozarks Transportation Organization
Chadwick Flyer Trail Phase III Profit & Loss
July through December 2023

	Jul - Dec 23
Ordinary Income/Expense	
Income	
OTO Revenue	
Chadwick Flyer Match Funds	293,193.10
CRRSAA Funds	863,750.00
STBG - Chadwick Flyer Phase III	188,040.40
Total OTO Revenue	1,344,983.50
Total Income	1,344,983.50
Gross Profit	1,344,983.50
Expense	
Bank Fees	
Interest Expense	2,258.89
Bank Fees - Other	300.00
Total Bank Fees	2,558.89
Insurance	323.40
Services	
Trail Construction	1,344,790.83
Total Services	1,344,790.83
Total Expense	1,347,673.12
Net Ordinary Income	-2,689.62
Net Income	-2,689.62

Ozarks Transportation Organization
Chadwick Flyer Trail Phase III Budget vs. Actual
July through December 2023

	Jul - Dec 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
Chadwick Flyer Match Funds	293,193.10	67,250.00	225,943.10	436.0%
CRRSAA Funds	863,750.00	779,307.00	84,443.00	110.8%
STBG - Chadwick Flyer Phase III	188,040.40	269,000.00	-80,959.60	69.9%
Total OTO Revenue	1,344,983.50	1,115,557.00	229,426.50	120.6%
Total Income	1,344,983.50	1,115,557.00	229,426.50	120.6%
Gross Profit	1,344,983.50	1,115,557.00	229,426.50	120.6%
Expense				
Bank Fees	2,558.89			
Insurance	323.40			
Services				
Trail Construction	1,344,790.83	1,302,040.00	42,750.83	103.3%
Total Services	1,344,790.83	1,302,040.00	42,750.83	103.3%
Total Expense	1,347,673.12	1,302,040.00	45,633.12	103.5%
Net Ordinary Income	-2,689.62	-186,483.00	183,793.38	1.4%
Net Income	-2,689.62	-186,483.00	183,793.38	1.4%

Safe Streets and Roads for All (SS4A) Grant



Ozarks Transportation Organization
SS4A Profit & Loss
July through December 2023

	Jul - Dec 23
Ordinary Income/Expense	
Income	
OTO Revenue	
Safe Streets for All FHWA Grant	23,930.85
Total OTO Revenue	23,930.85
Total Income	23,930.85
Gross Profit	23,930.85
Expense	
Commodities	
Publications	634.90
Total Commodities	634.90
Personnel	29,278.66
Services	
Trans Consult/Model Services	4,462.20
Total Services	4,462.20
Total Expense	34,375.76
Net Ordinary Income	-10,444.91
Net Income	-10,444.91

Ozarks Transportation Organization
SS4A Budget vs. Actual
 July through December 2023

	Jul - Dec 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
Safe Streets for All FHWA Grant	23,930.85	228,800.00	-204,869.15	10.5%
Safe Streets for All Match	0.00	57,200.00	-57,200.00	0.0%
Total OTO Revenue	23,930.85	286,000.00	-262,069.15	8.4%
Total Income	23,930.85	286,000.00	-262,069.15	8.4%
Gross Profit	23,930.85	286,000.00	-262,069.15	8.4%
Expense				
Commodities				
Office Supplies/Furniture	0.00	3,000.00	-3,000.00	0.0%
Public Involvement Advertising	0.00	5,000.00	-5,000.00	0.0%
Publications	634.90			
Total Commodities	634.90	8,000.00	-7,365.10	7.9%
Personnel				
Salaries and Fringe	29,278.66	53,000.00	-23,721.34	55.2%
Personnel - Other	0.00	0.00	0.00	0.0%
Total Personnel	29,278.66	53,000.00	-23,721.34	55.2%
Services				
Trans Consult/Model Services	4,462.20	225,000.00	-220,537.80	2.0%
Total Services	4,462.20	225,000.00	-220,537.80	2.0%
Total Expense	34,375.76	286,000.00	-251,624.24	12.0%
Net Ordinary Income	-10,444.91	0.00	-10,444.91	100.0%
Net Income	-10,444.91	0.00	-10,444.91	100.0%

TAB 4

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM II.E.

MoDOT/OTO Sidewalk Cost Share Program Recommendations

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

AGENDA DESCRIPTION:

Background

At its meeting on September 15, 2022, the OTO Board of Directors voted to partner with MoDOT on a sidewalk cost share program to benefit the state system. The Board approved the use of \$3 million from OTO's 2022-2026 Transportation Alternatives and Carbon Reduction Program funding, that when matched by the local jurisdiction, would cover 50 percent of proposed sidewalk projects along state routes, with MoDOT covering the other 50 percent.

Recommended Projects

City of Republic – Route MM

Over 4,500 feet of trail on the east side of MM – this project is planned as part of MoDOT Job number 8S0836D, and will be amended into RP1704.

Total Cost: \$855,000

MoDOT Share: \$427,500

TAP/CRP Share: \$342,000

Republic Share: \$85,500

City of Springfield – Connection from Doling, across I-44, to Norton

This project will be part of the planned trail and underpass connections associated with the project to six-lane I-44, as part of MoDOT Job Number SU0076, and will be amended into SP2310.

Total Cost: \$31,809,535

MoDOT Share: \$28,507,529

TAP/CRP Share: \$302,006

Springfield Share: \$1,000,000

The application will remain open for additional requests to be considered as they are received. After these projects are approved, the available funding for the sidewalk cost share program will be \$1,635,764. All funds remaining by August 2024 will be moved to the Bicycle/Pedestrian Infrastructure Call for Projects.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The OTO Bicycle and Pedestrian Advisory Committee recommended that the City of Republic MM Project receive \$342,000 in TAP/CRP funds and that the I-44 project receive \$302,006 in TAP/CRP funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on February 21, 2024, the Technical Planning Committee recommended the Board of Directors approve TAP/CRP funding for Republic in the amount of \$342,000 for a cost share with MoDOT along MM and for Springfield in the amount of \$302,006 to create a pedestrian connection as part of the I-44 project.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve TAP/CRP funding for Republic in the amount of \$342,000 for a cost share with MoDOT along MM and for Springfield in the amount of \$302,006 to create a pedestrian connection as part of the I-44 project.”

OR

“Move to approve the following...”

Informational	Jurisdiction	Republic
	Project Title	MM Multi-Use Path
	Eligible Project Type	Lettered State Routes
	Eligible Road	Yes
	Roadway	Route MM
	From	Farm Road 160
	To	Route 60
	Description	4,567.2 feet of trail on the east side of MM
	Existing MoDOT Project	8S0836D
	Total Cost	855000
	TAP/CRP Share	342000
	MoDOT Share	427500
	Local Share	85500
Scoring	TAP/CRP Match Percentage	20.00
	Match Points	0
	Budget Source	Engineer's Estimate
	Budget Points	1
	Fits within Existing MoDOT ROW	No
	ROW Points	0
	Buffer between Curb and Sidewalk	Yes
	Curb Points	1
	Alignment Source	Other
	Alignment Points	0
	Sidewalk Network	New Sidewalk Segment
	Network Points	1
	Meets Need	In Recent Engineering or Corridor Report
	Need Points	1
	School Route	Within 1/2 mile
	School Points	1
	Community Support	General Vicinity
	Support Points	1
	Community Facilities	Connects Vulnerable Population Facilities
	Facilities Points	2
	Shopping and Essential Services	Connections to Pedestrian Major Generators
	Services Points	2
	TOTAL POINTS	10

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [City of Republic](#)

Point of Contact: [Garrett Brickner](#)

Phone: [\(417\) 732-3405](#)

Email: gbrickner@republicmo.com

State System and Project Information

Which MoDOT Road will this project occur along? [Route MM](#)

Will this project fit within the existing MoDOT right-of-way? ☐ Yes ☒ No

Will this be a part of an existing MoDOT improvement project? ☒ Yes ☐ No

If project is not part of an existing/planned MoDOT project, it is not eligible for this program.

List Project and include TIP Number or MoDOT Job Number:

MoDOT job number - 8S0836D

Funding Request

Expected Total Project Cost: \$ [\\$855,000.00](#)

Expected OTO Cost Share Funding Request: [\\$342,000](#)

Expected Local Match Percentage: %

Please Provide Project Budget Information In The Table Below:

Category	Community Funds		MoDOT Funds	Other Funding Sources	Totals
	Local Match	Requested Cost Share Funds			
Engineering	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
ROW	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Construction	<input type="text" value="\$85,500.00"/>	<input type="text" value="\$342,000.00"/>	<input type="text" value="\$427,500.00"/>	<input type="text"/>	<input type="text" value="\$855,000.00"/>
Totals	<input type="text" value="\$85,500.00"/>	<input type="text" value="\$342,000.00"/>	<input type="text" value="\$427,500.00"/>	<input type="text"/>	<input type="text" value="\$855,000.00"/>

Please list other funding sources included in project budget:

Source of Budget Information: ☒ Program Estimate ☒ Engineer's Estimate (w/quantities)

Project Details

Please provide the following project details and **provide a map** showing the location of each planned sidewalk segment.

Total Length of Proposed Trail (s):

4567.2 feet

	Segment Length (ft)	Side of Road	Within Existing /Planned ROW?	Sidewalk Width (ft)	Distance off back of curb (ft)
Segment #1	1	<input type="checkbox"/> N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	10	6
Segment #2		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N		
Segment #3		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N		
Segment #4		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N		
Segment #5		<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N		

**Provide a map that shows the location of each planned sidewalk segment, including proposed sidewalk connections and ROW lines if available.*

Source of Alignment Information: ☒ Program Estimate ☐ Engineer's Estimate

Who is expected to administer and deliver this project? ☐ Applicant ☒ MoDOT ☐ TBD

Project Description

Please describe how this project will enhance your community's overall sidewalk network, including any new connections made.

This project will add trail connection for planned development of a regional park complex and new Intermediate school, to the larger trail and sidewalk network of Republic. This alignment is poised for development with multiple commercial and apartment lots currently under construction and may more expected in the next 5 years.

Please describe how this project meets a known community need, especially a safety need.

Feel free to attach images of worn paths, discuss known accident patterns, or existing engineering studies.

This project will add a safe way for pedestrians and bicyclists to traverse a corridor that has already been identified as a primary arterial, without having to be in traffic with vehicles and large trucks

Please discuss if this project will create safer routes to school. Include distance to nearest school.

The school district currently owns property directly to the East and plans to build a new 5 & 6 school on the property in 2025 as well as potential for future elementary school(s) as acreage provides. This portion of trail will connect to a future trail alignment that will connect to Republic Highschool, Wilson's Creek National Battlefield, and the greater Republic residential area. the ultimate trail plan will connect all school buildings in Republic through trails.

Please describe the level of community support for this project.

Feel free to attach relevant public comments or community plans/surveys.

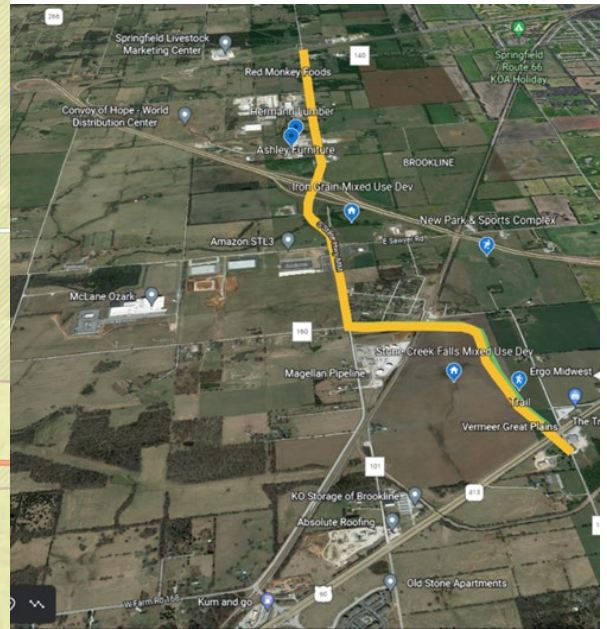
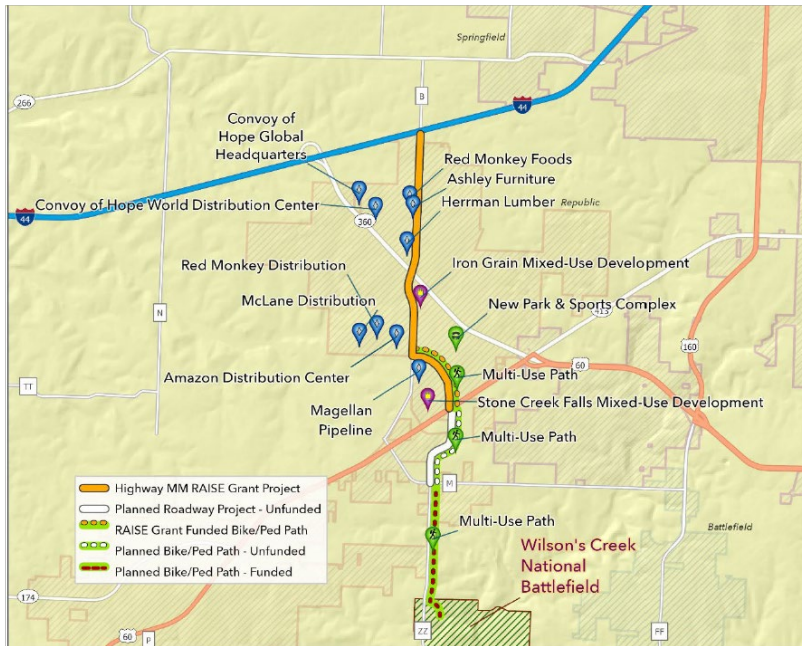
Trails and pedestrian accessibility is a large scoring question on many citizen surveys we have conducted.

