



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

MARCH 27, 2025

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



OTZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

March 27, 2025

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

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

Call to OrderNOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of January 16, 2025 MinutesTab 1 (2 minutes/Russell)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda ItemsTab 10

Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on January 15, 2025, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 10**.

E. Executive Director's Report

(5 minutes/Fields)

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

F. MoDOT Update

(5 minutes/MoDOT)

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

G. Legislative Reports

(5 minutes/Russell)

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

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

(5 minutes/Thomas)

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

II. New Business

A. City of Springfield and Christian County Citizen-at-Large Board AppointmentsTab 3

(5 minutes/Fields)

The OTO bylaws outline the City of Springfield may nominate 2 citizen-at-large members and Christian County may nominate 1 citizen-at-large member who are appointed by the OTO. The City of Springfield has nominated Steve Bach and Marshall Kinne and Christian County nominated R.J. Flores for the citizen-at-large representatives.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPOINT STEVE BACH, MARSHALL KINNE, AND R.J. FLORES TO THE BOARD OF DIRECTORS

B. Financial Statements for 2nd Quarter FY 2025 Budget YearTab 4

(5 minutes/Johnson)

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 2025 BUDGET YEAR

C. FY 2025-2028 TIP Administrative Modifications Two and ThreeTab 5

(5 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. FY 2025-2028 TIP Amendment FourTab 6

(5 minutes/Longpine)

One change is proposed to the FY 2025-2028 Transportation Improvement Program.

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

E. CRP/TAP Project Schedule Extension.....Tab 7

(5 minutes/Thomas)

The Cities of Battlefield and Ozark have requested to extend the schedules of the Trail of Tears Connector (EN2401-24) and Blue Stem Phase 1 (EN2421-25AM1), which were awarded TAP fund in July 2023 and July 2024, respectively.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE REVISED REASONABLE
PROGRESS SCHEDULE FOR THE TRAIL OF TEARS CONNECTOR AND BLUE STEM PHASE 1
PROJECT**

- F. Growth Trends ReportTab 8**
(15 minutes/Faucett)
Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- G. Long Range Transportation PlanTab 9**
(15 minutes/Longpine)
An introduction to the Long Range Transportation Plan update will be provided.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

- A. Board of Directors Member Announcements**
(5 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.
- B. Transportation Issues for Board of Directors Member Review**
(5 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.
- C. Articles for Board of Directors Member InformationTab 11**
(Articles attached)

IV. Adjourn Meeting

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

The next Board of Directors regular meeting is scheduled for Thursday, May 15, 2025 at 12:00 p.m. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM I.C.

January 16, 2025 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 16, 2025 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 16, 2025 meeting minutes”

OR

“Move to approve the Board of Directors January 16, 2025 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
JANUARY 16, 2025**

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

The following members were present:

Jerry Compton, Citizen-at-Large
Mark Crabtree, City of Battlefield
Eric Franklin, City of Republic
Eric Johnson, City of Ozark (a)
Derek Lee, City of Springfield
Rusty MacLachlan, Greene County
Frank Miller, MoDOT (non-voting)
Lynn Morris, Christian County

James O'Neal, Springfield Citizen-at-Large
John Russell, Greene County
Martha Smartt, City of Strafford (a)
Dan Smith, City of Springfield (a)
Kelly Turner, City Utilities
Richard Walker, Springfield Citizen-at-Large
Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Travis Cossey, City of Nixa (a)
Cecelie Cochran, FHWA (non-voting)
Brandon Jenson, City of Springfield
Mark Schenkelberg, FAA (non-voting)

Vacant, FTA (non-voting)
Wes Young, City of Willard (a)
Vacant, Christian Co Citizen-at-Large

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

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

I. Administration

A. Welcome

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

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

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Brian Weiler made a motion to approve the January 16, 2025 agenda. Derek Lee seconded the motion. The motion passed.

C. Approval of November 21, 2024 Meeting Minutes

Brian Weiler made a motion to approve the November 21, 2024 meeting minutes. Eric Franklin 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 gave an update on project programming. MoDOT has been wrapping up the financial projections and cost estimates for projects. In February, OTO will know how much is available for projects to be programmed into the Statewide Transportation Improvement Program. The OTO Technical Planning Committee will hold its first STIP meeting at the end of February with a list targeted for the April Board of Directors meeting.

There will be a call for trail projects. The application period will open on March 31st and close on May 1st. There is \$3.2 million available.

The Rural RAISE grant was not awarded to the MM Corridor Expansion Project. OTO will continue to apply for funding for this project.

OTO applied for trail engineering project funding and was not awarded that funding.

Debbie Parks continues to send out a monthly Grants Newsletter with funding opportunities.

The Transportation Reauthorization is in 2026. Sara Fields is the Policy Chair for the Association of MPOs. The group is working together as a national group to direct their priorities in the reauthorization.

OTO continues to do project management on a variety of projects. Jen Thomas is available to assist the jurisdictions.

OTO will be working on a new Long Range Plan. OTO is required to update it every five years.

OTO's federal partners, Federal Transit and Federal Highway Administration, will be here in February to conduct a planning recertification review. They will be attending the February Technical Planning Committee meeting.

OTO would like to purchase digital space on billboards for a public education campaign to let the public know who OTO is, drive public comment, and use it for specific projects in the future like the long-range plan. This is included in the agenda.

F. MoDOT Update

Frank Miller shared that the new MoDOT Deputy Director is Eric Schroeter.

The first wave of I-44 projects let in December. This includes pavement rebuild and widening from Kansas Expressway to Highway 65. It also includes the trail underpass that OTO, the City of Springfield, and Greene County contributed funds towards. The second piece is the essential design build project which will complete a series of projects from Joplin to Webster County. The broader environmental study for I-44 continues.

The projects MoDOT has let have come in under bid statewide.

MoDOT operations have been dealing with snow.

G. Legislative Reports

Tucker Jobes with Senator Schmitt's Office shared the Senator's committees have been updated. The Senator was previously on the Senate Commerce, Science, and Transportation Committee and the Senate Armed Services Committee. Senator Schmitt is still on those committees and added the Senate Judiciary Committee. The Senate is working through the confirmation process for President Trump's appointments. Discussion is going on regarding the funding deadline coming up in March. Tax cuts and immigration issues will be top subjects.

Jered Taylor with Congressman Burlison's Office reported the Congressman was appointed to Transportation and Infrastructure and Government Oversight again. The Congressman has asked for the same subcommittee assignments as last year. They were the Highways and Transit Subcommittee, the Railroads, Pipelines, and Hazardous Materials Subcommittee, and the Water Resources and Environment Subcommittee. In addition to those, the Congressman requested to be on the Government Oversight's DOGE Subcommittee. The bill the Congressman filed concerning the issues at Table Rock Lake successfully passed and the President signed it. This bill helps many homeowners around the lake. The Congressman's staff have already begun having discussions on the Highway bill coming up. They have a new staff person, Hannah, in DC that will be handling transportation issues.

H. Federal Funds Obligation Status Update

Jen Thomas shared currently OTO is at 4% obligation towards the annual allocation. MoDOT's mandated minimum is 100% for FY 2025. The mandated goal is 120%.

II. New Business

A. FY 2024 Independent Financial Statement Audit Report

Eric Johnson, OTO Treasurer, presented the FY 2024 Independent Financial Statement Audit Report. The auditor's opinion states that the financial statements were presented fairly in all material aspects. There were no findings included as part of this audit.

Derek Lee made a motion to accept the FY 2024 Independent Financial Statement Audit Report. Martha Smartt seconded the motion. The motion passed.

B. FY 2025 Budget Amendments

Debbie Parks reviewed the budget amendments for the Board.

Kelly Turner made a motion to approve the FY 2025 Operational Budget Amendment, UPWP Budget Modification, and Safe Streets and Roads for All Budget Amendment. Dan Smith seconded the motion. The motion passed.

C. Federal Discretionary Grant Support

Debbie Parks shared the Resolutions of Support for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant and the Promoting Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant.

Jerry Compton made a motion to approve the included resolutions and TIP inclusion certificates as provided. Derek Lee seconded the motion. The motion passed.

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

Natasha Longpine presented the SS4A Safety Action Plan *Destination Safe Streets*.

Brian Weiler made a motion to approve the *Destination Safe Streets* and the Leadership Commitment Resolution. Jim O'Neal seconded the motion. The motion passed.

E. FY 2025-2028 TIP Administrative Modification One

Natasha Longpine presented changes to the FY 2025-2028 Transportation Improvement Program.

1. South Creek Greenway – Posenke (EN2415-25AM1)
Increased CRP funding from \$128,303 to \$132,650 and Local funding from \$32,076 to \$33,162 for a new total programmed amount of \$165,812.
2. Blue Stem Phase I North Ozark Greenway (EN2421-25AM1)
Decreased CRP funding from \$58,424 to \$57,811 and Local funding from \$14,607 to \$14,453 for a new total programmed amount of \$57,811.
3. Finley River Trail Western Expansion (EN2422-25AM1)
Increased CRP funding from \$89,714 to \$91,416 and Local funding from \$22,428 to \$22,854 for a new total programmed amount of \$114,270.
4. Lost Hill Greenway Bridge (EN2402-25AM1)
Moved \$33,500 from Construction to Engineering and the total programmed amount remains the same at \$150,000.
5. Trail/Sidewalk Hwy CC Chadwick Flyer Connection (EN601-25AM1)

Changed federal funding source from TAP to CRP.

This was informational only. No action was required.

F. FY 2025-2028 TIP Amendment Three

Natasha Longpine reviewed the proposed changes to the FY 2025-2028 Transportation Improvement Program.

1. ***Removed*** Jordan Creek Trail Mt. Vernon to College (EN2414)
This project was funded by the UnGap the Map RAISE grant and has been incorporated into SP2515.
2. ***Removed*** Wilson's Creek Trail – Ewing to Rutledge-Wilson (EN2417)
This project was funded by the UnGap the Map RAISE grant and has been incorporated into SP2515.
3. ***Revised*** Ward Branch Greenway – National to Fremont (EN2416)
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$67,574.
4. ***Revised*** Fassnight Trail from Skate Park to Fort (EN2418)
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$214,315.
5. ***Revised*** Chadwick Jackson Street Connector (EN2419)
Programmed amount revised due to decreased engineering costs, with a new total programmed amount of \$11,839.
6. ***Revised*** Kali Springs Trail Connector (EN2420)
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$43,459.
7. ***Reprogrammed*** I-44 Pavement Improvements (GR2302)
FY 2025 funding reprogrammed into MO2521.
8. ***Revised*** I-44 Safety Project (MO2521)
Projects GR2302, SP2301, SP2305, and ST2301 reprogrammed into this project, as well as moving construction into FY 2026, for a new total programmed amount of \$229,062,000.
9. ***Reprogrammed*** I-44 and Kansas Interchange Improvements (SP2301)
FY 2025, FY 2026, and FY 2027 funding reprogrammed into MO2521.
10. ***Reprogrammed*** Bridge Improvements over I-44 (SP2305)
FY 2025, FY 2026, FY 2027 funding reprogrammed into MO2521.
11. ***Reprogrammed*** I-44 Pavement Resurfacing from MO 125 to Webster County Line (ST2301)
FY 2025 funding reprogrammed into MO2521.

Dan Smith made a motion to approve Amendment Three to the FY 2025-2028 Transportation Improvement Program. Richard Walker seconded the motion. The motion passed.

G. CRP/TAP Project Schedule Extension

Jen Thomas shared the City of Springfield's requests to revise the schedule for reasonable progress for the Sherman Parkway, Mount Vernon & Miller sidewalks, and South Creek Greenway projects.

Jerry Compton made a motion to approve the revised reasonable progress schedule for the Sherman Parkway, Mount Vernon & Miller, and South Creek Greenway projects. Lynn Morris seconded the motion. The motion passed.

H. Destination 2045 Amendment Number 8

Natasha Longpine reported Greene County requested a change to the Major Thoroughfare Plan.

Derek Lee recused himself from this agenda item.

Jerry Compton made a motion to approve *Destination 2045* Amendment Eight. Eric Franklin seconded the motion. The motion passed.

I. 2025 National Performance Targets

Natasha Longpine reviewed the 2025 National Performance Targets.

Rusty MacLachlan made a motion to approve the proposed performance targets. Derek Lee seconded the motion. The motion passed.

III. Other Business

A. Board of Directors Member Announcements

John Russell shared Greene County receives a lot of calls regarding the bridge on Farm Road 193 that collapsed, was removed, and closed. Bids opened January 15th. Construction should start this quarter with completion soon after.

Brian Weiler and Sara Fields shared they are part of the first MoDOT Advisory Council.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for member review.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

Jim O'Neal made a motion to adjourn the meeting. Eric Franklin seconded the motion. The motion passed.

The meeting was adjourned at 1:02 p.m.

Martha Smartt
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM I.H.

Federal Funds Obligation Status – February 2025

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

AGENDA DESCRIPTION:

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

THE OTO AREA MUST OBLIGATE ANOTHER \$7.1 MILLION BY SEPTEMBER 30, 2025 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. To meet the 120 percent goal, OTO must obligate another \$9.0 million by September 30, 2025.

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

Federal Funds Balance Report

FY 2025 Status

FY 2024 Ending Balance inc. Correction	All Funds	1,324,458.98
FY 2025 Allocations (100%)	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(3,543,668.50)
Balance as of 3/13/2025	All Funds	8,471,485.60
Pending Obligations/Deobligations		136,348.55
Pending Balance		8,607,834.15
Percent Obligated	All Funds	33%

List of FY 2025 Obligations/Deobligations

9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)
5900851 Pavement Resurfacing	STBG-U	476,268.40
9901849 Chadwick Flyer Overpass	STBG-U	(208,093.28)
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)
00FY823 OTO Operations	STBG-U	62,359.47
5910811 TMC Salaries 2024	STBG-U	(23,461.33)
9901878 Finley River Trail West	CRP	(89,714.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(158,369.50)
0442344 I-44 Kansas to Glenstone	STBG-U	50,000.01
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)
1602076 Kearney and West Bypass	STBG-U	26,449.00
1602076 Kearney and West Bypass	STBG-U	(49,295.35)
S604089 New Melville over I-44	STBG-U	(409,721.11)
9901837 Chadwick Flyer Phase II	STBG-U	(29,920.27)
9901862 Chadwick Phase V	CRP	34,682.77
S603067 E. Sunshine SW	STBG-U	(125,200.00)
5900852 ADA Improvements	STBG-U	(1,144,400.00)
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.00)
0652084/S603067 E. Sunshine SW	TAP	(626,000.00)
0141029 Jackson and NN	STBG-U	55,988.58
9901849 Chadwick Flyer Overpass	TAP	(668,256.26)
5901824 TMC Signal Replacements	STBG-U	(1,074,771.00)
5901832 EV Chargers	CRP	592,800.00
S603067 E. Sunshine SW	STBG-U	125,200.00
S603067 E. Sunshine SW	TAP	178,689.86

Amount subtracted from balance

(3,543,668.50)

MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(3,543,668.50)
100% Goal Obligations Remaining	All Funds	7,147,026.62

MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	(3,543,668.50)
120% Goal Obligations Remaining	All Funds	9,033,619.10

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING (DE)OBLIGATIONS			
S604064 Strafford 125 West SW	Strafford	(32,041.60)	(32,041.60)
S605063 N. Main Street	Nixa	(177,911.61)	(209,953.21)
5901822 Chadwick Flyer Phase III	OTO	189,843.63	(20,109.58)
1602076 Kearney/West Bypass	MoDOT	26,449.00	6,339.42
7441012 Kearney/Packer	MoDOT	69,522.96	75,862.38
9901827 ChadwickFlyr Jackson/Clay	Ozark	41.57	75,903.95
00FY824 OTO Operations/Planning	OTO	140,170.20	216,074.15
5901827 Jordan Creek Trail Smith Park	Springfield	(79,725.60)	136,348.55
PLANNED CRITICAL OBLIGATIONS			
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(148,369.45)
EN2502 South Crk at Glenstone	Springfield	(46,633.00)	(195,002.45)
9901858 Route OO East Sidewalks	Strafford	(175,223.35)	(370,225.80)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(869,236.00)	(1,239,461.80)
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)	(1,465,626.80)
9901860 Nixa Multi-Use Path	Nixa	(602,134.00)	(2,067,760.80)
S605047 Weaver Road Improvements	Battlefield	136,518.00	(1,931,242.80)
9901867 Lost Hill Park Bridge CON	Greene Parks	(107,000.00)	(2,038,242.80)
MO2604 FY 2026 TMC Staff	Springfield	(496,000.00)	(2,534,242.80)
OT1901-19A5 (UPWP FY 2026)	OTO	(268,019.00)	(2,802,261.80)
9901838 N. Old Orchard	Strafford	(481,362.00)	(3,283,623.80)
9901864 Finley River Trail Extension	Ozark	(114,175.54)	(3,397,799.34)
5901830 South Ck Fremont/Glenstone	Springfield	(644,270.00)	(4,042,069.34)
5919806 Grant Avenue Viaduct	Springfield	(2,022,339.00)	(6,064,408.34)
5901838 MLK Jr. Bridge	Springfield	(935,284.00)	(6,999,692.34)
5901826 LeCompte Trail	Springfield	(383,160.00)	(7,382,852.34)
Total Critical Obligations			(7,382,852.34)

MODOT MANDATED MINIMUM

100% Goal Obligations Remaining	All Funds	7,147,026.62
Critical Obligations	All Funds	(7,382,852.34)
Obligations over MoDOT Mandated Minimum		(235,825.72)

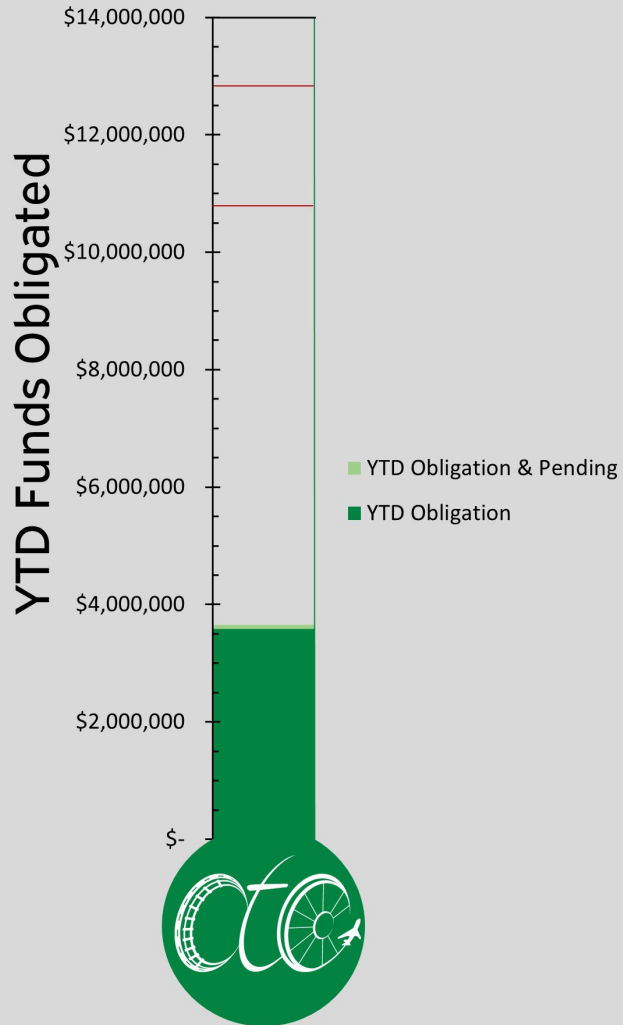
MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	9,033,619.10
Critical Obligations	All Funds	(7,382,852.34)
Obligations over MoDOT Mandated Goal		1,650,766.76

At-Risk Projects

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

Name	Responsible Agency	Programmed	TOTAL
S602093 MM I-44 to 360	Republic	(2,296,000.00)	(2,296,000.00)
9901839 Downtown N. Main Street	Nixa	(200,000.00)	(2,496,000.00)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(2,907,207.14)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(4,907,207.14)
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	(8,907,207.14)
RP2503 Hines and ZZ	Republic	(336,000.00)	(9,243,207.14)
S602092 MM Shared Use Path/Underpass	Republic	(496,697.00)	(9,739,904.14)
S605031 CC Cost Share	Ozark	(2,128,397.00)	(11,868,301.14)
Total FY 2025 At-Risk Projects			(11,868,301.14)



TAB 3

March 10, 2025

Ms. Sara Fields
Executive Director
Ozarks Transportation Organization
2208 West Chesterfield Boulevard
Suite 101
Springfield, MO 65807

Dear Ms. Fields:

As specified in the by-laws for the Ozarks Transportation Organization (OTO), the City of Springfield may nominate two citizen at-large representatives to be appointed by the Metropolitan Planning Organization to serve as voting members on the OTO Board of Directors. I would like to nominate Mr. Steve Bach and Mr. Marshall Kinne as its two citizen at-large representatives to replace Mr. Richard Walker and Mr. Jim O'Neal, who have completed two terms.

Please share this nomination with the Board of Directors at their next regularly scheduled meeting. Should you have any questions or need further clarification, please do not hesitate to contact Anita Cotter at 417-864-1651. Thank you for your prompt attention to this matter.

If you need any additional information, please let me know.

Sincerely,



Ken McClure
Mayor, City of Springfield

cc: Collin Quigley, Interim City Manager
Anita Cotter, City Clerk



Christian County Commission

100 W. Church Street Room 100
Ozark, Missouri 65721
(417)582-4300

Lynn Morris
Presiding Commissioner

Bradley A. Jackson
Eastern Commissioner

Johnny Williams
Western Commissioner

March 13, 2025

Nicole Boyd
Administrative Assistant
Ozark Transportation Organization
2206 W Chesterfield Suite 101
Springfield MO 65807

Dear Nicole,

The Commission for Christian County has chosen R.J. Flores as our selection for Citizen-at-Large for Christian County serving on the Ozark Transportation Board.

Sincerely,

Lynn Morris
Presiding Commissioner
Christian County

TAB 4

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM II.B.

2nd Quarter FY 2025 Financial Statements

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the financial statements for the 2nd Quarter FY 2025. This period includes July 1, 2024, through December 31, 2024. The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, CRP Trail Projects, and Safe Streets and Roads for All (SS4A) Financial Statements.

Section One – Combined Financial Statements

- Statement of Financial Position
 - The Current Assets were \$843,553 on December 31, 2024. The current assets include Revenue Receivables in the amount of \$177,632.
- The Operating Fund Balance Report shows the OTO had a fund balance of \$646,679 at the end of September. This balance is within the 6-month range set for expenses. The report shows the available bank balances as of December 31, 2024.
- Statement of Financial Income and Expense
This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was \$1,079,725. The total OTO expenditures for all projects and operations were \$846,447.

Section Two – Operations Financial Statements

- Profit and Loss Statement
During this period, revenues exceeded expenditures in the amount of \$81,986 during the fiscal year.
- Budget vs. Actual
The OTO budgeted expenses in the amount of \$1,520,497 for the budget year. Actual expenses for the second quarter of FY 2025 are \$656,190. This is 43.2% of budgeted expenses.

Section Three – 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 40.2% of the budgeted \$1,640,067. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized \$22,022 of in-Kind match income. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

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

Section Four – CRP Trail Projects

- Local Dues were received for the match on the federal grant in the amount of \$137,906.
- Work began during the second quarter on the Multi-trail project. Consultant fees were paid in the amount of \$62,893.

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

- *Profit and Loss Statement*
During this period, revenue exceeded expenditures in the amount of \$17,979. The OTO did not collect the SS4A Local Match until FY 2025.
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$201,765 for the budget year. Actual expenses through the second quarter are \$125,041. The project began in FY 2024 and will be completed by April 2025.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the 2nd Quarter Financial Statements for the FY 2025 Budget Year.”

OR

“Move to return to staff the 2nd Quarter Financial Statements for the FY 2025 Budget Year in order to...”