Please describe how this project will create connections to community facilities or social service agencies.

The City of Republic owns 137 acres in proximity to this this project that we are creating a regionals sports complex and world class park facility at. This trail will connect to a city funded portion of trail that connects to the park

Please describe how this project will create connections to shopping and essential services, such as grocery stores, convenience stores, restaurants, or medical clinics.

This trail alignment will be along a new segment of primary arterial State Highway that is primed for development. It will also act as a connection between residential, commercial, school, and recreational areas. It is expected that ancillary uses will follow the development such as grocery stores, convenience stores, retail shops, restaurants, and medical clinics.



	Jurisdiction	OTO
	Project Title	I-44
Informational	Eligible Project Type	Named Interstate Outer Roads (MoDOT Owned)
	Eligible Road	Yes
	Roadway	I-44
	From	Doling Park
	To	Norton
	Description	Connect I-44 underpass to Doling and Norton
	Existing MoDOT Project	Yes - SU0076
	Total Cost	\$31,809,535
	TAP/CRP Share	\$302,006
	MoDOT Share	\$28,507,529
	Local Share	\$1,000,000
Scoring	TAP/CRP Match Percentage	662.24
	Match Points	3
	Budget Source	Engineer's Estimate
	Budget Points	1
	Fits within Existing MoDOT ROW	No
	ROW Points	0
	Buffer between Curb and Sidewalk	Yes
	Curb Points	1
	Alignment Source	Engineer's Estimate
	Alignment Points	1
	Sidewalk Network	Expands System
	Network Points	3
	Meets Need	Other
	Need Points	0
	School Route	Within 1/2 mile
	School Points	1
	Community Support	Action Plan or Survey
	Support Points	3
	Community Facilities	Connects Community Facilities
	Facilities Points	1
	Shopping and Essential Services	Connections to Pedestrian Major Generators
	Services Points	2
	TOTAL POINTS	16

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [Ozarks Transportation Organization](#)

Point of Contact: [Jen Thomas](#)

Phone: [417-865-3042](#)

Email: jthomas@ozarkstransportation.org

State System and Project Information

Which MoDOT Road will this project occur along? I-44

Will this project fit within the existing MoDOT right-of-way? ☐ Yes ☒ No

Will this be a part of an existing MoDOT improvement project? ☒ Yes ☐ No

If project is not part of an existing/planned MoDOT project, it is not eligible for this program.

List Project and include TIP Number or MoDOT Job Number:

SU0076

Funding Request

Expected Total Project Cost: \$ [\\$31,786,435](#)

Expected OTO Cost Share Funding Request: [\\$302,006](#)

Expected Local Match Percentage: %

Please Provide Project Budget Information In The Table Below:

Category	Community Funds		MoDOT Funds	Other Funding Sources	Totals
	Local Match	Requested Cost Share Funds			
Engineering	<input type="text" value="\$250,000"/>	<input type="text" value="\$28,000"/>	<input type="text" value="\$6,232,326"/>	<input type="text" value="\$450,000"/>	<input type="text" value="\$6,960,326"/>
Utilities	<input type="text"/>	<input type="text" value="\$7,500"/>	<input type="text" value="\$803,500"/>	<input type="text" value="\$50,000"/>	<input type="text" value="\$861,000"/>
ROW	<input type="text"/>	<input type="text"/>	<input type="text" value="\$23,100"/>	<input type="text"/>	<input type="text" value="\$23,100"/>
Construction	<input type="text" value="\$750,000"/>	<input type="text" value="\$266,506"/>	<input type="text" value="\$21,448,603"/>	<input type="text" value="\$1,500,000"/>	<input type="text" value="\$23,965,109"/>
Totals	<input type="text" value="\$1,000,000"/>	<input type="text" value="\$302,006"/>	<input type="text" value="\$28,507,529"/>	<input type="text" value="\$2,000,000"/>	<input type="text" value="\$31,809,535"/>

Please list other funding sources included in project budget: **STBG - \$2 Million, Local - \$1 Million**

Source of Budget Information: ☒ Program Estimate ☐ Engineer's Estimate (w/quantities)

Please include copies of estimates used in this application

Project Details

Please provide the following project details and **provide a map** showing the location of each planned sidewalk segment.

Total Length of Proposed Sidewalk(s):

	Segment Length (ft)	Side of Road	Within Existing /Planned ROW?	Sidewalk Width (ft)	Distance off back of curb (ft)
Segment #1	<input type="text" value="1320"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="text" value="10"/>	<input type="text"/>
Segment #2	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #3	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #4	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #5	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>

*Provide a map that shows the location of each planned sidewalk segment, including proposed sidewalk connections and ROW lines if available.

Source of Alignment Information: ☒ Program Estimate ☐ Engineer's Estimate

Who is expected to administer and deliver this project? ☐ Applicant ☒ MoDOT ☐ TBD

Project Description

Please describe how this project will enhance your community's overall sidewalk network, including any new connections made.

This project will create a new connection from Doling Park, across I-44 to Norton Road. Pedestrian facilities across I-44 are limited and construction of the proposed improvements will greatly enhance the walkability of the apartment complexes located north of the freeway.

Please describe how this project meets a known community need, especially a safety need.

Feel free to attach images of worn paths, discuss known accident patterns, or existing engineering studies.

There is 1.25 miles between the existing pedestrian facilities at National Avenue and Grant Avenue. Providing this much needed mid-block crossing will provide a safe location for vulnerable road users to cross the freeway without having to travel so far out of their way.

Please discuss if this project will create safer routes to school. Include distance to nearest school.

This project will provide a safe route for students of Watkins Elementary and Hillcrest High School to cross I-44. Hillcrest is located 0.64 miles from the proposed connection location and Watkins is located less than a half mile to Doling park where the proposed connection location is made south of I-44.

Please describe the level of community support for this project.

Feel free to attach relevant public comments or community plans/surveys.

This project is included in the OTO Trail Plan, as part of *Destination 2045*.

Please describe how this project will create connections to community facilities or social service agencies.

This connection will provide a safe location for people who live north of I-44 to access Doling Park with all of its many amenities, including a gym with fitness classes, swimming pool, tennis courts, senior center, playgrounds and more.

Please describe how this project will create connections to shopping and essential services, such as grocery stores, convenience stores, restaurants, or medical clinics.

In addition to being able to access Doling Park, from there trail users can utilize the existing sidewalk network to travel to the many businesses along Kearney.

TAB 5

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM II.F.

FTA 5310 Vehicle Funding

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

AGENDA DESCRIPTION:

The OTO issued an FTA Section 5310 FY 2022-2025 Call for Projects for “traditional” funding that closed on February 15, 2024. These funds are for improving the mobility of seniors and individuals with disabilities in the OTO area. Non-profit human service agencies and public transportation providers are eligible to apply. This Call for Projects was only for “traditional” funding projects which are purchase of replacement or additional vehicles. The OTO received four applications for a total of 6 vehicles.

1. FTA 5310 – Nova Center of the Ozarks, Inc
The Nova Center of the Ozarks was recommended by the Local Coordinating Board for Transit (LCBT) to receive an estimated \$73,210 in FTA Section 5310 funding to purchase one additional Ford transit vehicle supporting their client-based transportation services for individuals with developmental disabilities within the OTO region. Match is provided by the center in the estimated amount of \$18,280.
2. FTA 5310 – OATS, Inc
OATS was recommended by the LCBT to receive an estimated \$228,133 in FTA Section 5310 funding to replace three vehicles of their fleet with three Ford Transit vehicles supporting their contracted transportation services for CC Links, Senior Age, the Green County Senior Tax Board, and the MO Dept of Mental Health within the OTO region. Match is provided by OATS in the estimated amount of \$57,033.
3. FTA 5310 – Ozark Senior Center
The Nova Center of the Ozarks was recommended by the LCBT to receive an estimated \$95,573 in FTA Section 5310 funding to replace one vehicle of their fleet with wide body cutaway vehicle supporting their client-based transportation services for seniors within Christian County. Match is provided by the center in the estimated amount of \$23,894.
4. FTA 5310 – Southwest Center for Independent Living DBA empower: abilities
The Southwest Center for Independent Living was recommended by the LCBT to receive an estimated \$53,134 in FTA Section 5310 funding to purchase one additional Ford transit vehicle supporting their client-based transportation services for individuals with disabilities within the OTO region. Match is provided by the center in the estimated amount of \$13,284.

LOCAL COORDINATING BOARD FOR TRANSIT:

At its scheduled meeting on February 22, 2024, the Local Coordinating Board for Transit recommended that the Board of Directors approve awarding FTA 5310 funds to the Nova Center of the Ozarks, OATS, the Ozark Senior Center, and the Southwest Center for Independent Living DBA empower: abilities.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve awarding FTA 5310 funding to the Nova Center of the Ozarks, OATS, the Ozark Senior Center and the Southwest Center for Independent Living DBA empower: abilities.”

OR

“Move to approve the award with the following changes...”

TAB 6

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM II.G.

Amendment Number Three to the FY 2024-2027 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 2024-2027 Transportation Improvement Program.

1. ***Revised*** Weaver Road Improvements (BA2402)
The City of Battlefield is requesting to add additional STBG-U funding as the estimate for engineering increased from what was originally programmed. The total programmed amount is \$176,352.
2. ***Removed*** Jefferson Avenue Footbridge (EN1803)
The City of Springfield received funding through the State of Missouri budget for this project and will not be using federal funds.
3. ***Removed*** Kali Springs Trail (EN2409)
The Kali Springs Trail was initially awarded Bicycle/Pedestrian Infrastructure funding, but has since been determined to be ineligible.
4. ***Removed*** Chadwick Flyer Trailhead (EN2404)
Removed Garrison Springs Trailhead (EN2408)
Revised Chadwick Flyer Spur to OHS (OK2302)
The City of Ozark has requested to withdraw two projects and use that funding on the Chadwick Flyer Spur project, for a total programmed cost of \$345,892.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

At its regularly scheduled meeting on February 21, 2024, the Technical Planning Committee recommended the Board of Directors approve Amendment 3 to the FY 2024-2027 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 3 to the FY 2024-2027 Transportation Improvement Program.”

OR

“Move to approve Amendment 3 to the FY 2024-2027 Transportation Improvement Program, with these changes...”

Project Overview

6 Projects Listed

BA2402-24A3 - WEAVER ROAD IMPROVEMENTS

Plan Revision

24A3

Section

Cost Shares

Project Type

Scoping

Lead Agency

MoDOT

County

Greene County

Municipality

Battlefield

Status

Programmed

Total Cost

\$176,352

MoDoT ID

JSU0210, SU0210

Federal ID

-

Project From

Route FF

Project To

Cloverdale Lane

Project Considerations

Environmental Justice Area, Bike/Ped Plan

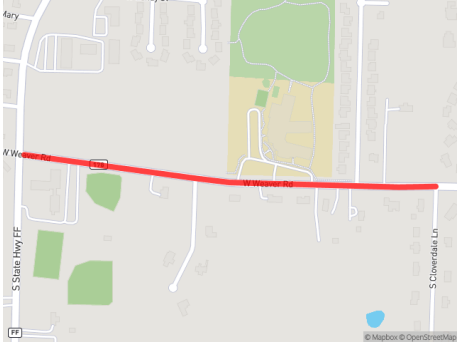
Project Description

Scoping for roadway improvements from east of Rte. FF to Cloverdale Lane.