OTO Combined Financial Statements

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



Ozarks Transportation Organization
Statement of Financial Position
As of December 31, 2024

	Dec 31, 24	Dec 31, 23	\$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Arvest Bank Operational Checkin	368,236.82	317,705.18	50,531.64	15.9%
Arvest Bank Special Projects	72,494.21	227,131.95	-154,637.74	-68.1%
Arvest COD 378366	102,974.30	0.00	102,974.30	100.0%
Arvest COD 378368	102,974.30	0.00	102,974.30	100.0%
Total Checking/Savings	646,679.63	544,837.13	101,842.50	18.7%
Accounts Receivable				
Revenue Receivable	177,632.10	242,007.07	-64,374.97	-26.6%
Total Accounts Receivable	177,632.10	242,007.07	-64,374.97	-26.6%
Other Current Assets	19,241.42	0.00	19,241.42	100.0%
Total Current Assets	843,553.15	786,844.20	56,708.95	7.2%
TOTAL ASSETS	843,553.15	786,844.20	56,708.95	7.2%
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities	33,688.94	128,221.47	-94,532.53	-73.7%
Total Liabilities	33,688.94	128,221.47	-94,532.53	-73.7%
Equity	809,864.21	658,622.73	151,241.48	23.0%
TOTAL LIABILITIES & EQUITY	843,553.15	786,844.20	56,708.95	7.2%

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2025

Monthly Ending Balance

Date	Arvest Operational	Arvest Special Projects	Arvest CD #1	Arvest CD #2	Total Balance
7/31/2024	\$443,287.52	\$16,174.12	\$101,449.46	\$101,499.46	\$662,410.56
8/31/2024	\$364,227.05	\$16,171.83	\$101,801.18	\$101,801.18	\$584,001.24
9/30/2024	\$372,990.57	\$16,168.38	\$102,103.79	\$102,103.79	\$593,366.53
10/31/2024	\$429,249.73	\$16,166.07	\$102,407.31	\$102,407.31	\$650,230.42
11/30/2024	\$312,997.48	\$14,611.83	\$102,690.85	\$102,690.85	\$532,991.01
12/31/2024	\$371,284.32	\$72,494.21	\$102,974.30	\$102,974.30	\$649,727.13
1/31/2025					\$0.00
2/28/2025					\$0.00
3/31/2025					\$0.00
4/30/2025					\$0.00
5/31/2025					\$0.00
6/30/2025					\$0.00

Balance After Liabilities

OPERATIONAL FUND		SPECIAL PROJECTS FUND		INVESTMENTS	
Arvest Operational Bank Balances 12/31/2024	\$371,284.32	Arvest Special Project Balances 12/31/2024	\$72,494.21	Arvest Certificate of Deposit Balances 12/31/2024	\$205,948.60
Outstanding Checking Withdrawals	(\$3,047.50)	Outstanding Checking Withdrawals	\$0.00	Outstanding Checking Withdrawals	\$0.00
Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00
Total Equity 9/30/2024	\$368,236.82	Total Equity 4/31/2024	\$72,494.21	Total Equity 4/31/2024	\$205,948.60

Operational Fund Balance: \$646,679.53

Operational Fund Balance Target: \$370,949.25 (3 months) - \$741,898.50 (6 months)

Ozarks Transportation Organization
Statement of Financial Income and Expense
July through December 2024

	100 OTO Operations	200 UPWP	610 CRP Trail Projects	650 SS4A	TOTAL
Ordinary Income/Expense					
Income					
Other Types of Income					
In-Kind Match, Donated Direct C	\$ -	\$ 22,022.59	\$ -	\$ -	\$ 22,022.59
Interest Income	\$ 7,492.44	\$ -	\$ -	\$ -	\$ 7,492.44
Miscellaneous Revenue	\$ 195.00	\$ -	\$ -	\$ -	\$ 195.00
Total Other Types of Income	\$ 7,687.44	\$ 22,022.59	\$ -	\$ -	\$ 29,710.03
OTO Revenue					
Carbon Reduction Program Funds	\$ -	\$ -	\$ 38,599.17	\$ -	\$ 38,599.17
Consolidated Planning Grant CPG	\$ 473,168.98	\$ -	\$ -	\$ -	\$ 473,168.98
Local Jurisdiction Match Funds	\$ 200,112.07	\$ -	\$ 137,906.26	\$ -	\$ 338,018.33
Safe Streets for All FHWA Grant	\$ -	\$ -	\$ -	\$ 86,832.83	\$ 86,832.83
Safe Streets for All Match	\$ -	\$ -	\$ -	\$ 56,188.14	\$ 56,188.14
Surface Trans Block Grant	\$ 57,208.29	\$ -	\$ -	\$ -	\$ 57,208.29
Total OTO Revenue	\$ 730,489.34	\$ -	\$ 176,505.43	\$ 143,020.97	\$ 1,050,015.74
Total Income	\$ 738,176.78	\$ 22,022.59	\$ 176,505.43	\$ 143,020.97	\$ 1,079,725.77
Gross Profit	\$ 738,176.78	\$ 22,022.59	\$ 176,505.43	\$ 143,020.97	\$ 1,079,725.77
Expense					
Bank Fees	\$ 440.08	\$ -	\$ -	\$ -	\$ 440.08
Building					
Building Lease	\$ 27,030.00	\$ -	\$ -	\$ -	\$ 27,030.00
Common Area Main Exp	\$ 9,918.48	\$ -	\$ -	\$ -	\$ 9,918.48
Maintenance	\$ 271.86	\$ -	\$ -	\$ -	\$ 271.86
Office Cleaning	\$ 4,600.00	\$ -	\$ -	\$ -	\$ 4,600.00
Utilities	\$ 1,298.20	\$ -	\$ -	\$ -	\$ 1,298.20
Total Building	\$ 43,118.54	\$ -	\$ -	\$ -	\$ 43,118.54
Commodities					
Office Supplies/Furniture	\$ 2,120.81	\$ -	\$ -	\$ 57.49	\$ 2,178.30
OTO Promotional Items	\$ 3,321.63	\$ -	\$ -	\$ -	\$ 3,321.63
Public Involvement Advertising	\$ -	\$ -	\$ -	\$ 270.00	\$ 270.00
Publications	\$ 437.94	\$ -	\$ -	\$ -	\$ 437.94
Total Commodities	\$ 5,880.38	\$ -	\$ -	\$ 327.49	\$ 6,207.87
In-Kind Match Expense					
Direct Cost - MoDOT Salaries	\$ -	\$ 15,811.53	\$ -	\$ -	\$ 15,811.53
Member Attendance at Meetings	\$ -	\$ 6,211.06	\$ -	\$ -	\$ 6,211.06
Total In-Kind Match Expense	\$ -	\$ 22,022.59	\$ -	\$ -	\$ 22,022.59
Information Technology					
IT Maintenance Contract	\$ 6,975.60	\$ -	\$ -	\$ -	\$ 6,975.60
Software	\$ 574.87	\$ -	\$ -	\$ 137.94	\$ 712.81
Webhosting	\$ 1,068.15	\$ -	\$ -	\$ -	\$ 1,068.15
Total Information Technology	\$ 8,618.62	\$ -	\$ -	\$ 137.94	\$ 8,756.56
Insurance					
Errors & Omissions	\$ 474.58	\$ -	\$ -	\$ -	\$ 474.58
General Liability/Property	\$ 395.33	\$ -	\$ -	\$ -	\$ 395.33
Workers Compensation	\$ 1,916.00	\$ -	\$ -	\$ -	\$ 1,916.00
Total Insurance	\$ 2,785.91	\$ -	\$ -	\$ -	\$ 2,785.91

Ozarks Transportation Organization
Statement of Financial Income and Expense
July through December 2024

	100 OTO Operations	200 UPWP	610 CRP Trail Projects	650 SS4A	TOTAL
Operating					
Dues/Memberships	\$ 5,620.74	\$ -	\$ -	\$ -	\$ 5,620.74
Education/Training/Travel	\$ 10,844.70	\$ -	\$ -	\$ -	\$ 10,844.70
Food/Meeting Expense	\$ 3,258.33	\$ -	\$ -	\$ -	\$ 3,258.33
Legal/Bid Notices	\$ 85.45	\$ -	\$ -	\$ -	\$ 85.45
Postage/Postal Services	\$ 292.00	\$ -	\$ -	\$ -	\$ 292.00
Printing/Mapping Services	\$ 645.45	\$ -	\$ -	\$ -	\$ 645.45
Staff Mileage Reimbursement	\$ 2,850.18	\$ -	\$ -	\$ -	\$ 2,850.18
Telephone/Internet	\$ 3,585.99	\$ -	\$ -	\$ -	\$ 3,585.99
Total Operating	\$ 27,182.84	\$ -	\$ -	\$ -	\$ 27,182.84
Personnel					
Mobile Data Plans	\$ 1,268.00	\$ -	\$ -	\$ -	\$ 1,268.00
Payroll Services	\$ 1,916.92	\$ -	\$ -	\$ -	\$ 1,916.92
Salaries and Fringe	\$ 480,354.65	\$ -	\$ -	\$ -	\$ 480,354.65
Total Personnel	\$ 483,539.57	\$ -	\$ -	\$ -	\$ 483,539.57
Services					
Aerial Photography	\$ 25,000.00	\$ -	\$ -	\$ -	\$ 25,000.00
Legislative Education	\$ 4,129.72	\$ -	\$ -	\$ -	\$ 4,129.72
Professional Services (Legal &	\$ 24,762.50	\$ -	\$ -	\$ -	\$ 24,762.50
TIP Tool Maintenance	\$ 10,832.50	\$ -	\$ -	\$ -	\$ 10,832.50
Trans Consult/Model Services	\$ 19,900.00	\$ -	\$ 62,893.02	\$ 104,875.92	\$ 187,668.94
Travel Demand Model Update	\$ -	\$ -	\$ -	\$ -	\$ -
Total Services	\$ 84,624.72	\$ -	\$ 62,893.02	\$ 104,875.92	\$ 252,393.66
Total Expense	\$ 656,190.66	\$ 22,022.59	\$ 62,893.02	\$ 105,341.35	\$ 846,447.62
Net Ordinary Income	\$ 81,986.12	\$ -	\$ 113,612.41	\$ 37,679.62	\$ 233,278.15
Net Income	\$ 81,986.12	\$ -	\$ 113,612.41	\$ 37,679.62	\$ 233,278.15

Operational Financial Reports

Excludes the special project grant budgets and in-kind.



Ozarks Transportation Organization
Operational Profit & Loss
July through December 2024

	Jul - Dec 24
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	7,492.44
Miscellaneous Revenue	195.00
Total Other Types of Income	7,687.44
OTO Revenue	
Consolidated Planning Grant CPG	473,168.98
Local Jurisdiction Match Funds	200,112.07
Surface Trans Block Grant	57,208.29
Total OTO Revenue	730,489.34
Total Income	738,176.78
Gross Profit	738,176.78
Expense	
Bank Fees	440.08
Building	
Building Lease	27,030.00
Common Area Main Exp	9,918.48
Maintenance	271.86
Office Cleaning	4,600.00
Utilities	1,298.20
Total Building	43,118.54
Commodities	
Office Supplies/Furniture	2,120.81
OTO Promotional Items	3,321.63
Publications	437.94
Total Commodities	5,880.38
Information Technology	
IT Maintenance Contract	6,975.60
Software	574.87
Webhosting	1,068.15
Total Information Technology	8,618.62
Insurance	
Errors & Omissions	474.58
General Liability/Property	395.33
Workers Compensation	1,916.00
Total Insurance	2,785.91
Operating	
Dues/Memberships	5,620.74
Education/Training/Travel	10,844.70
Food/Meeting Expense	3,258.33
Legal/Bid Notices	85.45
Postage/Postal Services	292.00
Printing/Mapping Services	645.45
Staff Mileage Reimbursement	2,850.18
Telephone/Internet	3,585.99
Total Operating	27,182.84

	Jul - Dec 24
Personnel	
Mobile Data Plans	1,268.00
Payroll Services	1,916.92
Salaries and Fringe	480,354.65
Total Personnel	483,539.57
Services	
Aerial Photography	25,000.00
Legislative Education	4,129.72
Professional Services (Legal &	24,762.50
TIP Tool Maintenance	10,832.50
Trans Consult/Model Services	19,900.00
Travel Demand Model Update	0.00
Total Services	84,624.72
Total Expense	656,190.66
Net Ordinary Income	81,986.12
Net Income	81,986.12

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through December 2024

	Jul - Dec 24	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	7,492.44	7,000.00	492.44	107.0%
Miscellaneous Revenue	195.00	200.00	-5.00	97.5%
Total Other Types of Income	7,687.44	7,200.00	487.44	106.8%
OTO Revenue				
Consolidated Planning Grant CPG	473,168.98	993,235.00	-520,066.02	47.6%
Local Jurisdiction Match Funds	200,112.07	196,100.00	4,012.07	102.0%
Local Jurisdiction Study Fees	0.00	77,031.00	-77,031.00	0.0%
Surface Trans Block Grant	57,208.29	255,256.00	-198,047.71	22.4%
Total OTO Revenue	730,489.34	1,521,622.00	-791,132.66	48.0%
Total Income	738,176.78	1,528,822.00	-790,645.22	48.3%
Gross Profit	738,176.78	1,528,822.00	-790,645.22	48.3%
Expense				
Bank Fees	440.08	500.00	-59.92	88.0%
Building				
Building Lease	27,030.00	54,060.00	-27,030.00	50.0%
Common Area Main Exp	9,918.48	23,000.00	-13,081.52	43.1%
Maintenance	271.86	1,500.00	-1,228.14	18.1%
Office Cleaning	4,600.00	4,680.00	-80.00	98.3%
Utilities	1,298.20	3,400.00	-2,101.80	38.2%
Total Building	43,118.54	86,640.00	-43,521.46	49.8%
Commodities				
Office Supplies/Furniture	2,120.81	6,365.00	-4,244.19	33.3%
OTO Media/Advertising	0.00	100.00	-100.00	0.0%
OTO Promotional Items	3,321.63	4,500.00	-1,178.37	73.8%
Public Input Promotional Items	0.00	635.00	-635.00	0.0%
Publications	437.94	700.00	-262.06	62.6%
Total Commodities	5,880.38	12,300.00	-6,419.62	47.8%
Information Technology				
Computer Upgrades/Equip Replace	0.00	7,000.00	-7,000.00	0.0%
GIS Licenses	0.00	7,000.00	-7,000.00	0.0%
IT Maintenance Contract	6,975.60	12,500.00	-5,524.40	55.8%
Software	574.87	4,500.00	-3,925.13	12.8%
Webhosting	1,068.15	8,000.00	-6,931.85	13.4%
Total Information Technology	8,618.62	39,000.00	-30,381.38	22.1%
Insurance				
Directors & Officers	0.00	3,744.00	-3,744.00	0.0%
Errors & Omissions	474.58	0.00	474.58	100.0%
General Liability/Property	395.33	4,784.00	-4,388.67	8.3%
Network Defender	0.00	1,560.00	-1,560.00	0.0%
Workers Compensation	1,916.00	1,248.00	668.00	153.5%
Total Insurance	2,785.91	11,336.00	-8,550.09	24.6%
Operating				
Dues/Memberships	5,620.74	8,000.00	-2,379.26	70.3%
Education/Training/Travel	10,844.70	29,000.00	-18,155.30	37.4%
Food/Meeting Expense	3,258.33	8,000.00	-4,741.67	40.7%
Legal/Bid Notices	85.45	1,200.00	-1,114.55	7.1%
Postage/Postal Services	292.00	500.00	-208.00	58.4%
Printing/Mapping Services	645.45	2,500.00	-1,854.55	25.8%
Public Input Event Registration	0.00	200.00	-200.00	0.0%
Staff Mileage Reimbursement	2,850.18	4,000.00	-1,149.82	71.3%
Telephone/Internet	3,585.99	7,000.00	-3,414.01	51.2%
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	27,182.84	97,800.00	-70,617.16	27.8%

	Jul - Dec 24	Budget	\$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	1,268.00	3,240.00	-1,972.00	39.1%
Payroll Services	1,916.92	3,500.00	-1,583.08	54.8%
Salaries and Fringe	480,354.65	956,931.00	-476,576.35	50.2%
Total Personnel	483,539.57	963,671.00	-480,131.43	50.2%
Services				
Aerial Photography	25,000.00	25,000.00	0.00	100.0%
Data Acquisition	0.00	30,000.00	-30,000.00	0.0%
Legislative Education	4,129.72	9,000.00	-4,870.28	45.9%
Professional Services (Legal &	24,762.50	63,000.00	-38,237.50	39.3%
Rideshare	0.00	250.00	-250.00	0.0%
TIP Tool Maintenance	10,832.50	20,000.00	-9,167.50	54.2%
Trans Consult/Model Services	19,900.00	150,000.00	-130,100.00	13.3%
Travel Demand Model Update	0.00	12,000.00	-12,000.00	0.0%
Total Services	84,624.72	309,250.00	-224,625.28	27.4%
Total Expense	656,190.66	1,520,497.00	-864,306.34	43.2%
Net Ordinary Income	81,986.12	8,325.00	73,661.12	984.8%
Net Income	81,986.12	8,325.00	73,661.12	984.8%

UPWP

Financial Reports

Includes in-kind and excludes OTO only items.



Ozarks Transportation Organization
UPWP Profit & Loss
July through December 2024

	Jul - Dec 24
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	22,022.59
Interest Income	235.55
Total Other Types of Income	22,258.14
OTO Revenue	
Consolidated Planning Grant CPG	473,168.98
Local Jurisdiction Match Funds	200,112.07
Surface Trans Block Grant	57,208.29
Total OTO Revenue	730,489.34
Total Income	752,747.48
Gross Profit	752,747.48
Expense	
Building	
Building Lease	27,030.00
Common Area Main Exp	9,918.48
Maintenance	271.86
Office Cleaning	4,600.00
Utilities	1,298.20
Total Building	43,118.54
Commodities	
Office Supplies/Furniture	2,101.71
Publications	437.94
Total Commodities	2,539.65
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	15,811.53
Member Attendance at Meetings	6,211.06
Total In-Kind Match Expense	22,022.59
Information Technology	
IT Maintenance Contract	6,975.60
Software	574.87
Webhosting	1,068.15
Total Information Technology	8,618.62
Insurance	
Workers Compensation	1,916.00
Total Insurance	1,916.00
Operating	
Dues/Memberships	5,353.24
Education/Training/Travel	10,844.70
Food/Meeting Expense	2,581.09
Legal/Bid Notices	85.45
Postage/Postal Services	160.60
Printing/Mapping Services	645.45
Staff Mileage Reimbursement	2,850.18
Telephone/Internet	3,585.99
Total Operating	26,106.70

	Jul - Dec 24
Personnel	
Mobile Data Plans	1,268.00
Payroll Services	1,916.92
Salaries and Fringe	480,284.65
Total Personnel	483,469.57
Services	
Aerial Photography	25,000.00
Professional Services (Legal &	15,762.50
TIP Tool Maintenance	10,832.50
Trans Consult/Model Services	19,900.00
Travel Demand Model Update	0.00
Total Services	71,495.00
Total Expense	659,286.67
Net Ordinary Income	93,460.81
Net Income	93,460.81

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July through December 2024

	Jul - Dec 24	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	22,022.59	133,670.00	-111,647.41	16.5%
Interest Income	235.55	0.00	235.55	100.0%
Miscellaneous Revenue	0.00	0.00	0.00	0.0%
Total Other Types of Income	22,258.14	133,670.00	-111,411.86	16.7%
OTO Revenue				
Consolidated Planning Grant CPG	473,168.98	993,235.00	-520,066.02	47.6%
In Kind Match, Meeting Attend	0.00	0.00	0.00	0.0%
Local Jurisdiction Match Funds	200,112.07	196,100.00	4,012.07	102.0%
Local Jurisdiction Study Fees	0.00	15,000.00	-15,000.00	0.0%
N Hwy 13 Corridor Study STBG	0.00	0.00	0.00	0.0%
Surface Trans Block Grant	57,208.29	255,256.00	-198,047.71	22.4%
Total OTO Revenue	730,489.34	1,459,591.00	-729,101.66	50.0%
Total Income	752,747.48	1,593,261.00	-840,513.52	47.2%
Gross Profit	752,747.48	1,593,261.00	-840,513.52	47.2%
Expense				
Building				
Building Lease	27,030.00	54,060.00	-27,030.00	50.0%
Common Area Main Exp	9,918.48	23,000.00	-13,081.52	43.1%
Maintenance	271.86	1,500.00	-1,228.14	18.1%
Office Cleaning	4,600.00	4,680.00	-80.00	98.3%
Utilities	1,298.20	3,400.00	-2,101.80	38.2%
Total Building	43,118.54	86,640.00	-43,521.46	49.8%
Commodities				
Office Supplies/Furniture	2,101.71	6,365.00	-4,263.29	33.0%
Public Input Promotional Items	0.00	635.00	-635.00	0.0%
Publications	437.94	700.00	-262.06	62.6%
Total Commodities	2,539.65	7,700.00	-5,160.35	33.0%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	15,811.53	97,670.00	-81,858.47	16.2%
Member Attendance at Meetings	6,211.06	36,000.00	-29,788.94	17.3%
Total In-Kind Match Expense	22,022.59	133,670.00	-111,647.41	16.5%
Information Technology				
Computer Upgrades/Equip Replace	0.00	7,000.00	-7,000.00	0.0%
Data Storage/Backup	0.00	0.00	0.00	0.0%
GIS Licenses	0.00	7,000.00	-7,000.00	0.0%
IT Maintenance Contract	6,975.60	12,500.00	-5,524.40	55.8%
Software	574.87	4,500.00	-3,925.13	12.8%
Webhosting	1,068.15	8,000.00	-6,931.85	13.4%
Total Information Technology	8,618.62	39,000.00	-30,381.38	22.1%
Insurance				
Automobile Insurance	0.00	0.00	0.00	0.0%
Directors & Officers	0.00	3,744.00	-3,744.00	0.0%
Errors & Omissions	0.00	0.00	0.00	0.0%
General Liability/Property	0.00	4,784.00	-4,784.00	0.0%
Network Defender	0.00	1,560.00	-1,560.00	0.0%
Workers Compensation	1,916.00	1,248.00	668.00	153.5%
Total Insurance	1,916.00	11,336.00	-9,420.00	16.9%
Operating				
Copy Machine Lease				
Lease Interest Expense	0.00	0.00	0.00	0.0%
Lease Principal Expense	0.00	0.00	0.00	0.0%
Maintenance for Copier	0.00	0.00	0.00	0.0%
Toner & Overages	0.00	0.00	0.00	0.0%
Copy Machine Lease - Other	0.00	0.00	0.00	0.0%
Total Copy Machine Lease	0.00	0.00	0.00	0.0%
Dues/Memberships	5,353.24	8,000.00	-2,646.76	66.9%
Education/Training/Travel	10,844.70	29,000.00	-18,155.30	37.4%
Food/Meeting Expense	2,581.09	8,000.00	-5,418.91	32.3%
Legal/Bid Notices	85.45	1,200.00	-1,114.55	7.1%
Postage/Postal Services	160.60	500.00	-339.40	32.1%
Printing/Mapping Services	645.45	2,500.00	-1,854.55	25.8%
Public Input Event Registration	0.00	200.00	-200.00	0.0%
Staff Mileage Reimbursement	2,850.18	4,000.00	-1,149.82	71.3%
Telephone/Internet	3,585.99	7,000.00	-3,414.01	51.2%
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	26,106.70	97,800.00	-71,693.30	26.7%

	Jul - Dec 24	Budget	\$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	1,268.00	3,240.00	-1,972.00	39.1%
Payroll Services	1,916.92	3,500.00	-1,583.08	54.8%
Salaries and Fringe	480,284.65	956,931.00	-476,646.35	50.2%
Total Personnel	483,469.57	963,671.00	-480,201.43	50.2%
Services				
Aerial Photography	25,000.00	25,000.00	0.00	100.0%
Aerial Photos	0.00	0.00	0.00	0.0%
Data Acquisition	0.00	30,000.00	-30,000.00	0.0%
Long Range Plan Update	0.00	0.00	0.00	0.0%
Professional Services (Legal & Rideshare)	15,762.50	63,000.00	-47,237.50	25.0%
TIP Tool Maintenance	10,832.50	20,000.00	-9,167.50	54.2%
Trail Construction	0.00	0.00	0.00	0.0%
Trans Consult/Model Services	19,900.00	150,000.00	-130,100.00	13.3%
Travel Demand Model Update	0.00	12,000.00	-12,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	0.00	0.00	0.0%
Total Services	71,495.00	300,250.00	-228,755.00	23.8%
Total Expense	659,286.67	1,640,067.00	-980,780.33	40.2%
Net Ordinary Income	93,460.81	-46,806.00	140,266.81	-199.7%
Net Income	93,460.81	-46,806.00	140,266.81	-199.7%

Ozarks Transportation Organization

Unified Planning Work Program First Quarter Report Period October 1 through December 31, 2024

Task 1 – UPWP Program Administration and Coordination (45% Complete)

FY 2025 1st Quarter Financial Reports. Finalized Financial Statement Audit of FY 2024 Financial Statements. Continued to track and monitor contracts and payments. Maintained websites and social media pages, as well as managed network services.