Funding Source Notes

Non-Federal Funding Source: City of Battlefield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$141,082	-	-	-	-	\$141,082
Engineering	Local	-	\$35,270	-	-	-	-	\$35,270
Total Engineering		-	\$176,352	-	-	-	-	\$176,352
Total Programmed		-	\$176,352	-	-	-	-	\$176,352

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 "BA2402-24A1" to "BA2402-24A3" Plan Revision Name changed from "24A1" to "24A3"	
FUNDING CHANGES	Local + Increase funds in FY 2024 in ENG from \$20,000 to \$35,270 STBG-U (FHWA) + Increase funds in FY 2024 in ENG from \$80,000 to \$141,082	
FEDERAL PROJECT COST	Increased from \$80,000 to \$141,082 (76.35%)	
TOTAL PROJECT COST	Increased from \$100,000 to \$176,352 (76.35%)	

EN1803-20A6 - JEFFERSON AVENUE FOOTBRIDGE

Plan Revision
24A3

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Withdrawn/Removed from TIP

Total Cost
\$3,200,000

MoDoT ID
-

Federal ID
5903803

Project From
Chase Street

Project To
Commercial Street

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient members, adding ADA ramps to both sides of the bridge, painting the entire structure, and adding lighting and site improvements.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$20,000	-	-	-	-	\$20,000
Engineering	STBG-U (FHWA)	-	\$80,000	-	-	-	-	\$80,000
Total Engineering		-	\$100,000	-	-	-	-	\$100,000
Construction	Local	-	\$620,000	-	-	-	-	\$620,000
Construction	STBG-U (FHWA)	-	\$2,480,000	-	-	-	-	\$2,480,000
Total Construction		-	\$3,100,000	-	-	-	-	\$3,100,000
Total Programmed		-	\$3,200,000	-	-	-	-	\$3,200,000

CURRENT CHANGE REASON

Project Removed

PROJECT CHANGES

Plan Revision Name changed from "24Adopted" to "24A3"
Status changed from "Programmed" to "Withdrawn/Removed from TIP"

FUNDING CHANGES

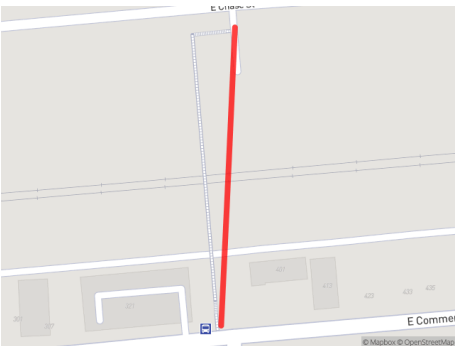
N/A

FEDERAL PROJECT COST

Stays the same \$2,560,000

TOTAL PROJECT COST

Stays the same \$3,200,000



EN2404-24 - CHADWICK FLYER TRAILHEAD

Plan Revision
24A3

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Withdrawn/Removed from TIP

Total Cost
\$120,321

MoDoT ID
-

Federal ID
9901861

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Construct restroom facilities at trailhead for the Chadwick Flyer trail at the OC in Ozark.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$8,257	-	-	-	-	\$8,257
Engineering	Local	-	\$2,064	-	-	-	-	\$2,064
Total Engineering		-	\$10,321	-	-	-	-	\$10,321
Construction	Local	-	-	\$22,000	-	-	-	\$22,000
Construction	TAP (FHWA)	-	-	\$88,000	-	-	-	\$88,000
Total Construction		-	-	\$110,000	-	-	-	\$110,000
Total Programmed		-	\$10,321	\$110,000	-	-	-	\$120,321

CURRENT CHANGE REASON

Project Removed

PROJECT CHANGES

Plan Revision Name changed from "24Adopted" to "24A3"

Status changed from "Programmed" to "Withdrawn/Removed from TIP"

FUNDING CHANGES

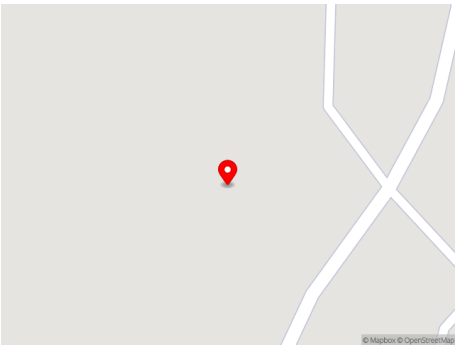
N/A

FEDERAL PROJECT COST

Stays the same \$96,257

TOTAL PROJECT COST

Stays the same \$120,321



EN2408-24 - GARRISON SPRINGS TRAILHEAD

Plan Revision
24A3

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Withdrawn/Removed from TIP

Total Cost
\$70,321

MoDoT ID
-

Federal ID
9901865

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Create trailhead with parking for the Garrison Springs trail, including a 10-foot wide connector trail.

Funding Source Notes
Non-Federal Funding Source: City of Ozark; FYI: Construction-Award pending Reasonable Progress compliance.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$10,321	-	-	-	-	\$10,321
Total Engineering		-	\$10,321	-	-	-	-	\$10,321
Construction	TAP (FHWA)	-	-	\$48,000	-	-	-	\$48,000
Construction	Local	-	-	\$12,000	-	-	-	\$12,000
Total Construction		-	-	\$60,000	-	-	-	\$60,000
Total Programmed		-	\$10,321	\$60,000	-	-	-	\$70,321

CURRENT CHANGE REASON

Project Removed

PROJECT CHANGES

Plan Revision Name changed from "24Adopted" to "24A3"
Status changed from "Programmed" to "Withdrawn/Removed from TIP"

FUNDING CHANGES

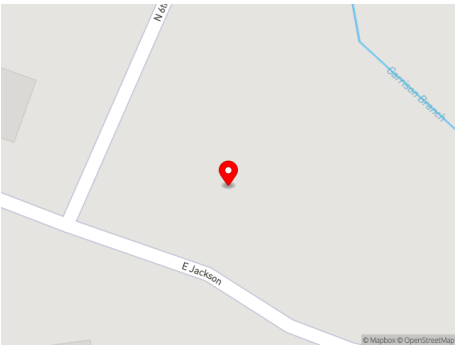
N/A

FEDERAL PROJECT COST

Stays the same \$48,000

TOTAL PROJECT COST

Stays the same \$70,321



EN2409-24 - KALI SPRINGS TRAIL

Plan Revision
24A3

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Withdrawn/Removed from TIP

Total Cost
\$160,316

MoDoT ID
-

Federal ID
9901866

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Construct 10-foot wide trail through Kali Springs.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	TAP (FHWA)	-	\$14,963	-	-	-	-	\$14,963
Engineering	Local	-	\$3,741	-	-	-	-	\$3,741
Total Engineering		-	\$18,704	-	-	-	-	\$18,704
Construction	TAP (FHWA)	-	-	\$113,290	-	-	-	\$113,290
Construction	Local	-	-	\$28,322	-	-	-	\$28,322
Total Construction		-	-	\$141,612	-	-	-	\$141,612
Total Programmed		-	\$18,704	\$141,612	-	-	-	\$160,316

CURRENT CHANGE REASON

Project Removed

PROJECT CHANGES

Plan Revision Name changed from "24Adopted" to "24A3"

Status changed from "Programmed" to "Withdrawn/Removed from TIP"

FUNDING CHANGES

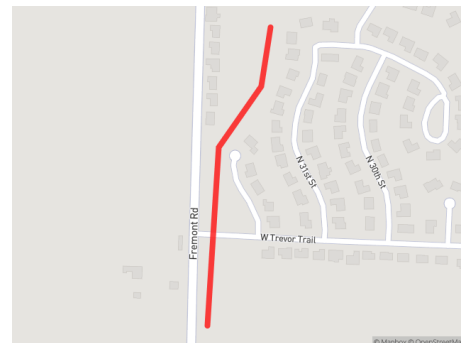
N/A

FEDERAL PROJECT COST

Stays the same \$128,253

TOTAL PROJECT COST

Stays the same \$160,316



OK2302-24A3 - CHADWICK FLYER SPUR TO OHS

Plan Revision
24A3

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
\$345,892

MoDoT ID
-

Federal ID
9901851

Project From
-

Project To
-

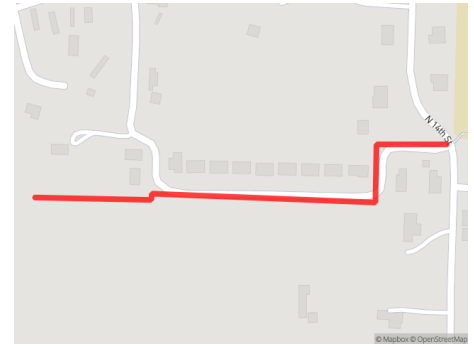
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Construction of 10-foot wide trail connecting the Chadwick Flyer and the Ozark High School.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$4,050	-	-	-	-	\$4,050
Engineering	TAP (FHWA)	-	\$16,200	-	-	-	-	\$16,200
Total Engineering		-	\$20,250	-	-	-	-	\$20,250
Construction	Local	-	\$73,385	-	-	-	-	\$73,385
Construction	TAP (FHWA)	-	\$252,257	-	-	-	-	\$252,257
Total Construction		-	\$325,642	-	-	-	-	\$325,642
Total Programmed		-	\$345,892	-	-	-	-	\$345,892

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), Adding funding to construction. due to Adding funding to construction.
PROJECT CHANGES	ID changed from "OK2302-23A3" to "OK2302-24A3" Plan Revision Name changed from "24Adopted" to "24A3"
FUNDING CHANGES	TAP (FHWA) + Increase funds in FY 2024 in CON from \$0 to \$48,000 + Increase funds in FY 2024 in CON from \$0 to \$96,257 Local + Increase funds in FY 2024 in CON from \$0 to \$22,321 + Increase funds in FY 2024 in CON from \$0 to \$24,064
FEDERAL PROJECT COST	Increased from \$124,200 to \$268,457 (116.15%)
TOTAL PROJECT COST	Increased from \$155,250 to \$345,892 (122.80%)



REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$17,864,056)	(\$3,663,043)	(\$1,663,052)	(\$191,355)	(\$23,381,506)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$62,493,116	\$76,785,353	\$78,879,031	\$80,446,945	\$298,604,445

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,218,611	\$1,754,714	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$31,284,340	\$38,418,007	\$45,921,887	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$31,170,848	\$8,815,446	\$2,368,226	\$761,419
TAP (FHWA)	\$4,671,771	\$2,189,463	\$302,006	\$0
Federal Subtotal	\$87,277,342	\$72,942,130	\$49,193,119	\$42,559,219
STATE				
MoDOT	\$17,856,911	\$19,819,610	\$7,332,500	\$12,307,400
MoDOT-AC	\$20,008,200	\$22,095,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$43,369,199	\$47,567,950	\$15,668,222	\$24,514,265
LOCAL/OTHER				
Local	\$17,864,056	\$3,663,043	\$1,663,052	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,251,066	\$3,663,043	\$1,663,052	\$191,355
Total	\$152,897,607	\$124,173,123	\$66,524,393	\$67,264,839

Pending A2

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,251,066	\$3,663,043	\$1,663,052	\$191,355	\$27,768,516
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,205,558	\$145,449,729	\$82,434,567	\$83,080,580	\$469,956,522
Carryover		\$40,786,088	\$6,094,038	\$27,370,644	\$43,280,819	--
Programmed State and Federal Funding		(\$152,897,607)	(\$124,173,123)	(\$66,524,393)	(\$67,264,839)	(\$410,859,962)
TOTAL REMAINING	\$40,786,088	\$6,094,038	\$27,370,644	\$43,280,819	\$59,096,559	\$59,096,559

TAB 7

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM II.H.

Administrative Modifications 2, 3, and 4 to the FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There is 1 item each included as part of Administrative Modifications 2 and 3, and 3 items as part of Administrative Modification 4 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

Administrative Modification 2

Route MM Ramp Intersection Improvements at I-44 (RP2201, RP2401)

Adding a project to the TIP which is split from a “parent project” provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change.

Split ROW into its own project, including some preliminary engineering.

- RP2201-24AM2 – Original project less ROW and a portion of PE, for a new programmed amount of \$642,000
- RP2401-24AM2 – New project split from RP2201, with just ROW and some PE, for a new programmed amount of \$677,000.

Administrative Modification 3

Finley River Trail Extension (RP2407-24AM3)

- *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.*
- *Moving a project’s funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*

Moved \$32,669 in funds from construction in FY 2025 to preliminary engineering in FY 2024 to allow for finalization of design before construction.

Administrative Modification 4

Job Order Contracting for Guard Cable and Guardrail Repair (MO2307)

Moving a project’s funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.

Moving funding from FY 2025 to FY 2024 with no other changes.

Melville Road Bridge Over I-44 (SP1911)

Minor changes to funding sources between federal funding categories or between state and local sources.

Moved NHPP and MoDOT funding to STBG-U and Local funding, with no changes to the overall programmed amount.

I-44 Add lanes and Replace Bridges from Kansas to Glenstone in Springfield (SP2310)

- *Moving a project’s funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*

- *Minor changes to funding sources between federal funding categories or between state and local sources*
- *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*

Adding City of Springfield STBG-U funding, adding Greene County local funding, and adding OTO TAP funding, all replacing MoDOT and NHPP funding, while also moving construction funds to right-of-way for land acquisition.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

28 December 2023

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on December 28, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 2 to the FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is one set of changes included as part of Administrative Modification 2 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

Basis for Administrative Modification

Adding a project to the TIP which is split from a “parent project” provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change.

Route MM Ramp Intersection Improvements at I-44 (RP2201)

Split ROW into its own project, including some preliminary engineering.

- RP2201-24AM2 – Original project less ROW and a portion of PE, for a new programmed amount of \$642,000
- RP2401-24AM2 – New project split from RP2201, with just ROW and some PE, for a new programmed amount of \$677,000.