Travel and Training

- AMPO Working Groups
- TEAM Conference
- 2024 Highway Information Seminar
- AMPO Policy Board Meetings
- Ozark Mountain Section of the APA Board Meetings
- Miscellaneous workshops and trainings

Task 2 – Planning Coordination and Outreach (45% Complete)

Conducted the following meetings:

- 1 - Board of Directors
- 2 - Technical Planning 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. Meeting attendance was documented for In-Kind Match reporting. A total of 45.72 committee hours were reported. Completed Title VI semiannual reporting and conducted annual Title VI staff training.

Task 3 – Planning and Implementation (45% Complete)

Processed Amendments 5, 6, and 7 to the LRTP and prepared Amendment 8 for the TPC. Work continued on items in the *Destination 2045* Implementation Plan. Presented National Performance Measures for discussion and recommendation at the December TPC meeting. Staff reviewed GIS output from and took delivery of the 2050 Travel Demand Model update. Model scenarios were used to calculate travel time savings and emissions reductions for the Rte. MM RAISE grant application. Retrieved MoDOT 2023 Local Planning Partner Data package from the MoDOT SharePoint. Updated ArcGIS Online feature layers, web maps and apps. Continued monitoring regional air quality, participating on the Ozarks Clean Air Alliance, and serving on Ozarks Clean Fuels Coalition. Coordinated with Springfield on development code update and HUD Consolidate Plan. Participated in Missouri State University Strategic Planning. Completed call for projects for federal functional class change requests.

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

Processed Amendment 2 and Administrative Modification 1, as well as prepared Amendment 3 to the FY 2025-2028 TIP. Monitored funds balances and tracked obligations. Monitored reasonable progress on project awards. Held STIP Prioritization subcommittee meetings. Revised guidebook for upcoming sidewalk and trail call for projects.

Task 5 – OTO Transit Planning (45% Complete)

Staff worked on the FTA 5310 direct recipient setup process and submitted required documentation to FTA. Held one Local Coordinating Board for Transit (LCBT) meeting in November. Staff worked on preparing vehicle specifications for future call for projects. Staff continued meeting with grant awardees to review grant requirements and support with technical assistance. Staff attended MPTA board meetings and Let's Go Smart meetings. No appeals were received from CU.

Task 6 – Operations and Demand Management (45% Complete)

Held one TIM subcommittee meeting. Continued research of van-pool program and other demand management programs, supporting congestion reduction. Remained available for outreach and as a resource for employers and the travelling public regarding rideshare program opportunities.

Task 7 – MoDOT Studies and Data Collection (25% Complete)

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 131 staff hours were completed.

2.5% Set Aside Work Program

Task 8 - Safe and Accessible Transportation Options (40% Complete)

Held one Bicycle and Pedestrian Advisory Committee meeting in November. Discussed bicycle and pedestrian infrastructure needs and safety education programs. Updated trail dashboard and maps and maintained toolboxes. Evaluated critical regional sidewalk gaps and worked on identifying trail maintenance needs.

Surface Transportation Block Grant Work Program

Task 9 – Studies and Project Administration (40% Complete)

OTO Staff are managing several projects, including solicitation of engineering services, negotiation and execution of contracts as well as oversight of the consultants and acting as the point of contact for other agencies and the general public. In addition, staff continues to monitor and provide support for federal aid projects sponsored by member agencies. Staff held two (2) project management meetings for agency and consultant staff to review FY 2024 obligations and FY 2025 planned obligations, as well as discuss new policies and procedures. Staff reviewed preliminary model output and continued coordination with the consultants for delivery of the 2050 OTO Travel Demand Model update. Staff provided grant application support to jurisdictions for Safe Streets and Roads for All and Reconnecting Communities applications, and is supporting a jurisdiction with a RAISE grant application due in January 2025. Grant website and newsletter maintained and shared.

Appendix A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 10 – CU Transit Planning (50% Complete)

Operational Planning

CU's Open FTA Grants:

MO-2022-019 - Underway

MO-2022-018 – Closed

MO-2023-005 – Underway

MO-2023-019 - Underway

MO-2023-023 - Closed

MO-2024-011 – Underway

MO-2024-012 – Closed

MO-2024-025 – Underway

MO-2024-028 - Underway

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 the system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. CU has received NEPA approval for the new/replacement shelter pads and plan to begin install in 2025. CU will also utilize this grant funding to add new mobility securement systems that are safer and provide passengers with more independence. These securements have been delivered and installation has begun and will continue as mechanics are available.

Transit Fixed Route/Regional Service Analysis Implementation

As a result of the ConnectSGF Fixed Route Study, permanent route modifications were made in Q1 of SFY25. It is expected the RideSGF app to be available by the end of SFY25, Q3. All fixed routes are consistently evaluated to make improvements as needed.

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 2024, which is City Utilities' fiscal year end, preparation began for the annual FORVIS/Mazars audit, which includes a single audit of federal grants. This audit is complete and results will be reported to the Board of Public Utilities in January 2025.

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. Studying opportunities for transit cost reductions using third-party and private sector providers for a portion of paratransit bus service are being considered.

Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly. During Q2, discussions continued with the Safety Committee about PTASP. During the Q2 Safety Meeting, PTASP required de-escalation training was conducted in cooperation with Springfield Police Department and OTC staff.

Transit Coordination Plan Implementation

CU has implemented the Transit Coordination Plan, in accordance with 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 the Section 5310 grant program.

Data Collection and Analysis

CU collected and analyzed ridership data monthly for transit planning purposes, as well as gathered data for the annual National Transit Database report that is due January 31, 2025.

FHWA Discretionary Grant

Task 11 – Safe Streets and Roads for All Grant (40% Complete)

Engagement activities included one Advisory Team Meeting in December to review and recommend the draft Safety Action Plan; Survey Two was created and made available for the public to help prioritize safety solutions a booth was staffed at Community Focus Report Event in October; a Pop-up Demonstration was held in October to engage the community in understanding and providing feedback on potential safety enhancements through a hands-on demonstration - including a street closure, temporary safety enhancements, plan materials, and space to create a sense of community; an update was provided at the BPAC committee in November over the safety toolkit and survey. The draft plan was made available for public comment.

Final development of the draft plan included Safety Engineering Analysis work by Lochmueller accepted as complete by the Board of Directors and draft Engagement summary received from CMT. These two pieces plus OTO plan development were combined into a draft plan, and were presented to the Technical Planning Committee in December, along with the leadership commitment resolution to be presented to the Board in January. A lot of staff time was spent on drafting the actual document.

Staff participated in regular meetings with FHWA, as well as office hours.

CRP Trail Projects Financial Reports



Ozarks Transportation Organization
CRP Trail Projects Profit & Loss
July through December 2024

	Jul - Dec 24
Ordinary Income/Expense	
Income	
OTO Revenue	
Carbon Reduction Program Funds	38,599.17
Local Jurisdiction Match Funds	137,906.26
Total OTO Revenue	176,505.43
Total Income	176,505.43
Gross Profit	176,505.43
Expense	
Services	
Trans Consult/Model Services	62,893.02
Total Services	62,893.02
Total Expense	62,893.02
Net Ordinary Income	113,612.41
Net Income	113,612.41

Ozarks Transportation Organization
CRP Trail Projects Profit & Loss Budget vs. Actual
July through December 2024

	<u>Jul - Dec 24</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense				
Income				
OTO Revenue				
Carbon Reduction Program Funds	38,599.17	498,655.00	-460,055.83	7.7%
Local Jurisdiction Match Funds	137,906.26	124,664.00	13,242.26	110.6%
Total OTO Revenue	176,505.43	623,319.00	-446,813.57	28.3%
Total Income	176,505.43	623,319.00	-446,813.57	28.3%
Gross Profit	176,505.43	623,319.00	-446,813.57	28.3%
Expense				
Services				
Trans Consult/Model Services	62,893.02	623,319.87	-560,426.85	10.1%
Total Services	62,893.02	623,319.87	-560,426.85	10.1%
Total Expense	62,893.02	623,319.87	-560,426.85	10.1%
Net Ordinary Income	113,612.41	-0.87	113,613.28	-13,058,897.7%
Net Income	113,612.41	-0.87	113,613.28	-13,058,897.7%

Safe Streets and Roads for All

FHWA Discretionary Grant



Ozarks Transportation Organization

SS4A Profit & Loss

July through December 2024

	Jul - Dec 24
Ordinary Income/Expense	
Income	
OTO Revenue	
Safe Streets for All FHWA Grant	86,832.83
Safe Streets for All Match	56,188.14
Total OTO Revenue	143,020.97
Total Income	143,020.97
Gross Profit	143,020.97
Expense	
Commodities	
Office Supplies/Furniture	57.49
Public Involvement Advertising	270.00
Total Commodities	327.49
Information Technology	
Software	137.94
Total Information Technology	137.94
Personnel	
Salaries and Fringe	
Health,Dental,Vision & Life Ins	1,830.89
Payroll Tax Expense	1,113.68
Pension Expense	1,904.51
Salaries/Fringe	14,850.64
Total Salaries and Fringe	19,699.72
Total Personnel	19,699.72
Services	
Trans Consult/Model Services	104,875.92
Total Services	104,875.92
Total Expense	125,041.07
Net Ordinary Income	17,979.90
Net Income	17,979.90

Ozarks Transportation Organization
SS4A Profit & Loss Budget vs. Actual
July through December 2024

	Jul - Dec 24	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
Safe Streets for All FHWA Grant	86,832.83	161,412.00	-74,579.17	53.8%
Safe Streets for All Match	56,188.14	57,200.00	-1,011.86	98.2%
Total OTO Revenue	143,020.97	218,612.00	-75,591.03	65.4%
Total Income	143,020.97	218,612.00	-75,591.03	65.4%
Gross Profit	143,020.97	218,612.00	-75,591.03	65.4%
Expense				
Commodities				
Office Supplies/Furniture	57.49	1,365.00	-1,307.51	4.2%
Public Involvement Advertising	270.00	2,000.00	-1,730.00	13.5%
Total Commodities	327.49	3,365.00	-3,037.51	9.7%
Information Technology				
Software	137.94			
Total Information Technology	137.94			
Personnel				
Salaries and Fringe	19,699.72	0.00	19,699.72	100.0%
Total Personnel	19,699.72	0.00	19,699.72	100.0%
Services				
Trans Consult/Model Services	104,875.92	198,400.00	-93,524.08	52.9%
Total Services	104,875.92	198,400.00	-93,524.08	52.9%
Total Expense	125,041.07	201,765.00	-76,723.93	62.0%
Net Ordinary Income	17,979.90	16,847.00	1,132.90	106.7%
Net Income	17,979.90	16,847.00	1,132.90	106.7%

TAB 5

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM II.C.

Administrative Modifications 2 and 3 to the FY 2025-2028 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Administrative Modification 2

There are multiple items included as part of Administrative Modification 2 to the FY 2025-2028 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

Chadwick Flyer US 65 Crossing (OK2304)

- Increased TAP funding and adjusted MO-ARPA funding to reflect additional award, as well as moved ROW to Construction and added to local to ensure the programmed amount matched the Construction Award amount.

Bases for Administrative Modification

- *Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000).*
- *Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*
- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

RAISE Ungap the Map (SP2515)

- Adjusted funding between engineering, ROW, and construction to match the award agreement.

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.*
-

Administrative Modification 3

There is one item included as part of Administrative Modification 3 to the FY 2025-2028 Transportation Improvement Program. This change does not affect Fiscal Constraint.

Garrison Springs Trail (OK2303)

- Moved \$440,000 in federal funding to local, maintaining the total programmed amount of \$110,000.

Basis for Administrative Modification

- *Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope*

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

18 December 2024

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

Dear Mr. Hall:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2025-2028 Transportation Improvement Program (TIP) on December 18, 2024. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 2 to the FY 2025-2028 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There are multiple items included as part of Administrative Modification 2 to the FY 2025-2028 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

Chadwick Flyer US 65 Crossing (OK2304)

- Increased TAP funding and adjusted MO-ARPA funding to reflect additional award, as well as moved ROW to Construction and added to local to ensure the programmed amount matched the Construction Award amount.

Bases for Administrative Modification

- *Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000).*
- *Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*
- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

RAISE Ungap the Map (SP2515)

- Adjusted funding between engineering, ROW, and construction to match the award agreement.