Project Overview

2 Projects Listed

RP2201-24AM2 - ROUTE MM RAMP INTERSECTION IMPROVEMENTS AT I-44

Plan Revision
24AM2

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$722,000

MoDOT ID
J8S3239

Federal ID
S604043

Project From
Rte. MM and I-44 intersection

Project To
-

Project Considerations

Advance Construction

Project Description

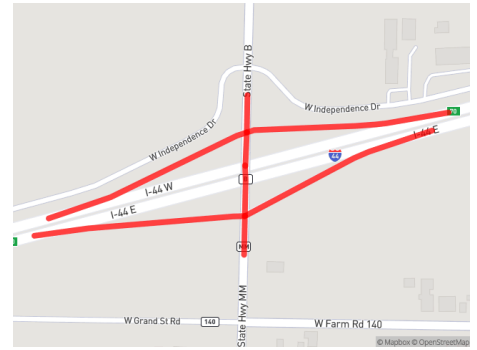
Add signals at Route MM ramps and reconfigure lanes at I-44.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$16,000	\$36,000	-	-	-	-	\$52,000
Engineering	MoDOT-AC	\$64,000	\$144,000	-	-	-	-	\$208,000
Total Engineering		\$80,000	\$180,000	-	-	-	-	\$260,000
Construction	MoDOT	-	\$92,400	-	-	-	-	\$92,400
Construction	MoDOT-AC	-	\$369,600	-	-	-	-	\$369,600
Total Construction		-	\$462,000	-	-	-	-	\$462,000
Total Prior Costs		\$80,000	-	-	-	-	-	\$80,000
Total Programmed		\$80,000	\$642,000	-	-	-	-	\$722,000

CURRENT CHANGE REASON	<p>Schedule / Funding / Scope- Update Adding a project to the TIP which is split from a “parent project” provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change (an additional administrative modification may be made to the split project, as allowed elsewhere in this list), Per FHWA request, moved the ROW costs out of Project 8S3239 (RP2201-22) [Route MM Ramp Intersection Improvements at I-44] and created a new project of 8S3239B for the ROW Costs. due to The full ROW budget of \$674,000 and \$3,000 from Preliminary Engineering budget was moved out of SFY2024 on project 8S3239. Project 8S3239B was created with ROW budget in SFY 2024 of \$674,000 and a Preliminary Engineering budget in SFY 2024 of \$3,000. Project description for this split project is “Right of way acquisition for interchange improvements at I-44.”</p>
PROJECT CHANGES	<p>ID changed from "RP2201-22" to "RP2201-24AM2"</p> <p>Plan Revision Name changed from "24Adopted" to "24AM2"</p>
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ENG from \$36,600 to \$36,000 - Decrease funds in FY 2024 in ROW from \$134,800 to \$0 <p>MoDOT-AC</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ENG from \$146,400 to \$144,000 - Decrease funds in FY 2024 in ROW from \$539,200 to \$0
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Decreased from \$1,399,000 to \$722,000 (-48.39%)



RP2401-24AM2 - ROUTE MM RAMP INTERSECTION IMPROVEMENTS AT I-44 ROW

Plan Revision
24AM2

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$677,000

MoDoT ID
J8S3239B

Federal ID
-

Project From
Rte. MM and I-44 Intersection

Project To
-

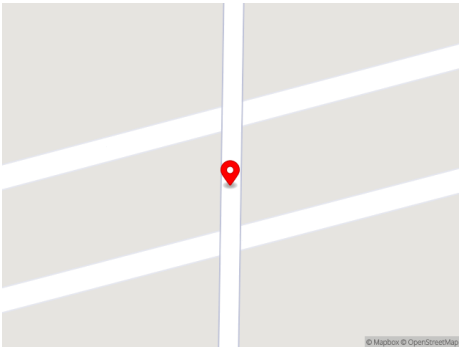
Project Considerations
Advance Construction

Project Description
Right of way acquisition for interchange improvements at I-44.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	-	\$2,400	-	-	-	-	\$2,400
Engineering	MoDOT	-	\$600	-	-	-	-	\$600
Total Engineering		-	\$3,000	-	-	-	-	\$3,000
ROW	MoDOT-AC	-	\$539,200	-	-	-	-	\$539,200
ROW	MoDOT	-	\$134,800	-	-	-	-	\$134,800
Total ROW		-	\$674,000	-	-	-	-	\$674,000
Total Programmed		-	\$677,000	-	-	-	-	\$677,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$677,000





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

14 February 2024

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Three to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on February 14, 2024. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 3 to the FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is one set of changes included as part of Administrative Modification 3 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

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.
- Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP

Finley River Trail Extension (RP2407-24AM3)

Moved \$32,669 in funds from construction in FY 2025 to preliminary engineering in FY 2024 to allow for finalization of design before construction.

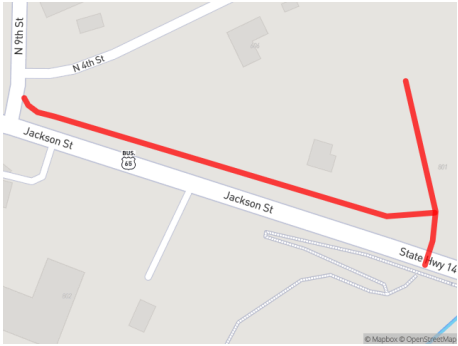
Project Overview
1 Projects Listed

EN2407-24AM3 - FINLEY RIVER TRAIL EXTENSION

Plan Revision 24AM3	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 \$242,105
MoDoT ID -	Federal ID 9901864	Project From -	Project To -
Project Considerations Bike/Ped Plan			
Project Description Construct 10-foot wide trail under Jackson St., from the Finley River to 9th Street, and from Jackson to Finley Farms.			
Funding Source Notes Non-Federal Funding Source: City of Ozark Transportation Sales Tax; FYI: Construction-Award pending Reasonable Progress compliance.			

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$6,534	-	-	-	-	\$6,534
Engineering	CRP (FHWA)	-	\$26,135	-	-	-	-	\$26,135
Total Engineering		-	\$32,669	-	-	-	-	\$32,669
Construction	Local	-	-	\$41,887	-	-	-	\$41,887
Construction	CRP (FHWA)	-	-	\$167,549	-	-	-	\$167,549
Total Construction		-	-	\$209,436	-	-	-	\$209,436
Total Programmed		-	\$32,669	\$209,436	-	-	-	\$242,105

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - 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 "EN2407-24" to "EN2407-24AM3" Plan Revision Name changed from "24Adopted" to "24AM3"
FUNDING CHANGES	CRP (FHWA) + Increase funds in FY 2024 in ENG from \$0 to \$26,135 - Decrease funds in FY 2025 in CON from \$193,684 to \$167,549 Local + Increase funds in FY 2024 in ENG from \$0 to \$6,534 - Decrease funds in FY 2025 in CON from \$48,421 to \$41,887
FEDERAL PROJECT COST	Stays the same \$193,684
TOTAL PROJECT COST	Stays the same \$242,105



REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,458,527)	(\$3,193,412)	(\$1,195,005)	(\$191,355)	(\$23,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,898,645	\$77,254,984	\$79,347,078	\$80,446,945	\$298,947,652

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,218,611	\$1,754,714	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$31,284,340	\$38,789,600	\$47,853,700	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,443,653	\$740,019	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$0	\$0
Federal Subtotal	\$89,655,223	\$73,191,220	\$49,194,719	\$42,559,219
STATE				
MoDOT	\$17,489,311	\$20,756,810	\$7,800,900	\$12,307,400
MoDOT-AC	\$18,537,800	\$23,635,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$41,531,199	\$50,045,150	\$16,136,622	\$24,514,265
LOCAL/OTHER				
Local	\$18,458,527	\$3,193,412	\$1,195,005	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,845,537	\$3,193,412	\$1,195,005	\$191,355
Total	\$154,031,959	\$126,429,782	\$66,526,346	\$67,264,839

Pending A2

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,845,537	\$3,193,412	\$1,195,005	\$191,355	\$27,425,309
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,800,029	\$144,980,098	\$81,966,520	\$83,080,580	\$469,613,315
Carryover		\$40,786,088	\$5,554,157	\$24,104,473	\$39,544,648	--
Programmed State and Federal Funding		(\$154,031,959)	(\$126,429,782)	(\$66,526,346)	(\$67,264,839)	(\$414,252,926)
TOTAL REMAINING	\$40,786,088	\$5,554,157	\$24,104,473	\$39,544,648	\$55,360,388	\$55,360,388



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

15 February 2024

Ms. Britni O'Connor
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2024-2027 Transportation Improvement Program (TIP) on February 15, 2024. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 4 to the FY 2024-2027 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There are three changes included as part of Administrative Modification 4 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

1. Job Order Contracting for Guard Cable and Guardrail Repair (MO2307)
Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.
Moving funding from FY 2025 to FY 2024 with no other changes.
2. Melville Road Bridge Over I-44 (SP1911)
Minor changes to funding sources between federal funding categories or between state and local sources.
Moved NHPP and MoDOT funding to STBG-U and Local funding, with no changes to the overall programmed amount.
3. I-44 Add lanes and Replace Bridges from Kansas to Glenstone in Springfield (SP2310)
 - *Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP*
 - *Minor changes to funding sources between federal funding categories or between state and local sources*
 - *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*Adding City of Springfield STBG-U funding, adding Greene County local funding, and adding OTO TAP funding, all replacing MoDOT and NHPP funding, while also moving construction funds to right-of-way for land acquisition.

Project Overview

3 Projects Listed

SP1911-24AM4 - MELVILLE ROAD BRIDGE OVER I-44

Plan Revision 24AM4	Section Sponsored by MoDOT	Project Type Asset Management - Bridge	Lead Agency MoDOT
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County Greene County	Municipality Springfield	Status Programmed	Total Cost \$5,319,953
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MoDoT ID J8S3156	Federal ID S604089	Project From EB log mile 2.043	Project To EB log mile 2.112
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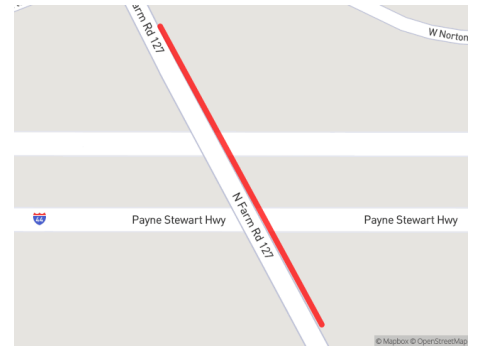
Project Considerations
Bike/Ped Plan

Project Description
Bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$52,800	\$97,800	\$174,600	-	-	-	\$325,200
Engineering	NHPP (FHWA)	\$211,200	\$391,200	\$698,400	-	-	-	\$1,300,800
Total Engineering		\$264,000	\$489,000	\$873,000	-	-	-	\$1,626,000
ROW	MoDOT	-	\$5,000	-	-	-	-	\$5,000
ROW	NHPP (FHWA)	-	\$20,000	-	-	-	-	\$20,000
Total ROW		-	\$25,000	-	-	-	-	\$25,000
Construction	MoDOT	-	-	\$201,600	-	-	-	\$201,600
Construction	STBG-U (FHWA)	-	-	\$371,793	-	-	-	\$371,793
Construction	Local	-	-	\$531,953	-	-	-	\$531,953
Construction	NHPP (FHWA)	-	-	\$2,563,607	-	-	-	\$2,563,607
Total Construction		-	-	\$3,668,953	-	-	-	\$3,668,953
Total Prior Costs		\$264,000	-	-	-	-	-	\$264,000
Total Programmed		\$264,000	\$514,000	\$4,541,953	-	-	-	\$5,319,953

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 "SP1911-19A2" to "SP1911-24AM4" Plan Revision Name changed from "24Adopted" to "24AM4"
FUNDING CHANGES	<p>MoDOT</p> <p>- Decrease funds in FY 2025 in CON from \$733,800 to \$201,600</p> <p>NHPP (FHWA)</p> <p>- Decrease funds in FY 2025 in CON from \$2,935,200 to \$2,563,607</p> <p>STBG-U (FHWA)</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$371,793</p> <p>Local</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$531,953</p>
FEDERAL PROJECT COST	Increased from \$4,256,000 to \$4,256,200 (0.00%)
TOTAL PROJECT COST	Decreased from \$5,320,000 to \$5,319,953 (0.00%)



SP2310-24AM4 - I-44 ADD LANES AND REPLACE BRIDGES FROM KANSAS TO GLENSTONE IN SPRINGFIELD

Plan Revision 24AM4	Section Sponsored by MoDOT	Project Type System Improvement	Lead Agency MoDOT
County Greene County	Municipality Springfield	Status Programmed	Total Cost \$46,282,047
MoDoT ID JSU0076	Federal ID 0442344	Project From Kansas Expressway (Rte. 13), Kansas Expy	Project To Glenstone Avenue (Rte. H), Glenstone Ave

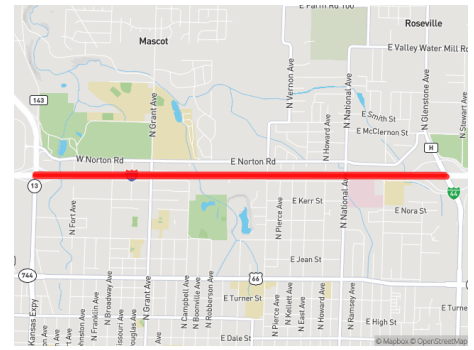
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Add lanes and replace bridges on I-44 from Kansas Expressway (Rte. 13) to Glenstone Avenue (Rte. H) in Springfield. Project involves bridges A0444, A0445, A0446 and A0447.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	NHPP (FHWA)	\$720,000	\$1,601,100	\$1,800,000	\$6,237,000	-	-	\$10,358,100
Engineering	MoDOT	\$80,000	\$177,900	\$200,000	\$693,000	-	-	\$1,150,900
Total Engineering		\$800,000	\$1,779,000	\$2,000,000	\$6,930,000	-	-	\$11,509,000
ROW	NHPP (FHWA)	-	-	-	\$13,500	-	-	\$13,500
ROW	MoDOT	-	-	-	\$1,500	-	-	\$1,500
Total ROW		-	-	-	\$15,000	-	-	\$15,000
Construction	TAP (FHWA)	-	-	-	\$302,006	-	-	\$302,006
Construction	NHPP (FHWA)	-	-	-	\$29,352,187	-	-	\$29,352,187
Construction	STBG-U (FHWA)	-	-	-	\$1,628,207	-	-	\$1,628,207
Construction	Local	-	-	-	\$468,047	-	-	\$468,047
Construction	MoDOT	-	-	-	\$3,007,600	-	-	\$3,007,600
Total Construction		-	-	-	\$34,758,047	-	-	\$34,758,047
Total Prior Costs		\$800,000	-	-	-	-	-	\$800,000
Total Programmed		\$800,000	\$1,779,000	\$2,000,000	\$41,703,047	-	-	\$46,282,047

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor changes to funding sources between federal funding categories or between state and local sources - Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP - 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, Add suballocated federal funds and Greene County funds, move construction funds to right-of-way. due to Add City of Springfield STBG, Add Greene County local funds, and OTO TAP funds. Move construction funds to right-of-way for land acquisition.
PROJECT CHANGES	ID changed from "SP2310-23" to "SP2310-24AM4" Plan Revision Name changed from "24Adopted" to "24AM4"
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CON from \$3,477,500 to \$3,007,600 + Increase funds in FY 2026 in ROW from \$0 to \$1,500 <p>NHPP (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CON from \$31,297,500 to \$29,352,187 + Increase funds in FY 2026 in ROW from \$0 to \$13,500 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in CON from \$0 to \$1,628,207 <p>TAP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in CON from \$0 to \$302,006 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in CON from \$0 to \$468,047
FEDERAL PROJECT COST	Decreased from \$41,655,600 to \$41,654,000 (0.00%)
TOTAL PROJECT COST	Decreased from \$46,284,000 to \$46,282,047 (0.00%)



MO2307-24AM4 - JOB ORDER CONTRACTING FOR GUARD CABLE AND GUARDRAIL REPAIR (2025)

Plan Revision
24AM4

Section
Sponsored by MoDOT

Project Type
Asset Management - Other

Lead Agency
MoDOT

County
Area Wide

Municipality
Area Wide

Status
Programmed

Total Cost
\$1,846,000

MoDoT ID
JSU0072

Federal ID
-

Project From
-

Project To
-

Project Considerations
Advance Construction

Project Description
Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT	\$800	\$62,400	-	-	-	-	\$63,200
Engineering	MoDOT-AC	\$3,200	\$249,600	-	-	-	-	\$252,800
Total Engineering		\$4,000	\$312,000	-	-	-	-	\$316,000
Construction	MoDOT	-	\$306,000	-	-	-	-	\$306,000
Construction	MoDOT-AC	-	\$1,224,000	-	-	-	-	\$1,224,000
Total Construction		-	\$1,530,000	-	-	-	-	\$1,530,000
Total Prior Costs		\$4,000	-	-	-	-	-	\$4,000
Total Programmed		\$4,000	\$1,842,000	-	-	-	-	\$1,846,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP, Accelerate project to FY 2024 due to Previous contract was not renewed for a second year, necessitating the acceleration of this project to allow for continuous coverage of guardrail/guard cable repair contracts.
PROJECT CHANGES	ID changed from "MO2307-23" to "MO2307-24AM4" Plan Revision Name changed from "24Adopted" to "24AM4"
FUNDING CHANGES	MoDOT - Decrease funds in FY 2025 in ENG from \$61,600 to \$0 - Decrease funds in FY 2025 in CON from \$327,400 to \$0 + Increase funds in FY 2024 in ENG from \$800 to \$62,400 + Increase funds in FY 2024 in CON from \$0 to \$306,000 MoDOT-AC - Decrease funds in FY 2025 in ENG from \$246,400 to \$0 - Decrease funds in FY 2025 in CON from \$1,309,600 to \$0 + Increase funds in FY 2024 in ENG from \$3,200 to \$249,600 + Increase funds in FY 2024 in CON from \$0 to \$1,224,000
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Decreased from \$1,953,000 to \$1,846,000 (-5.48%)

REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,458,527)	(\$3,725,365)	(\$1,663,052)	(\$191,355)	(\$24,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,898,645	\$76,723,031	\$78,879,031	\$80,446,945	\$297,947,652

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,218,611	\$1,754,714	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$31,284,340	\$38,418,007	\$45,921,887	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,815,446	\$2,368,226	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$302,006	\$0
Federal Subtotal	\$89,655,223	\$73,191,420	\$49,193,119	\$42,559,219
STATE				
MoDOT	\$17,856,911	\$19,819,610	\$7,332,500	\$12,307,400
MoDOT-AC	\$20,008,200	\$22,095,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$43,369,199	\$47,567,950	\$15,668,222	\$24,514,265
LOCAL/OTHER				
Local	\$18,458,527	\$3,725,365	\$1,663,052	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,845,537	\$3,725,365	\$1,663,052	\$191,355
Total	\$155,869,959	\$124,484,735	\$66,524,393	\$67,264,839

Pending A2

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,845,537	\$3,725,365	\$1,663,052	\$191,355	\$28,425,309
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,800,029	\$145,512,051	\$82,434,567	\$83,080,580	\$470,613,315
Carryover		\$40,786,088	\$3,716,157	\$24,743,473	\$40,653,648	--
Programmed State and Federal Funding		(\$155,869,959)	(\$124,484,735)	(\$66,524,393)	(\$67,264,839)	(\$414,143,926)
TOTAL REMAINING	\$40,786,088	\$3,716,157	\$24,743,473	\$40,653,648	\$56,469,388	\$56,469,388

TAB 8

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM II.I.

Federal Funds Status Update

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 region ended Federal Fiscal Year 2023 with a federal funds balance of \$4.4 million. This entire balance was comprised of Transportation Alternatives Program and Carbon Reduction Program funding. OTO is hopeful that two projects, the Shuyler Creek Trail and the Chadwick Flyer Overpass, will offset the majority of these funds in FY 2024. If all projects proceed as programmed through FY 2026, the total OTO balance, for all funding programs, is estimated to be about \$1.5 million.

AS OF 3/11/2024 THE OTO AREA MUST OBLIGATE \$13.025 MILLION BY SEPTEMBER 30, 2024 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year.

Staff has developed an FY 2024 status report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. Attached is also a summary document provided by MoDOT for the statewide local public agency balances, dated 1/31/2024.

BOARD OF DIRECTORS ACTION REQUESTED:

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

Federal Funds Balance Report

FY 2024 Status

FY 2023 Ending Balance	All Funds	4,444,316.10
FY 2024 Allocations (100%)	All Funds	10,481,073.00
FY 2024 Obligations/Deobligations	All Funds	1,496,569.69
Balance as of 3/11/2024	All Funds	16,421,958.79
Pending Obligations/Deobligations		(798,808.29)
Pending Balance		15,623,150.50

List of FY 2024 Obligations/Deobligations

0652099 Chestnut RR Utilities	STBG-Urban	26,678.57
9901849 Chadwick Flyer 65 Overpass	STBG-Urban	(57,671.89)
9901849 Chadwick Flyer 65 Overpass	TAP	(230,687.54)
9901831 N. Main Street	STBG-Urban	(4,209.45)
9901851 Chadwick Spur	TAP	(39,088.45)
S602027 Campbell and Republic	STBG-Urban	(10,154.76)
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5900849 FR 135/102 Mill/Fill/ADA	STBG-Urban	0.01
5905811 TMC Staff 2023	STBG-Urban	2,350.15
9901828 Trail of Tears Elm SmrSet	STBG-Urban	18,939.37
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
9901835 I-44/13 Study	STBG-Urban	61.65
5909802 KS Extension	STBG-Urban	2,138,827.85
5909802 KS Extension	STBG-Urban	41,040.72
5909802 KS Extension	STBG-Urban	(0.01)
9901827 ChadwickFlyr Jackson/Clay	STBG-Urban	(5,927.20)
9901860 Cheyenne Multi-Use Path	TAP	(102,057.00)
5901827 Jordan Creek Smith Park	TAP	(14,800.77)
9901858 Strafford East SW	TAP	(20,782.65)
9901859 Battlefield ToT Extension	TAP	(38,132.61)
9901831 N. Main Street	STBG-Urban	(113,524.01)
S605047 Battlefield Weaver Scoping	STBG-Urban	(80,000.00)
5944805 Jackson Street Resurfacing	STBG-Urban	(14,415.60)
Amount added to balance		1,496,569.69

MODOT MANDATED MINIMUM

FY 2024 Allocations @ 110%	All Funds	11,529,180.30
FY 2024 Obligations/Deobligations	All Funds	1,496,569.69
110% Goal Obligations Remaining	All Funds	13,025,749.99
Max Balance on 9/30/24 to Prevent MoDOT Rescinding Funds		3,396,208.80

MODOT MANDATED GOAL

FY 2024 Allocations @ 120%	All Funds	12,577,287.60
FY 2024 Obligations/Deobligations	All Funds	1,496,569.69
120% Goal Obligations Remaining	All Funds	14,073,857.29

Critical Obligations

Name	Responsible Agency	Transactions	Balance
PENDING OBLIGATIONS			
9901837 Chadwick Flyer Phase II	Ozark	(684,132.00)	(684,132.00)
5901828 Sherman Parkway Link	Springfield	(61,295.00)	(745,427.00)
9901862 Chadwick Phase V	Ozark	(53,381.29)	(798,808.29)
PLANNED CRITICAL OBLIGATIONS			
9900794 Green Bridge	Christian County	(450,000.00)	(1,248,808.29)
9901867 Lost Hill Park Bridge	Greene County Park Board	(10,400.00)	(1,259,208.29)
OT1901-19A5 (UPWP FY 2025)	OTO	(255,256.00)	(1,514,464.29)
OT2402 EV Chargers	OTO	(514,721.00)	(2,029,185.29)
9901851 Chadwick Flyer Spur to OHS	Ozark	(229,368.55)	(2,258,553.84)
9901849 Chadwick Flyer Overpass	Ozark	(1,586,640.57)	(3,845,194.41)
9901862 Chadwick Phase V	Ozark	(525,418.71)	(4,370,613.12)
CC Cost Share	Ozark/MoDOT	(447,588.00)	(4,818,201.12)
6900813 Shuyler Creek Trail	Republic	(1,765,878.97)	(6,584,080.09)
5901824 TMC Signal Replacements	Springfield	(1,070,770.00)	(7,654,850.09)
5900851 Pavement Resurfacing	Springfield	(3,885,000.00)	(11,539,850.09)
5900852 ADA Improvements	Springfield	(1,165,000.00)	(12,704,850.09)
MO2502 FY 2025 TMC Staff	Springfield	(460,000.00)	(13,164,850.09)
SP2314 Grand Street Design	Springfield	(240,000.00)	(13,404,850.09)
5901830 South Ck Fremont/Glenstone	Springfield	(96,641.00)	(13,501,491.09)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(130,385.00)	(13,631,876.09)
WI2301 Jackson Street Resurfacing	Willard	(342,897.40)	(13,974,773.49)
Total Critical Obligations			(13,974,773.49)

MODOT MANDATED MINIMUM

110% Goal Obligations Remaining	All Funds	13,025,749.99
Critical Obligations	All Funds	(13,974,773.49)
Obligations over MoDOT Mandated Minimum		(949,023.50)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	14,073,857.29
Critical Obligations	All Funds	(13,974,773.49)
Obligations under MoDOT Mandated Goal		99,083.80

NO CURRENT PATH TO 120% MANDATED GOAL

At-Risk Projects

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

Name	Responsible Agency	Programmed	TOTAL
9901831 N. Main Street	Nixa	(1,737,352.24)	(1,737,352.24)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(3,737,352.24)
9901838 N. Old Orchard	Strafford	(481,362.00)	(4,218,714.24)
OK2303 Garrison Springs	TAP Programmed	(440,000.00)	(4,658,714.24)
SP2313 LeCompte Trail	TAP Programmed	(383,160.00)	(5,041,874.24)
ST2302 Route OO East Sidewalks	TAP Awarded CS	(196,006.00)	(5,237,880.24)
<i>Total FY 2024 At-Risk Projects</i>			(5,237,880.24)

Potential Deobligations from Completed Projects

Name	Responsible Agency	Remaining Expenditures	TOTAL
5901822 Chadwick Flyer Phase III	OTO	\$185,000.00	185,000.00
00FY823 OTO Operations/Planning	OTO	\$62,359.47	247,359.47
0141028 14-Fort to Ridgecrest	MoDOT	\$18.18	247,377.65
0141029 Jackson and NN	MoDOT	\$23,546.49	270,924.14
1602076 Kearney/West Bypass	MoDOT	\$26,449.00	297,373.14
7441012 Kearney/Packer	MoDOT	\$69,522.96	366,896.10
9901827 ChadwickFlyr Jackson/Clay	Ozark	\$54,348.77	421,244.87
S601061 M/Repmo Drive	MoDOT	\$13,962.87	435,207.74
<i>Total Near-Term Potential Deobligations</i>			435,207.74

Local Federal-aid Program Utilization of Funds

As of January 31, 2024

Regions	Preliminary FY 24 Annual Obligation Limitation ¹ (Estimated at 100% of Apportionment)	Prior Years' Carryover Balance	Total Available Obligation Limitation	Total Annual Obligations to Date	Current Obligation Limitation Balance	Percent of Preliminary Annual Obligation Limitation Committed to date ²	Remaining Obligation Needed to Achieve Target (120% Obligation Rate)	Preliminary Potential Lapse at Year End (110% Obligation Rate)
Kansas City ³	\$ 37,605,049	\$ 26,923,244	\$ 64,528,293	\$ 746,484	\$ 63,781,810	1.99%	\$ 44,379,575	\$ 40,619,070
St. Louis ³	\$ 89,989,758	\$ 64,724,781	\$ 154,714,539	\$ 6,883,849	\$ 147,830,690	7.65%	\$ 101,103,860	\$ 92,104,885
Springfield ⁴	\$ 10,481,073	\$ 4,444,316	\$ 14,925,389	\$ (1,763,425)	\$ 16,688,813	-16.82%	\$ 14,340,712	\$ 13,292,605
Non-TMA ⁵	\$ 58,502,867	\$ 97,720,447	\$ 156,223,314	\$ 13,310,270	\$ 142,913,044	22.75%	\$ 56,893,170	\$ 51,042,883
TOTAL	\$ 196,578,747	\$ 193,812,789	\$ 390,391,536	\$ 19,177,179	\$ 371,214,357	9.76%	\$ 216,717,317	\$ 197,059,443

¹Final Obligation Limitation (OL) will be updated at the end of the fiscal year (September 30, 2024) based on actual OL rate.