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.*

OK2304-25AM2 - CHADWICK FLYER US 65 CROSSING

Plan Revision
25AM2

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$4,991,289

MoDoT ID
-

Federal ID
9901849

Project From
-

Project To
-

Project Considerations

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

Project Description

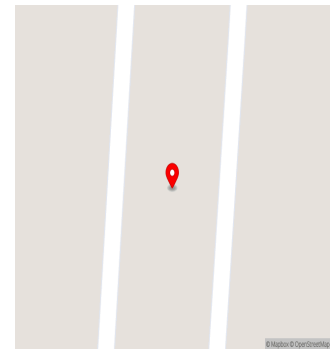
Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	\$72,090	\$30,314	-	-	-	-	\$102,404
Engineering	MO-ARPA	-	\$45,283	-	-	-	-	\$45,283
Engineering	STBG-U (FHWA)	\$57,672	\$19,895	-	-	-	-	\$77,567
Engineering	TAP (FHWA)	\$230,688	\$48,721	-	-	-	-	\$279,409
Total Engineering		\$360,450	\$144,213	-	-	-	-	\$504,663
Construction	Local	-	\$523,988	-	-	-	-	\$523,988
Construction	MO-ARPA	-	\$1,254,363	-	-	-	-	\$1,254,363
Construction	Other	-	\$321,000	-	-	-	-	\$321,000
Construction	STBG-U (FHWA)	-	\$498,427	-	-	-	-	\$498,427
Construction	TAP (FHWA)	-	\$1,888,848	-	-	-	-	\$1,888,848
Total Construction		-	\$4,486,626	-	-	-	-	\$4,486,626
Total Prior Costs		\$360,450	-	-	-	-	-	\$360,450
Total Programmed		\$360,450	\$4,630,839	-	-	-	-	\$4,991,289

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000) - Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 25% or \$2,000,000) - Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	ID changed from "OK2304-24AM7" to "OK2304-25AM2" Plan Revision Name changed from "25Adopted" to "25AM2"
FUNDING CHANGES	<p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ENG from \$39,039 to \$30,314 - Decrease funds in FY 2025 in ROW from \$34,750 to \$0 + Increase funds in FY 2025 in CON from \$354,370 to \$523,988 <p>TAP (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in ENG from \$57,672 to \$230,688 - Decrease funds in FY 2025 in ENG from \$86,843 to \$48,721 - Decrease funds in FY 2025 in ROW from \$19,600 to \$0 + Increase funds in FY 2025 in CON from \$1,335,885 to \$1,888,848 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2024 in ENG from \$230,688 to \$57,672 - Decrease funds in FY 2025 in ENG from \$69,312 to \$19,895 - Decrease funds in FY 2025 in ROW from \$19,600 to \$0 + Increase funds in FY 2025 in CON from \$256,394 to \$498,427 <p>Other</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in ROW from \$201,550 to \$0 + Increase funds in FY 2025 in CON from \$43,700 to \$321,000 <p>MO-ARPA</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in ENG from \$0 to \$45,283 + Increase funds in FY 2025 in CON from \$1,179,750 to \$1,254,363
FEDERAL PROJECT COST	Increased from \$2,075,994 to \$2,744,251 (32.19%)
TOTAL PROJECT COST	Increased from \$4,001,243 to \$4,991,289 (24.74%)



SP2515-25AM2 - RAISE UNGAP THE MAP

Plan Revision
25AM2

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$24,822,313

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

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

Project Description
PE, ROW, and construction of three trail segments and associated improvements as described in City of Springfield's RAISE application - Jordan Creek Greenway, Wilson's Creek Greenway, and the Trail of Tears Greenway.

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	RAISE	-	\$3,700,200	-	-	-	-	\$3,700,200
Total Engineering		-	\$3,700,200	-	-	-	-	\$3,700,200
ROW	RAISE	-	\$692,925	-	-	-	-	\$692,925
Total ROW		-	\$692,925	-	-	-	-	\$692,925
Construction	RAISE	-	\$20,429,188	-	-	-	-	\$20,429,188
Total Construction		-	\$20,429,188	-	-	-	-	\$20,429,188
Total Programmed		-	\$24,822,313	-	-	-	-	\$24,822,313

REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,306,037)	(\$426,941)	(\$480,773)	(\$603,873)	(\$16,817,624)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,755,245	\$77,531,101	\$77,371,242	\$77,139,252	\$294,796,840

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	\$3,443,357	\$36,000	\$0	\$0
CRP (FHWA)	\$3,969,608	\$444,580	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$0	\$0
NHPP (FHWA)	\$82,242,400	\$19,783,200	\$44,060,800	\$19,803,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$31,022,207	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$6,406,727	\$383,160	\$134,836	\$0
Federal Subtotal	\$182,490,015	\$23,359,959	\$46,262,255	\$22,355,491
STATE				
MoDOT	\$208,732,749	\$8,700,600	\$12,661,582	\$5,984,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$237,334,711	\$27,404,963	\$24,354,399	\$15,422,513
LOCAL/OTHER				
Local	\$15,306,037	\$426,941	\$480,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,299,646	\$0	\$0	\$0
Other	\$3,283,010	\$0	\$0	\$0
Local/Other Subtotal	\$20,730,685	\$426,941	\$480,773	\$603,873
Total	\$440,555,411	\$51,191,863	\$71,097,427	\$38,381,877

Pending

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$41,286,000	\$61,707,000	\$27,797,000	\$502,265,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$20,730,685	\$426,941	\$480,773	\$603,873	\$22,242,272
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
TOTAL AVAILABLE FUNDING	\$43,536,397	\$404,199,658	\$58,986,613	\$79,826,025	\$46,411,437	\$632,960,130
Carryover		\$43,536,397	\$7,180,644	\$14,975,394	\$23,703,992	--
Programmed State and Federal Funding		(\$440,555,411)	(\$51,191,863)	(\$71,097,427)	(\$38,381,877)	(\$601,226,578)
TOTAL REMAINING	\$43,536,397	\$7,180,644	\$14,975,394	\$23,703,992	\$31,733,552	\$31,733,552



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

12 February 2025

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

Dear Mr. Hall:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Three to the OTO FY 2025-2028 Transportation Improvement Program (TIP) on February 12, 2025. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 3 to the FY 2025-2028 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is one item included as part of Administrative Modification 3 to the FY 2025-2028 Transportation Improvement Program. This change does not affect Fiscal Constraint.

Garrison Springs Trail (OK2303)

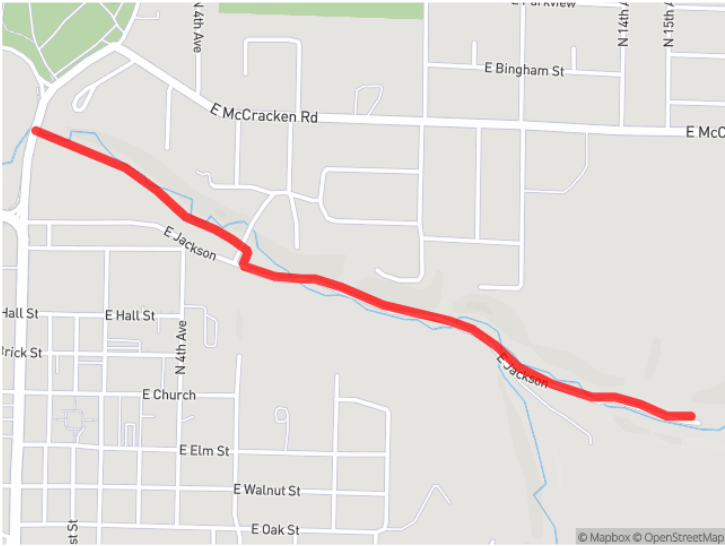
- Moved \$440,000 in federal funding to local, maintaining the total programmed amount of \$110,000.

Basis for Administrative Modification

- *Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope*

OK2303-25AM3 - GARRISON SPRINGS TRAIL

Plan Revision	25AM3
Section	Sponsored by Local Public Agencies
Project Type	Bicycle and Pedestrian
Lead Agency	City of Ozark
County	Christian County
Municipality	Ozark
Status	Programmed
Total Cost	\$550,000
MoDoT ID	-
Federal ID	9901852
Project From	-
Project To	-
Project Considerations	Bike/Ped Plan
Project Description	Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.
Funding Source Notes	Non-Federal Funding Source: City of Ozark



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	Local	-	\$550,000	-	-	-	-	\$550,000
Total Construction		-	\$550,000	-	-	-	-	\$550,000
Total Programmed		-	\$550,000	-	-	-	-	\$550,000

Current Change Reason	Schedule / Funding / Scope- Update Changes in a project’s fund source(s) from federal to non-federal with no changes to the project’s scope (however, the disposition of the “freed-up” Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate)
Funding Changes	TAP (FHWA) - Decrease funds in FY 2025 in CON from \$440,000 to \$0 Local + Increase funds in FY 2025 in CON from \$110,000 to \$550,000
Federal Project Cost	Decreased from \$440,000 to \$0 (-100%)
Total Project Cost	Stays the same \$550,000

REVENUE

Pending A3

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
TOTAL	\$63,158,659	\$394,093,632	\$111,873,353	\$51,893,726	\$55,966,310	\$173,000,117

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,746,037)	(\$426,941)	(\$480,773)	(\$603,873)	(\$17,257,624)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,315,245	\$77,531,101	\$77,371,242	\$77,139,252	\$294,356,840

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	\$3,443,357	\$36,000	\$0	\$0
CRP (FHWA)	\$3,969,608	\$444,580	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$0	\$0
NHPP (FHWA)	\$74,979,600	\$58,784,000	\$9,924,000	\$19,803,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$31,022,207	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$5,966,727	\$383,160	\$134,836	\$0
Federal Subtotal	\$174,787,215	\$62,360,759	\$12,125,455	\$22,355,491
STATE				
MoDOT	\$41,936,549	\$182,129,800	\$4,127,382	\$5,984,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$70,538,511	\$200,834,163	\$15,820,199	\$15,422,513
LOCAL/OTHER				
Local	\$15,746,037	\$426,941	\$480,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,299,646	\$0	\$0	\$0
Other	\$3,283,010	\$0	\$0	\$0
Local/Other Subtotal	\$21,170,685	\$426,941	\$480,773	\$603,873
Total	\$266,496,411	\$263,621,863	\$28,426,427	\$38,381,877

Pending A3

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$27,797,000	\$504,018,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$21,170,685	\$426,941	\$480,773	\$603,873	\$22,682,272
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
TOTAL AVAILABLE FUNDING	\$43,536,397	\$404,639,658	\$101,657,613	\$38,908,025	\$46,411,437	\$635,153,130
Carryover		\$43,536,397	\$181,679,644	\$19,715,394	\$30,196,992	--
Programmed State and Federal Funding		(\$266,496,411)	(\$263,621,863)	(\$28,426,427)	(\$38,381,877)	(\$596,926,578)
TOTAL REMAINING	\$43,536,397	\$181,679,644	\$19,715,394	\$30,196,992	\$38,226,552	\$38,226,552

TAB 6

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM II.D.

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

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Four to the FY 2025-2028 Transportation Improvement Program.

1. *Revised* Ward Branch Greenway - National to Fremont (EN2416)
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$95,438.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on February 19, 2025, the Technical Planning Committee recommended the Board of Directors approve FY 2025-2028 Transportation Improvement Program Amendment Four.

BOARD OF DIRECTORS ACTION REQUESTED:

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

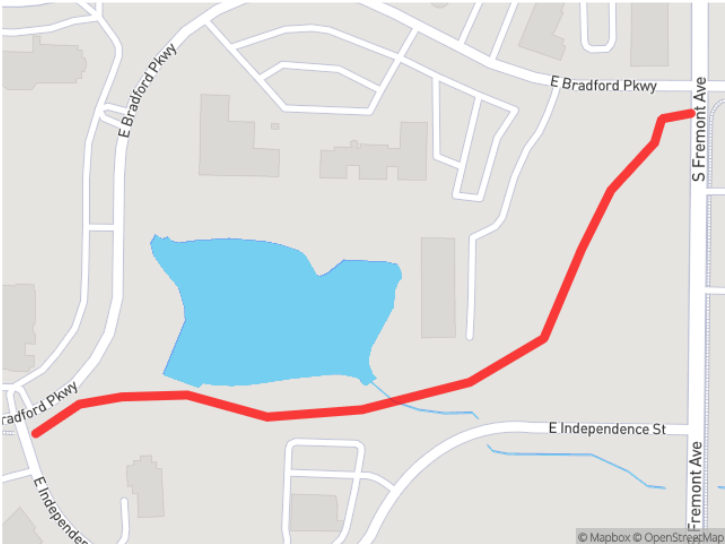
“Move to approve FY 2025-2028 Transportation Improvement Program Amendment Four.”