²Target obligation rate is 120% at September 30, 2024. Regions with Obligation Rates less than 110% at year end, will lapse the difference between the amount of obligations to meet the minimum 110% target and actual obligations.

³Programs include STBG, CMAQ, TAP, CR and HIP.

⁴Programs include STBG, TAP, CR and HIP.

⁵Programs include Statewide BRO and BFP, SRTS and Non-TMA TAP.

Annual Obligation Limitation Projections:	FY 25	FY 26	FY 27	FY 28	FY 29
Kansas City	\$ 38,357,150	\$ 39,124,293	\$ 39,124,293	\$ 39,124,293	\$ 39,124,293
St. Louis	\$ 91,789,553	\$ 93,625,344	\$ 93,625,344	\$ 93,625,344	\$ 93,625,344
Springfield	\$ 10,690,694	\$ 10,904,508	\$ 10,904,508	\$ 10,904,508	\$ 10,904,508
Non-TMA	\$ 59,672,924	\$ 60,866,382	\$ 60,866,382	\$ 60,866,382	\$ 60,866,382
TOTAL	\$ 200,510,321	\$ 204,520,527	\$ 204,520,527	\$ 204,520,527	\$ 204,520,527

TAB 9

BOARD OF DIRECTORS AGENDA 03/21/2024; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 9 of the agenda packet, for Board member review, are Public Comments for the time frame between January 18, 2024 and March 13, 2024. Any additional public comment received by March 20, 2024 will be shared at the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: SS4A Survey

City/County of concern: OTO MPO Area

Date received: 01/29/2024

Received through: Website

Contact Name: Bruce [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hey Natasha! Sorry for the email - I took the survey.

But forgot to add a comment about walking routes. Seems like we should identify more than one complete bike / ped connection (The Link) in our city.

I think we need to identify at least two or three in each direction (N-S / E-W)

Also why is it that we US citizens decide we can walk 10 miles when we go to Europe but can't walk to the coffee shop when we get home?

--

Bruce [REDACTED]
[REDACTED]

OTO Response:

Thank you for this additional information. It will be shared with the Safety Action Plan team. Public input is vital to the planning process.

Thank you!



PUBLIC COMMENT



Area of concern: Trails

City/County of concern: Taney County

Date received: 01/29/2024

Received through: Comment Email

Contact Name: Amber [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Dear OTO Coalition,

I hope this message finds you well. My name is Amber [REDACTED], and I am a local business owner residing in Taney County. I am honored to serve on the Taney County Park Board, where I actively engage in community initiatives that enhance our region's recreational offerings.

I am writing to express my admiration for the incredible work that the OTO Coalition is doing to promote accessible greenway trails and enhance the quality of life in various communities. Your commitment to creating sustainable, interconnected trail networks has not gone unnoticed, and it has inspired many of us here in Taney County.

Given the positive impact your organization has had in other areas, I am reaching out to explore the future possibility of OTO expanding its efforts to Taney County. We believe that the future introduction of OTO's expertise and initiatives in our region could significantly contribute to our community's well-being, providing residents and visitors with enhanced recreational opportunities.

I am particularly interested in understanding how local businesses and organizations can actively participate and contribute to OTO's efforts. We are eager to explore future potential collaborations and ways in which we can support the implementation of greenway trails in our community.

Are there any upcoming meetings that would be beneficial for me to attend to learn more about OTO engagement opportunities? I look forward to the opportunity to connect and discuss potential of a future collaboration further. Please feel free to reach me at [REDACTED].

Thank you once again for your dedication to creating vibrant, accessible communities through trail investments. I eagerly await your response and the possibility of working together to bring OTO's positive impact to Taney County.

Sincerely,

Amber [REDACTED]
Taney County Park Board Member
[REDACTED]

OTO Response:

Thank you so much for your kind email! We are excited to see our trail system continue to grow and connect our communities. Due to federal law, we are limited to work within our boundaries (see attached map). Mary Kromrey with Ozark Greenways would be a great source of information. Her email is mary@ozarkgreenways.org. It is wonderful to see other communities interested in expanding the trail system. We look forward to watching your trail system grow!

Have a wonderful evening.



PUBLIC COMMENT



Area of concern: SS4A Survey

City/County of concern: OTO MPO Area

Date received: 01/27/2024-01/30/2024

Contact Name: Various

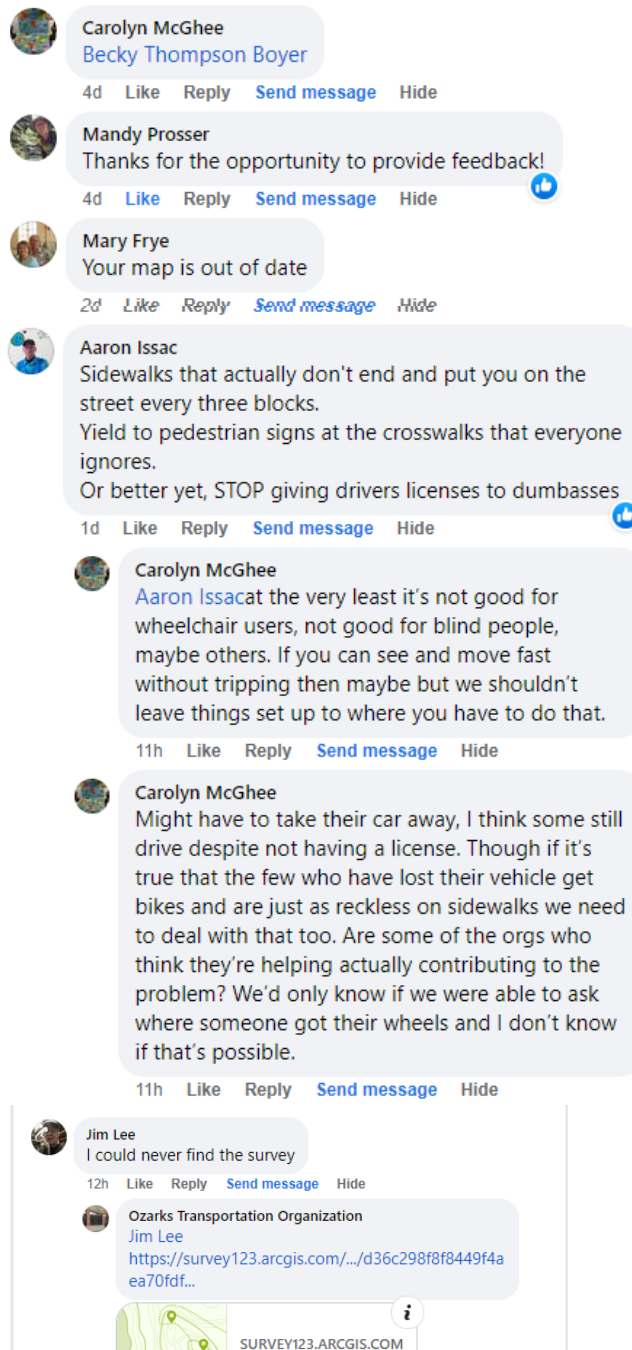
Received through: Facebook

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: SS4A Survey

City/County of concern: OTO MPO Area

Date received: 01/30/2024

Received through: Email

Contact Name: Trevor [REDACTED] / leftfootbraking.com **Contact Email/Ph #:**
leftfootbraking2014@gmail.com

Comment:

Suggestions? Do what science tells you to do, not politics!!

Joe, Do what your journalism professor told you to do, 'Seek the truth and expose it'

Natasha and Patrick, dare to ask those in charge why DOT refuses to go with science instead of politics which means you live the lie and let them die

Why is the media letting DOT get away without using SCIENCE? The biggest cover-up in automotive history!

Joe, you wrote about the pedestrian and cyclist death and injury epidemic. We assume you care about it. But do you care enough to get your hands journalistically dirty? If so, read on. If not, throw this in the garbage and 'Live the lie and let them die'. Please read on but if this is not your calling, please pass this on to someone whose long-range plan is to win a PULITZER.

What if every vehicle stopped instantaneously when the brakes were applied in a panic stop? Not too healthy for the driver but life-saving for the pedestrian or cyclist! The laws of physics won't let us do that but would 3/4 OF A SECOND SHORTER BRAKING TIME AND DISTANCE prevent a lot of the pedestrian and cyclist deaths? Would 3/4 OF A SECOND SHORTER BRAKING TIME AND DISTANCE prevent most of the RIGHT TURN ON RED DEATHS? WOULD THE LEFT FOOT BRAKING METHOD MAKE 'HIT THE GAS INSTEAD OF THE BRAKE', IMPOSSIBLE? (e.g.: Recent crash at Rainbow Bridge, Niagara Falls, the Tiger Woods crash, the Mark Saylor (Download Malcolm Gladwell's Revisionist History, Episode 8, Blame Game) crash, the Michael B. Jordan crash, the David Foster-Katharine McPhee crash, the recent death of Joseph Zadroga, a prominent advocate for families of 9/11 first responders, et., etc., etc.!) We can prove it would but the 'boys' don't want to listen because, 'Real men brake with their right foot!' NHTSA, TRB and GHSA know this as well but seem to be too scared to SCIENTIFICALLY examine this epidemic!

Joe, saving pedestrian and cyclist lives is like the weather, everybody talks about it but nobody does anything about it. Each day 20 pedestrians and cyclists will die because a driver was forced to use the 'KILLER' RIGHT FOOT BRAKING METHOD and COULD NOT STOP IN TIME! The equivalent of another mass shooting. Like the mass shootings, we will cry and pray but do nothing about the cause. There are organizations who could do something about it. They are NHTSA, GHSA and TRB. All government agencies who claim to care about these deaths but who refuse to run the BTSCRIP study that would show us how to reduce these deaths. Joe, ONLY THE MEDIA (YOU) can change this. There is a Pulitzer waiting for a journalist willing to take on the DOT. Please care and contact us at leftfootbraking2014@gmail.com for additional information on this apparent cover-up.

TRADITION, TESTOSTERONE, AND POLITICS CAN BE A TERRIBLE THING! EACH YEAR WE ARE TEACHING 10 MILLION STUDENT DRIVERS HOW TO BRAKE. WE ARE TEACHING THEM A BRAKING METHOD THAT HAS NO SCIENTIFIC JUSTIFICATION. DOT MAY BELIEVE THE MOON IS MADE OF CHEESE BUT THEY SHOULD HAVE TO SCIENTIFICALLY PROVE IT!!

Joe, we know how short most journalists are for time. To make it easy for you please consider using the following format to contact the people who are blocking this study. We need a courageous journalist to tell the emperors that they are naked! You will either get a reply which justifies their actions or you may well be on your way to a Pulitzer concerning the biggest cover-up in automotive history. Or you can do nothing and just, 'Live the lie and let them die'

To: Ann Carison, Acting Administrator NHTSA, webmaster@dot.gov

Diane Scaccetti, Chair TRB, diane.scaccetti@dot.nj.gov

Johnathan Adkins, Executive Director GHSA, jadkins@ghsa.org

From:

Subject: Request for comment regarding claims made by the website leftfootbraking.org regarding the banning of the teaching of the right foot braking method, currently taught to brake electric and automatic vehicles.

We have recently been made aware of a website called leftfootbraking.org which is calling for a ban on the teaching of the right foot braking method currently being taught to brake electric and automatic vehicles and replacing it with the left foot braking method.

This website has made the following claims:

1. That 20 cyclists and pedestrians die each day, most because of the failure of the right foot braking method. Some die directly because of what they call 'hit the gas instead of the brake' which they say is impossible if the driver had been trained to use the left foot braking method. Some die because the driver could not apply the brakes fast enough. They claim a driver using the left foot braking method could stop a car in a shorter distance from 30 mph than one using the right foot braking method could from 20 mph.
2. That there is no scientific justification for the claimed benefits of the right foot braking method and that it boils down to 'That's the way it's always been taught'.
3. That NHTSA, TRB and GHSA have a program called the Behavioral Traffic Safety Cooperative Research Program which could scientifically determine which of the two braking methods is the safest for drivers of all ages and gender but that they refuse to run the test (a copy of their submission is attached), because of tradition, objections from male drivers and concern about political backlash.

We look forward to a prompt reply and thank you for your help in our investigative efforts.

P.S.