OR

“Move to approve FY 2025-2028 Transportation Improvement Program Amendment Four, with these changes...”

EN2416-25A4 - WARD BRANCH GREENWAY - NATIONAL TO FREMONT

Plan Revision	25A4
Section	Sponsored by Local Public Agencies
Project Type	Bicycle and Pedestrian
Lead Agency	Ozark Greenways
County	Greene County
Municipality	Springfield
Status	Programmed
Total Cost	\$95,438
MoDoT ID	-
Federal ID	5936804
Project From	-
Project To	-
Project Considerations	Bike/Ped Plan, Regional Trail Plan Priority
Project Description	Engineering and design of the Ward Branch Greenway trail between National Avenue and Fremont Avenue.
Funding Source Notes	Non-Federal Funding Source: Ozark Greenways



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Engineering	CRP (FHWA)	-	\$76,350	-	-	-	-	\$76,350
Engineering	Local	-	\$19,088	-	-	-	-	\$19,088
Total Engineering		-	\$95,438	-	-	-	-	\$95,438
Total Programmed		-	\$95,438	-	-	-	-	\$95,438

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)
Funding Changes	CRP (FHWA) + Increase funds in FY 2025 in ENG from \$54,059 to \$76,350 Local + Increase funds in FY 2025 in ENG from \$13,515 to \$19,088
Federal Project Cost	Increased from \$54,059 to \$76,350 (41.23%)
Total Project Cost	Increased from \$67,574 to \$95,438 (41.23%)

REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
TOTAL	\$63,158,659	\$394,093,632	\$111,873,353	\$51,893,726	\$55,966,310	\$173,000,117

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,751,610)	(\$426,941)	(\$480,773)	(\$603,873)	(\$17,263,197)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
TOTAL	\$62,309,672	\$77,531,101	\$77,371,242	\$77,139,252	\$294,351,267

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
FEDERAL				
BRO (FHWA)	\$3,443,357	\$36,000	\$0	\$0
CRP (FHWA)	\$3,991,899	\$444,580	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$0	\$0
NHPP (FHWA)	\$74,979,600	\$58,784,000	\$9,924,000	\$19,803,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$31,022,207	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$5,966,727	\$383,160	\$134,836	\$0
Federal Subtotal	\$174,809,506	\$62,360,759	\$12,125,455	\$22,355,491
STATE				
MoDOT	\$41,936,549	\$182,129,800	\$4,127,382	\$5,984,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$70,538,511	\$200,834,163	\$15,820,199	\$15,422,513
LOCAL/OTHER				
Local	\$15,751,610	\$426,941	\$480,773	\$603,873
Local-AC	\$841,992	\$0	\$0	\$0
MO-ARPA	\$1,299,646	\$0	\$0	\$0
Other	\$3,283,010	\$0	\$0	\$0
Local/Other Subtotal	\$21,176,258	\$426,941	\$480,773	\$603,873
Total	\$266,524,275	\$263,621,863	\$28,426,427	\$38,381,877

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$27,797,000	\$504,018,750
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	\$25,776,294
Funds from Other Sources (inc. Local)	\$0	\$21,176,258	\$426,941	\$480,773	\$603,873	\$22,687,845
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	\$57,853,501
TOTAL AVAILABLE FUNDING	\$43,536,397	\$404,645,231	\$101,657,613	\$38,908,025	\$46,411,437	\$635,158,703
Carryover		\$43,536,397	\$181,657,353	\$19,693,103	\$30,174,701	--
Programmed State and Federal Funding		(\$266,524,275)	(\$263,621,863)	(\$28,426,427)	(\$38,381,877)	(\$596,954,442)
TOTAL REMAINING	\$43,536,397	\$181,657,353	\$19,693,103	\$30,174,701	\$38,204,261	\$38,204,261

TAB 7

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM II.E.

CRP/TAP Project Schedule Extension

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

AGENDA DESCRIPTION:

The Cities of Battlefield and Ozark have requested to extend the schedules of the Trail of Tears Connector (EN2401-24) and Blue Stem Phase 1 (EN2421-25AM1), which were awarded TAP funds in July 2023 and July 2024, respectively. These would be one-time extensions, per OTO's Reasonable Progress Policy.

The City of Battlefield has proposed the following schedule for the Trail of Tears Project, which will still allow the project construction funds to be obligated in FFY 2025, as originally planned.

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

The City of Ozark has proposed the following schedule for the Blue Stem Phase 1 project. This project only has engineering funds awarded at this time and will not adversely impact FFY 2025 obligation goals.

Phase	Current Schedule	Proposed Schedule
1. Award Notification post TIP Amendment	June 2024	<i>Completed</i>
2. Engineering Services Contract Approval	September 2024	<i>Completed</i>
3. Preliminary & Right-of-Way Plans Submittal	January 2025	December 2025
4. Plans, Specifications, & Estimate (PS&E) Submittal	April 2025	July 2026
5. Plans, Specifications, & Estimate (PS&E) Approval	May 2025	August 2026

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on February 19, 2025, the Technical Planning Committee recommended the Board of Directors approve the revised reasonable progress schedule for the Trail of Tears connector and the Blue Stem Phase 1 project.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to approve the revised reasonable progress schedule for the Trail of Tears connector and Blue Stem Phase 1 project.

OR

"Move to recommend the following..."

EN2401-24 - TRAIL OF TEARS CONNECTOR

Plan Revision	Section	Project Type	Lead Agency
25Adopted	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Battlefield
County	Municipality	Status	Total Cost
Greene County	Battlefield	Programmed	\$403,564
MoDoT ID	Federal ID	Project From	Project To
-	9901859	City Park Trail, Cloverdale	Cloverdale, Farm Road 131

Project Considerations

Environmental
Justice Area,
Bike/Ped Plan

Project Description

Construct 8-foot wide trail through Trail of Tears Park to Cloverdale, as well as construct sidewalk on 4th Street from Cloverdale to Farm Road 131.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Engineering	Local	\$9,533	-	-	-	-	-	\$9,533
Engineering	TAP (FHWA)	\$38,133	-	-	-	-	-	\$38,133
Total Engineering		\$47,666	-	-	-	-	-	\$47,666
Construction	Local	-	\$71,180	-	-	-	-	\$71,180
Construction	TAP (FHWA)	-	\$284,718	-	-	-	-	\$284,718
Total Construction		-	\$355,898	-	-	-	-	\$355,898
Total Prior Costs		\$47,666	-	-	-	-	-	\$47,666
Total Programmed		\$47,666	\$355,898	-	-	-	-	\$403,564



City of Battlefield
5434 S. Tower Drive
Battlefield, Missouri 65619
(417) 883-5840 phone
(417) 883-8189 fax
www.battlefieldmo.gov

January 16, 2025

OTO Board of Directors
OZARKS TRANSPORTATION ORGANIZATION
2208 W. Chesterfield Boulevard, Suite 101
Springfield, MO 65807
Phone: (417) 865-3042

RE: **TAP-9901 (859) Trail of Tears Connector**
City of Battlefield, Missouri Sidewalk Improvements
Extension Request

Dear OTO Board of Directors,

The City of Battlefield, MO is requesting a time extension on the above-mentioned project due to unforeseen project delays. Pursuant to the OTO project award and schedule letter, a one-time extension may be requested and approved by the OTO Board of Directors.

Delays were caused by redesign of the trail portion of the sidewalk as well as additional site visits by field crews in order to satisfy the archeological review process and right of way permitting.

The requested project schedule is below:

- Preliminary/ROW submittal: **February 28, 2025**
- Plans, Specifications, & Estimate (PS&E) Submittal: **June 30, 2025**
- Plans, Specifications, & Estimate (PS&E) Approval: **July 31, 2025**
- Construction Contract Award: **September 30, 2025**

Thank you for considering the proposed time extension. If you should have any questions, please do not hesitate to contact me at (417) 883-5840 or by email at cityadmin@battlefieldmo.gov.

In much appreciation,

Tommy VanHorn
City Administrator

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

Plan Revision	Section	Project Type	Lead Agency
25AM1	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Ozark
County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	\$72,264
MoDoT ID	Federal ID	Project From	Project To
-	9901877	-	-

Project Considerations

Environmental
Justice Area,
Bike/Ped Plan

Project Description

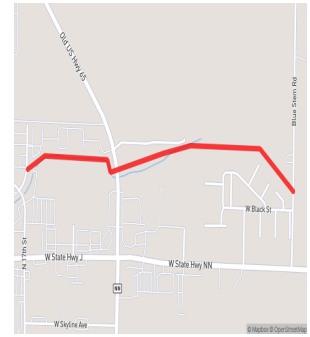
Engineering and design of the Blue Stem Phase I trail across north Ozark.

Funding Source Notes

Non-Federal Funding Source: City of Ozark

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

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000)
FUNDING CHANGES	<p>CRP (FHWA)</p> <p>- Decrease funds in FY 2025 in ENG from \$58,424 to \$57,811</p> <p>Local</p> <p>- Decrease funds in FY 2025 in ENG from \$14,607 to \$14,453</p>
FEDERAL PROJECT COST	Decreased from \$58,424 to \$57,811 (-1.05%)
TOTAL PROJECT COST	Decreased from \$73,031 to \$72,264 (-1.05%)





PUBLIC WORKS DEPARTMENT
CITY OF OZARK, MO
207 E. BRICK STREET
OZARK, MISSOURI 65721

February 12, 2025

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

RE: Extension Request – Bluestem Trail – Phase 1 CRP-9901 (877); Ozark, MO

Dear Directors,

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

- Recent changes in the FEMA floodplain map in Fall 2024 has impacted numerous adjacent parcels along the Bluestem Creek Corridor, where the proposed trail alignment is planned. Currently, several of the adjacent properties owners are working with a local engineer and engaging with the city to determine more regional stormwater improvements to alleviate the impacts of the floodplain on nearby structures, homes, and businesses.
- The City of Ozark has engaged in a larger conversation with nearby property owners, and the potential solution will take time to properly vet. We do know that changes to the creek channel will likely be necessary, and as such, will impact the proposed Bluestem Creek Trail Alignment. For this reason, we wish to extend the schedule for the design of this project to minimize lost effort in trail design.

The requested project schedule is below:

- Preliminary/ROW Submittal – December 1, 2025
- Preliminary/ROW Approval – January 1, 2026
- PS&E Plans, Estimate & Bid Book Submittal – July 10, 2026
- PS&E Plans, Estimate & Bid Book Approval – August 14, 2026

Thank you for considering the extension. If you should have any questions, please do not hesitate to contact me at 417-581-1702 (ext. 1104) or jparsons@ozarkmissouri.org.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jeremy Parsons".

Jeremy Parsons
Public Works Director

TAB 8

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM II.F.

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 study 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/2024-Growth-Trends-Report.pdf>.

Conclusions from the report include:

- In 2024, 1,103 single-family housing units were permitted within the OTO. This marks the fourth time in five years that single-family permitting climbed above 1,000 units. Greene County had the largest increase in single-family units in 2024 (318) for the OTO area followed by Republic (253), Nixa (168), and Ozark (165).
- There were 891 multi-family units permitted in 2024. Springfield added (597) multi-family units followed by Republic (138) and Willard (54).
- Total units permitted in 2024 was the second highest annual total since 2007.
- Cumulative natural Increase (births minus deaths) in Greene County and Christian County returned to positive territory after two consecutive years of deaths outnumbering births. Net migration fell to 2,521 individuals after peaking at 5,599 from 2019 to 2020.
- The annual average number of jobs in the MSA climbed to 222,209 in 2023 – an increase of 3,964 from 2022. Greene and Christian Counties account for 78.5% of new MSA jobs.

If there is additional information that the Technical Planning Committee 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.

2024 Growth Trends Report

The Ozarks Transportation Organization



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 survey comparisons of ACS data and tests for statistical differences are addressed in narrative sections where applicable.

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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), MoDOT, The Missouri Census Data Center (MCDC), and 2023 – 2019 American Community Survey Five-Year Estimates.

• Residential Units Added

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 data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2024.

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 or county within the OTO area in 2024.

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 2024 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 – 2024 is included as an appendix.