WHEN WE WENT FROM 2 WHEEL BRAKING TO 4-WHEEL BRAKING, WE HAD SCIENCE. WHEN WE WENT FROM MECHANICAL BRAKING TO HYDRAULIC BRAKING, DISC BRAKES ETC. WE HAD SCIENCE. WHY NO SCIENCE, EXCEPT, 'GEE, THAT'S THE WAY IT'S ALWAYS BEEN TAUGHT', TO COMPARE BRAKING METHODS? JUST TRADITION, TESTOSTERONE AND POLITICS!

The Bottom Line:

As Professor Schmidt told DOT a long time ago, because of the principles of kinesiology, the right foot braking method will eventually fail all drivers, especially young drivers, old drivers, and female drivers. It happens 40, 000 times per day, resulting in either death, injury, or destruction. DOT does not want to try to scientifically defend this 'killer' braking method because they know they will lose and then they will have to deal with Tradition, Testosterone, and Political backlash from the 'real men'.

Please 'Seek the truth and expose it'

All we are asking for is a scientific study. leftfootbraking.org.



PUBLIC COMMENT



Area of concern: US 65 and Bluegrass Road J-Turn

City/County of concern: Greene County

Date received: 02/01/2024

Received through: Phone call

Contact Name: Joe [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Joe [REDACTED] relayed safety concerns for the J-turn that is going in at US 65 and Bluegrass road. Specific examples included buses and semi-trucks being able to use them safely.

OTO Response:

Listened to Joe [REDACTED] concerns and let him know they would be shared with the Technical Planning Committee, Board of Directors, and MoDOT.



PUBLIC COMMENT



Area of concern: SS4A Survey

City/County of concern: OTO MPO Area

Date received: 02/04/2024

Received through: Email

Contact Name: Gregory [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello,

I am wanting to participate in the public input period that's currently occurring and the link took me to what appears to be a general contact page.

My concerns are pedestrian, bicycle, and public transit ease of use. I have shown the KY3 story regarding the public input period to a handful of friends who always think I'm being dramatic when I tell them the bicycle lanes just disappear without warning and I have to merge into traffic with cars and there is no signage whatsoever for the cars to be ready. I try to take the sidewalks illegally on routes where I already know that is going to occur and it is hard to merge. I chuckle because I was actually hit by a car the day before the story aired on KY3 when, as a pedestrian, I was already in the right turn crosswalk and the woman driving just made her turn failing to yield in the small crosswalk in the designated right turn circular lane portion of the road (on National Ave at Republic Road). I think more signage throughout the city, especially on the south side where household incomes are higher and there is less pedestrian and bicycle traffic per capita. I am not specifically referring to signage at the intersections themselves, though that is included in my thought, I am referring to signage in general throughout the OTO region that brings more attention that pedestrians have the right of way, especially when legally crossing at an intersection. The Yield to Pedestrians generic signs don't seem to grab true attention. As someone who was regularly a driver before I decided to stop with my disability causing 2 car accidents and danger to others if I do drive, I understand the inconvenience of having to wait a few seconds, but I also understand how much perspective matters. It would also be nice to see more enforcement of the legality violations of vehicles parked in driveways blocking sidewalks. I think the mass transit system in Springfield is horrific, but I understand it is likely due to funding and usage numbers. I also think it is thought out well, but the time frame and general signage setup for both riders and drivers is terrible, including marketing. If more buses could be added or hours could be extended, that would help quite a bit. I actually have friends who have said they would love to be able to go out and take a bus home at 0100 instead of driving or spending \$20 on a taxi. It is very much a giant piece of my budget to spend \$8-\$12 on average to go to the gas station near my home and back (1 mile) on a very rainy day instead of walking. The time spent on walking or biking places can add up, though I enjoy the health benefits. If transit ran more frequently on the weekends it would be a huge help to what I could do economically and for my family. For example, I could get a few more errands done instead of spending 2x as much for some groceries to be delivered. Finding ways to either increase frequency on the weekends and/or add more routes in general could help transit's usefulness. In places that are

"transfer" stations, more small shelter buildings would be extremely beneficial in preventing people from getting sick in cold winds or having to stand in the rain. It wouldn't be too hard for police to glance at these when going by in the evenings to prevent them from being misused during hours that transit isn't operational. However, for a city this size, it could probably be improved quite a bit. This is true for all of my suggestions, especially if we tried to catch up to "release dates," if you will, of changes. I went to college at OTC, UNLV, and MSU. My friends and I who went to college in other places joked, often offending our families until they visit us regularly and saw things in other cities, "give it 10-15 more years to start to make it to Springfield." It's true. When I first moved back here in 2011, I remember being accustomed to every single intersection having countdown timers at crosswalks in Clark County (Las Vegas) and almost zero being in Springfield. I was naturally looking for the timer and always shocked they weren't here yet. My family used to get offended because I would tell them "give it 10 years." Those timers were slowly installed, and about 10 years later, at most intersections. I pointed it out to them one day a few years ago and they said they had already noticed that I was correct and not simply being rude. It took significantly longer to come to Springfield.

In summary:

Pedestrian & Bicycle Ease of Use

- More signage for drivers, especially south side
- Bike lane ending warnings for cars & bikes
- More citations/enforcement for vehicles in driveways blocking sidewalks

Mass Transit

- Frequency Issues
- Location Issues
- Signage issues
- Hours of Operation Issues
- Shelter at Stops Issues

General

- Time frame for updates completion

I appreciate OTO and the organization taking public input. Transportation and infrastructure are two things that have always been of my interest since childhood and my friends call me a nerd about it. I sincerely appreciate the public input allowance.

Thank you!"

--

Gregory [REDACTED]

Mobile: [REDACTED]

OTO Response:

Thank you for this information. Public input is vital to the planning process. Also, thank you for letting us know the link did not work. We have staff working on fixing it. This information will be shared with the Safety Action plan team, our Technical Planning Committee, and our Board of Directors. Thank you, again!



PUBLIC COMMENT



Area of concern: Sunshine Street Project – Multi-Use Path

City/County of concern: Springfield/Greene County

Date received: 02/02/2024

Received through: MoDOT

Contact Name: Jason [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello,

I saw some info about a proposed median in the Sunshine street project. I wanted to take this opportunity to throw in a plug for adding a “multi-use protected side path” to this project. We just don’t have enough protected bike lanes in Springfield. If you are not a savvy cyclist the options for getting around town are too intimidating, overwhelming, and unsafe for most people. People just won’t use cycling as a means of commuting if we don’t build any infrastructure. Look at Fayetteville, AR or Bentonville, AR and other towns that focus on this, and you’ll find the impact has been overwhelmingly positive. We should be actively looking for ways to decrease motor vehicle traffic and increase other forms of commuting such as cycling.

I enjoy riding my bicycle to and from work. Not getting in a car and riding my bike is less stressful, allows me time to decompress from a day at work, and also has the added benefit of some exercise. What I can tell you is that a lot more people would do this sort of thing if we made it safe and convenient. I encourage you to take a look at the Facebook page “Melissa & Chris Bruntlett” or their website “modacitylife.com”. They are authors of “Building the Cycling City: The Dutch Blueprint for Urban Vitality” and “Curbing Traffic: The Human Case for Fewer Cars in Our Lives” This isn’t something that happens overnight. It has taken the Dutch many years to make cycling a seamless part of the overall transportation system. What they have done is truly amazing.

We can start by making the conscious decision to make Springfield a better place to live. It’s time to start thinking outside the box.

I am a husband, father of 3 kids, physician, avid cyclist, coach and team director of Springfield Youth Cycling Club (nationalmtb.org, missourimtb.org), and outdoor enthusiast.

I love living in Springfield, and I'm hopeful that we can continue to enrich our outdoor spaces. Increasing the connection and vibrancy of our town by making it more pedestrian/cycling friendly would help make Springfield more appealing to visit and live in.

Thanks for your time.

Sincerely,

Jason [REDACTED]

OTO Response:

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

To learn more about our organization: <https://www.ozarkstransportation.org/>

To learn more about our Regional Trail Plan: <https://www.ozarkstransportation.org/what-we-do/bikeped>



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 02/08/2024

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

X-WALK STUDY SITES 4th Quarter 2023	
Percent of drivers yielding	
Mt Vernon at Golden	28%
Grant Ave near Talmage	61%
Bennett at Delaware	34%
Mentor near Greenlee	46%
Broadway at Swan	75%
Trafficway at Icepark	63%

SGF Yields
5h · 🌐

Driver compliance at Springfield crosswalks has decreased slightly to 51% across Springfield, according to fourth quarter 2023 crosswalk compliance assessments conducted by the City's SGF Yields pedestrian safety program. That is a decrease of three percentage points compared to results from the fourth quarter of 2022.

In an effort to reduce fatalities, SGF Yields has launched two initiatives to help bridge the gap between drivers and Springfield's most vulnerable pedestrians. SGF Yields' new "Use your WITS" outreach initiative and Pedestrian Dignity Project aim to increase understanding and empathy between the groups.

Read more at <https://www.springfieldmo.gov/civicalerts.aspx?AID=10919> and visit springfieldmo.gov/sgfyields for more information and resources.

Facebook Comments

Carolyn McGhee
We're not at the point right now where we can afford to back off on the messages. I've personally seen improvement but I am just one person. Still have to look before crossing each lane of traffic just in case though.

3h Like Reply Send message Hide

Ozarks Transportation Organization
Carolyn McGhee Thanks, Carolyn!

3m Like Reply



PUBLIC COMMENT



Area of concern: Bypass of the City of Republic and Billings

City/County of concern: Republic/Greene County

Date received: 02/29/2024

Received through: Email

Contact Name: Brian [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello John , I had a discussion with Beth Schaller Mo Dot southwest District. We discussed a bypass from James River bypass around the city of Republic and the city of Billings connecting somewhere West of the city of Billings on Hwy 60 , 60 Hwy from the city of Billings thru the City of Republic connecting to James River bypass has become a major Traffic Jam Daily!!! . Traffic going east and west on Hwy 60 going west from James River Hwy (bypass has become horrible with more commuters and additional traffic lights being installed between James River bypass and the city of republic (Hwy 60 , around and in the city of republic Apartments and residential housing and retail buildings are going up so fast the traffic on Hwy 60 will overload Soon !!! A Bypass would help southwest Mo Grow by reducing commuting times from farther west Republic . The Window to accomplish this Bypass around the City Republic will soon close due to growth . All of these concerns were discussed with Beth schaller with Modot she agreed with me this should be built but it needed further thought by you and others , please consider this Bypass to help southwest Mo grow .

Thank you .

Brian [REDACTED]
[REDACTED]
[REDACTED]

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. Thank you, again.



PUBLIC COMMENT



Area of concern: Green Bridge

City/County of concern: Ozark/Christian County

Date received: 02/14/2024

Received through: Email

Contact Name: Kris [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

See attachment showing an email from Miranda Beadles explaining the marketing of the bridge. At the County meeting I asked why it wasn't advertised for in January as it states and she said they are behind. I then asked if that will push the proposals due in March to a later date and she said it will not. So I understand your time is short but the proposals are due to the County next month.

I have heard that the City's proposal is to cut Green Bridge into pieces using some of the pieces on the Chadwick Flyer trail leading up to the Hwy 65 overpass, is this true? I am asking you to please not have that in the plans and to look instead at keeping Green Bridge completely in tact as it is and renovate it for pedestrian use, like what [REDACTED] did with our Riverside Bridge. Cutting Green Bridge into pieces is destroying the historic integrity of the bridge causing it to no longer be our historic Green Bridge and I'm completely against that! For the sake of our history please do renovate it as it is. Everyone loves the Riverside Bridge and we can have the same thing with Green Bridge in our beautiful historic town. These historic bridges are rare and we would be known as the place to come see historic bridges and that will bring in tourism and revenue to Ozark.

There are 2 places on the Ozark trails where the entire Green Bridge could be placed that would be a huge asset to our trail system. Every leader I r ever talked to in Ozark has wanted it next to the old cheese factory and I understand the Adams own that land but I believe it would be a great thing for them and everyone to have it there.

The second option is to put it where the new trail will be next to the fire station going to Garrison Springs. People would cross the Riverside Bridge, go through the tunnel, and as they go up to the trail they will walk through Green Bridge. I talked to [REDACTED] this morning who owns a portion of that land where that trail will be and she came up with

this idea and I think it's an awesome idea. She's been concerned about kids climbing up on her land so if there's a bridge there then it will help people to stay on the trail. That also means 3 historic local bridges will all be together in the same area: Riverside, Green, and Ozark Mill Bridge.

I am asking that you please let me be at every meeting you have about the bridge. I have almost 3000 supporters for the bridge on my Save Christian County MO bridges page, I have many examples on how to save a bridge, and I have the experience of Saving Riverside Bridge so I believe I would be of great help in this process. This is so important to our community and I would appreciate being kept in the loop.

I have included OTO in this email since the County told me they are working with the City on this.

Thank you,
Kris [REDACTED]

↩ Green Bridge - Marketing



December 11, 2023 9:15 AM

Miranda Beadles

[Details](#)

Good morning.

Below is the plan for the marketing of Green Bridge.

- Initial Advertisement: January 2024
- Proposals due: March 2024
- Selection: April 2024
- Agreement: May 2024

I will be providing Great River Engineering a list of direct contacts and you will be part of that list.

Thanks,

Miranda Beadles, P.E.
Highway Administrator

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.

Have a wonderful weekend!

TAB 10



MoDOT Selects Two Consultants to Lead I-44 Corridor Study

Environmental study will seek input on more than 250 miles of I-44 for future improvements

JEFFERSON CITY – Today the Missouri Department of Transportation announced the selection of two consultants to lead an environmental study of the more than 250 miles of Interstate 44 from the Oklahoma state line to the Route 100 East interchange near Gray Summit in Franklin County.

The selected consultants, Hg Consult, Inc. and Garver, will each study a stretch of the corridor, which has been divided into two sections for the purpose of the study: Hg Consult will study the stretch from the Oklahoma state line to the Route 17 interchange near St. Robert, and Garver will study from St. Robert to the Route 100 East interchange at Gray Summit.

“I-44 was completed in 1966 and serves as an important corridor for not only passenger travel but a key commercial trucking corridor in Missouri,” said MoDOT Assistant Southwest District Engineer Greg Chapman. “This study is a critical step to prepare for future projects on I-44 that will focus on improving safety and reliability in this vital east-west link across Missouri.”

The goal of the study is to update and validate the outcomes of the 2008 Purpose and Need Study and provide the opportunity for public input from stakeholders along the I-44 corridor. The study will also divide the more than 250 miles of the I-44 corridor into logical segments for further study and prioritize those segments for more detailed design and ultimately for construction when funds are available.

Missouri’s FY2024 budget from the General Assembly, signed into law by Gov. Parson, provides \$20 million of General Revenue for the environmental study.

For more information on the I-44 Corridor Study, visit modot.org/forward44.

####

Districts Involved

STATEWIDE

Published On: Thu, 02/08/2024 - 08:27

Missouri Department of Transportation

105 W. Capitol Avenue
Jefferson City, MO 65102
[1-888-ASK-MODOT \(275-6636\)](tel:1888ASKMODOT)
[1-866-831-6277](tel:18668316277) (Motor Carrier Services)

[Our Mission, Values and Tangible Results](#)
[Missouri Highways and Transportation Commission](#)

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FHWA Rulemaking Seeks to End 'Buy America' Waiver

March 8, 2024



The Federal Highway Administration recently issued a notice of proposed rulemaking that seeks to discontinue its general

[Above photo by Louisiana DOTD]

FHWA said its rulemaking specifically seeks to eliminate the 40-year-old “Manufactured Products General Waiver” in order to maximize the use of domestically-produced materials in the construction of U.S. highways and bridges that receive federal funding.

About

The agency’s rulemaking also proposes to create standards that would apply to manufactured products if the waiver is discontinued.

The proposed rule is in response to President Biden’s “Ensuring the Future is Made in All of America by All of America’s Workers” executive order, issued in [January 2021](#), mandating that federal agencies should maximize the use of domestic products and strengthen the U.S. manufacturing sector. That order also seeks to promote private sector investment and opportunity for small businesses, bolster the domestic supply chains, and create jobs.

However, the FHWA stressed that its proposed rule will not change the longstanding “Buy America” requirements that currently apply to iron or steel products. Nor will the proposed rule change “Buy America” requirements expanded in the Infrastructure Investment and Jobs Act that apply to products classified as construction materials excluding certain materials such as cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives.

“We’re proposing to do away with a policy that did not incentivize restricted American-based manufacturing,” noted FHWA Administrator Shailen Bhatt in a [statement](#).

“This policy supports the [Biden] administration’s commitment to create good-paying jobs within the U.S., allowing domestic manufacturing to grow,” he said. “American businesses now have a long-term incentive to tap into the broader federal government market.”

The agency added that it also plans to issue a Request for Information on the domestic availability of specific manufactured products commonly used in FHWA-funded projects, which will help guide FHWA implementation of its proposed should the “Buy America” waiver be rescinded.

The American Association of State Highway and Transportation Officials has previously expressed concern to both FHWA and the U.S. Department of Transportation regarding suspension or elimination of the “Buy America” waiver.

“State DOTs use a broad range of manufactured products on their projects supported by the federal-aid highway program, and many are not—or have significant components which are not—readily available domestically, including such products as traffic signals, cameras, luminaires, controllers, cabinets, changeable message signs, and traffic management system components,” AASHTO noted in a letter to FHWA in [April 2023](#).



FHWA's Shailen Bhatt.



project delays could affect the safety of the travelling public and the operation of our road and highway system," the group stressed.

About

Carlos Braceras – executive director of the Utah Department of Transportation and a former AASHTO president – reiterated those concerns at a Congressional hearing in [February 2024](#).

"As you know, a key policy priority included in the IIJA [Infrastructure Investment and Jobs Act] pertains to new 'Buy America' requirements," noted Braceras in his testimony before the House of Representatives Committee on Transportation

Image by AASHTO

and Infrastructure

"AASHTO and the state DOTs remain unwavering in our strong support of the goal to increase America's manufacturing capacity by creating new domestic jobs and encouraging economic growth; however, we also recognize this transformation can't occur overnight or with the flip of a switch," he said. "As such, we firmly believe that a deliberative and practitioner-informed process between government and industry should continue to guide implementation of 'Buy America' rules. This will ensure timely, cost-effective investments and successful delivery of critical transportation infrastructure projects funded through the IIJA."

"We agree with FHWA's previous and longstanding finding that manufactured products in highway projects comprise a small portion of the overall market for those products," noted Jim Tymon, AASHTO's executive director.

"A 'Buy America' requirement for many of these products will not result in on-shoring of the manufacture of those products. Instead of completely eliminating the waiver, we recommend that the waiver be continued as FHWA carries out targeted market studies to observe which products can be on-shored successfully," he said. "This approach will reduce potential project delays due to the lack of availability of domestic products. This strategy stands a stronger chance of achieving the overall goal of increasing domestic manufacturing."



Carlos Braceras. Photo via the House T&I committee.

Florida DOT's Perdue Testifies at Grant Program Hearing

March 8, 2024



Rep. Sam Graves (R-MO), chairman of the House T&I committee, noted in his [opening remarks](#) that the Infrastructure Investment and Jobs Act or IIJA authorized \$196 billion over five years for new and existing USDOT competitive grant programs – representing 30 percent of total IIJA funding.

That is why he said the House T&I committee “has a keen interest in ensuring these taxpayer-funded grants follow the intent of the law and support projects that actually improve our nation’s infrastructure network and supply chain,” he said.

“As [we] prepare for the next highway bill in the next Congress, it is important that we continue to ensure the best use of our infrastructure funding and find ways to improve the grant process,” Rep. Graves emphasized.

Rep. Rick Larsen (D-WA), the ranking member on the House T&I committee, noted at the hearing that he “welcomed the opportunity” to look at how to make USDOT grant programs better.

“As a former county council member, I can assure you that I understand the frustration that counties and cities have in accessing federal money, and why sometimes they choose not to,” he said in [his remarks](#).



Rep. Graves. Image via the House T&I committee.



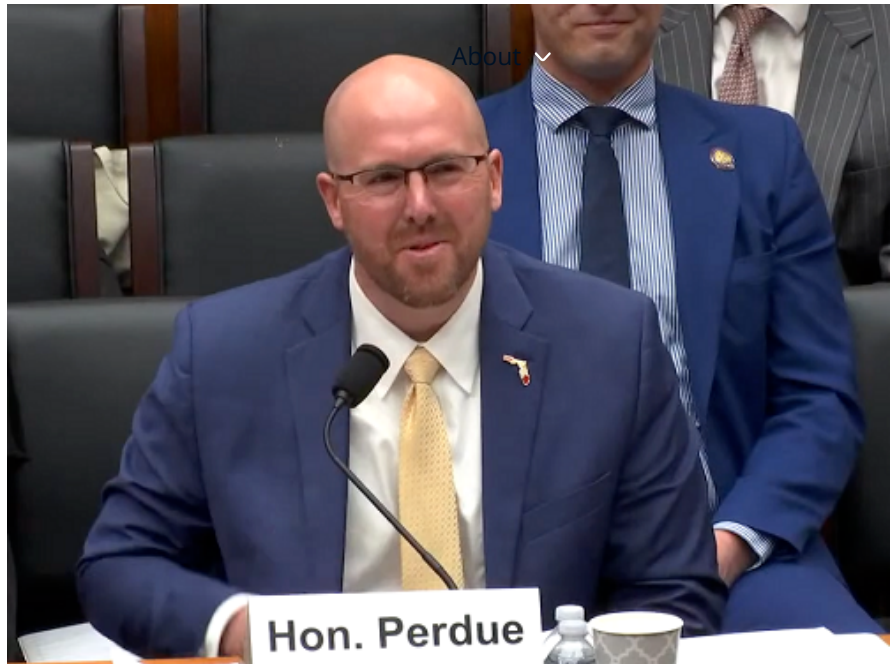
“There is one area where state legislatures, state DOTs, local governments, city, county, and tribal governments all agree: there is never enough money from the federal government when it comes to transportation funding,” Rep. Larsen added. “We can all agree on that as we look forward to 2026, when we have to do this all over again, and we should keep that in mind as we are trying to improve the process.”

Four witnesses provided testimony at the hearing: [Alan Winders](#), presiding commissioner for Audrain County, MO, on behalf of National Association of Counties; [Chuck Baker](#), president of the American Short Line and Regional Railroad Association; [Amy O’Leary](#), executive director of the Southeast Michigan Council of Governments; and [Jared](#)

infrastructure goals.

"Now, with IIJA, the number of competitive grant programs has skyrocketed from 13 to 45, placing less emphasis on states' needs with more decisions being made top-down," he stressed. "With the increase in discretionary programs, Florida DOT and local entities are required to compete for federal funding, which is timely, costly, and an overall burden to states and our local partners who want to deliver infrastructure, not wade through federal bureaucracy."

Perdue noted that, under traditional formula funding, states rely on their calculated apportionment to best plan for programming and delivering projects for their communities. "Historically, states have received 90 percent of total surface transportation apportionments in formula program," he said.



Florida DOT's Perdue. Photo via the House T&I committee.

Perdue also pointed out that the time lag between applying for a grant and receiving one – if even selected – can create further fiscal complications.

"By the time a grant award is realized for a community, the effects of inflation – compounded by an 18 to 24 month delay in awards – have immediately driven project finances into the red," he said. "Many state DOTs, cities, counties, MPOs [metropolitan planning organizations], and local agencies bear the responsibility of cost overruns due to the combination of inflation and slow agreements and authorizations."

In sum, Perdue argued that the USDOT's current discretionary grant process creates burdens for state DOTs and all applicants, and that

"Formula allocation of funds is more efficient and allows states to actually deliver infrastructure that is specific to their state and supported by their communities," he said. "Florida DOT encourages Congress to lay the groundwork for the next transportation authorization that revives stronger formula funding."

Southern Missouri Set for Prime Viewing of April 8 Solar Eclipse

Plan ahead for your best viewing and avoid traffic congestion

JEFFERSON CITY – On April 8, citizens across southern and southeast Missouri will have the chance to see a rare celestial event – a total solar eclipse.

The moon will block the sun’s light and cause a total solar eclipse to be visible across nearly 115 miles of Missouri. Visitors will come to the Show-Me State to witness the event, and numerous community events and festivals are planned along the path of totality. Missourians should make plans early to determine where they will view the eclipse, where they will stay and how best to avoid the extra traffic congestion after the eclipse.

“We anticipate large crowds with possible heavy congestion on the interstates and major highways especially after the eclipse is over,” said Missouri Department of Transportation Chief Safety and Operations Officer Becky Allmeroth. “If you are traveling for the event, leave early, stay put as long as possible and plan to stay after the end of the eclipse to avoid the peak traffic.”

Missouri will be one of 13 states from Texas to Maine to experience the path of totality. There are 31 million people in the United States who live inside the path of totality. A partial eclipse will be visible throughout the remainder of the continental United States.

The path of the viewing in Missouri will cover more than 115 miles of the state. Totality enters Missouri as it crosses the Arkansas State Line southwest of West Plains at 1:54 p.m. CDT. It will follow a diagonal line crossing over Poplar Bluff and exit Missouri at Cape Girardeau as it crosses the Mississippi River at 2:04 p.m. CDT.

Please follow these tips to drive safely on the day of the solar eclipse:

- Don’t stop along the interstate and no parking on the shoulder.
- Find a safe location to view the event and get there early.
- Watch out for increased pedestrian traffic along smaller roads. People may be randomly parking and walking alongside roads in the hour before the total eclipse to get the best viewing.
- Don’t take photographs of the eclipse while driving.
- Turn your headlights on and do not rely on your automatic headlights during the eclipse.
- Avoid travel during the eclipse or in the area of the main path if you can.
- Prepare for extra congestion, especially on interstates and other major roadways for the hours immediately following the eclipse.
- Check traffic conditions on MoDOT’s Traveler Information Map at <http://traveler.modot.org/map/> also available as a free app at MoDOT Traveler Information.
- Have a full tank of gas and bring water with you in your vehicle.

For more information on Missouri’s solar eclipse events, visit <https://www.visitmo.com/in-the-spotlight/2024-eclipse>. For driving tips, visit MoDOT’s website at <https://www.modot.org/2024-missouri-solar-eclipse>. #Eclipse24 #MOEclipse24

More information on eye safety and scientific aspects of the event can be found on the NASA website at <https://science.nasa.gov/eclipses/future-eclipses/eclipse-2024/>

###

Districts Involved

STATEWIDE

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