Residential Units

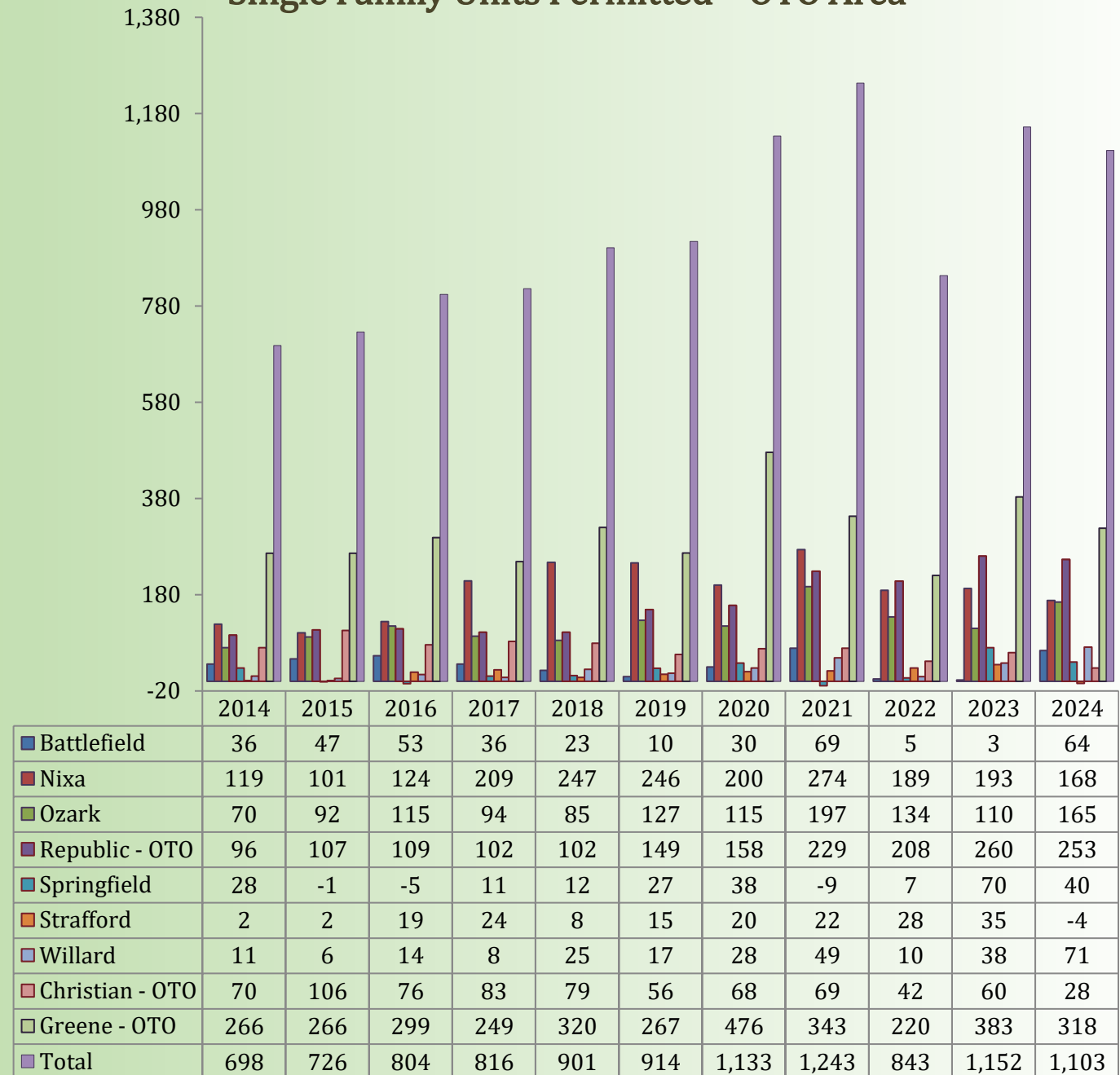
Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2014 – 2024.

Single-family permitting continued the pace of the last four years. The number of residences permitted in 2024 (1,103) is comparable to the number permitted in 2020 (1,133), 2021 (1,243), and 2023.

The permit total for new single-family structures in the OTO Area was offset by the demolition of 100 houses. Most demolitions occurred in Springfield (47).

Single Family Units Permitted – OTO Area



Residential Units

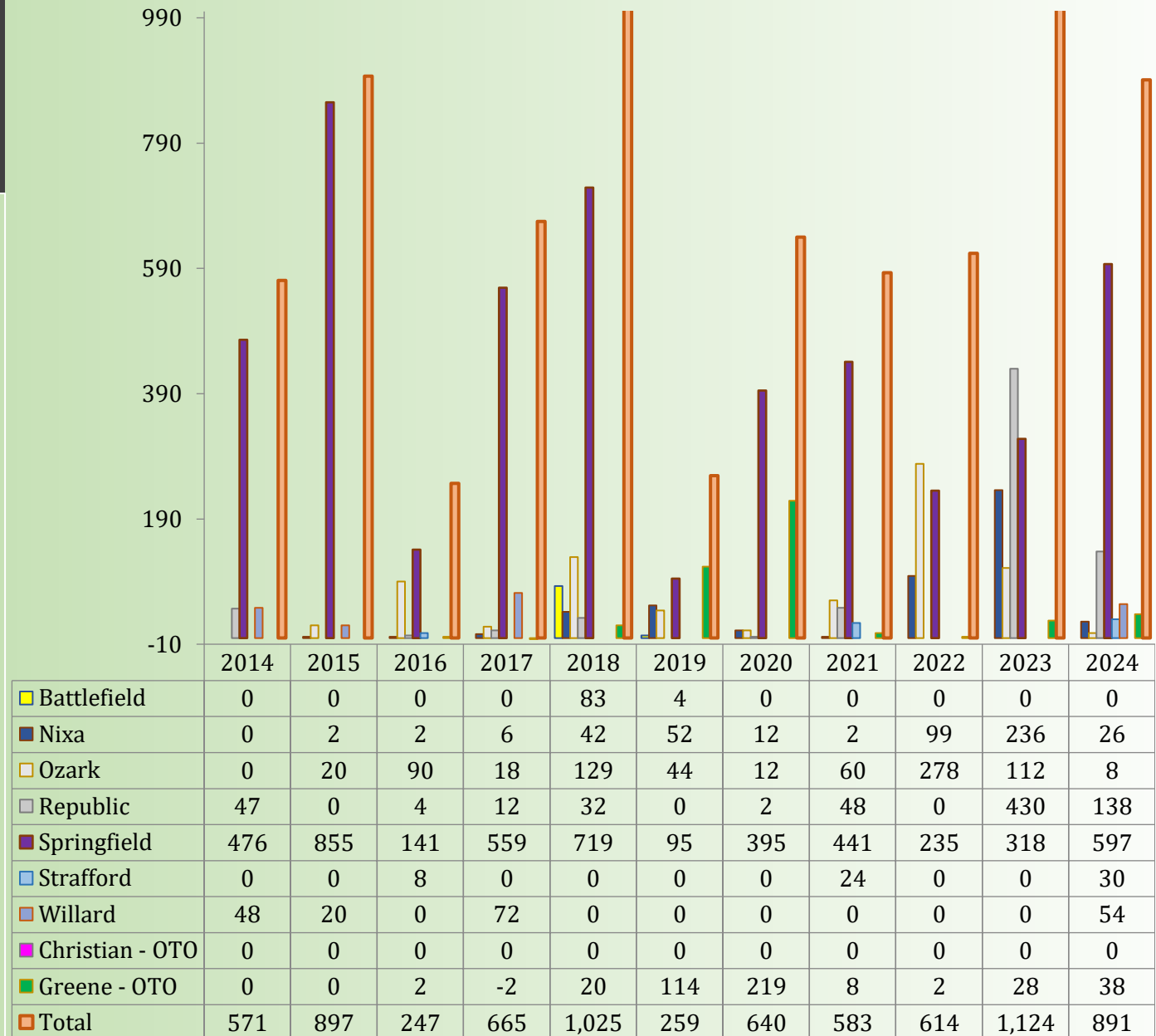
Multi-Family

Between 2014 and 2024, Springfield has generally had the highest number of multi-family housing construction permits.

In 2024, Springfield had the highest number of multi-family units (597). Republic had the second-highest number (138), followed by Willard (54).

The largest multi-family development permitted in 2024 continued to be the Stone Creek Falls project in Republic, with 90 units.

Multi-Family Units Permitted - OTO Area



Residential Units Totals

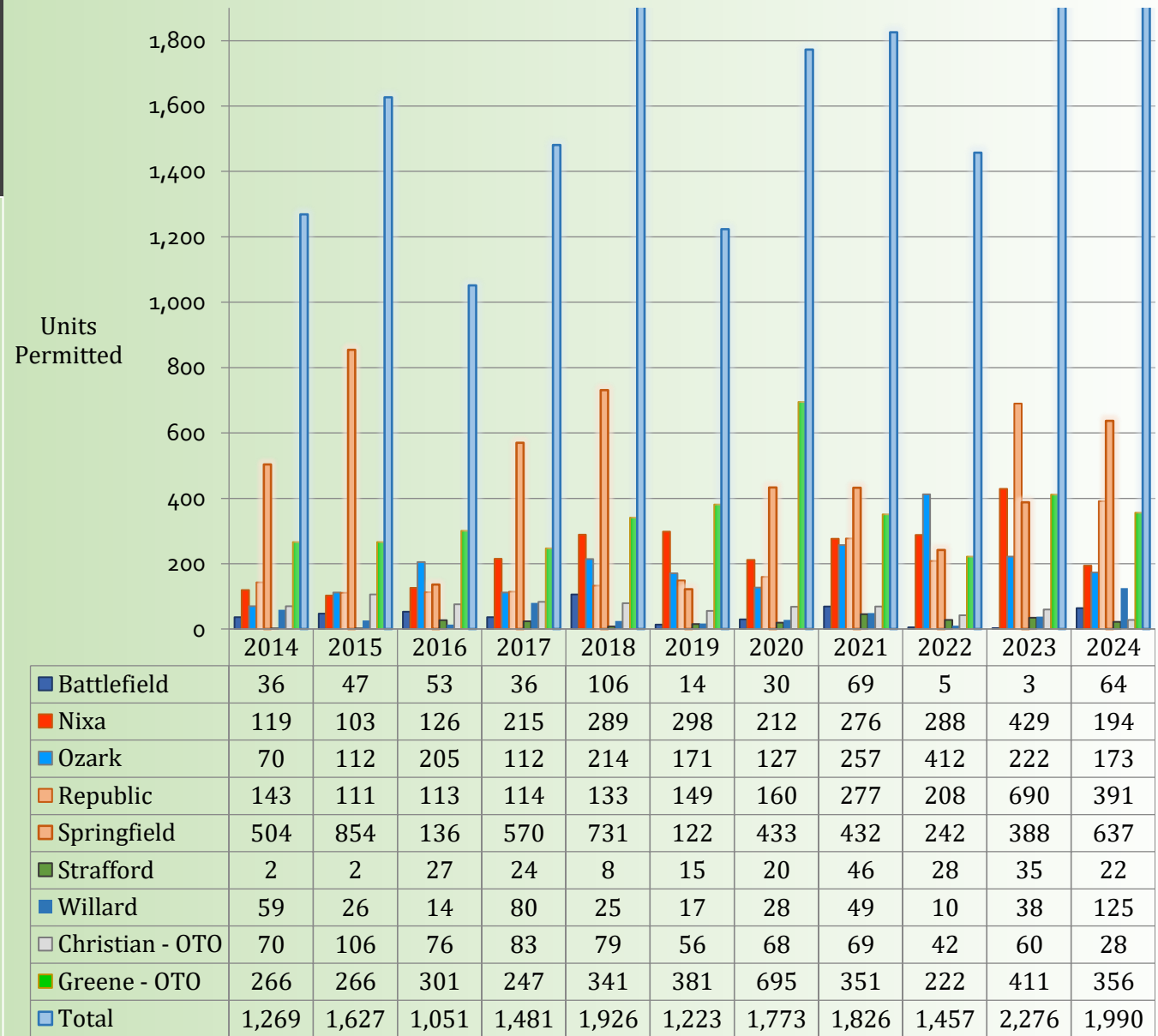
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2024 and the prior ten years.

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 2024 has recovered to be the second highest in this ten-year range.

OTO Area Total Residential Units Permitted



Growth Trend Maps

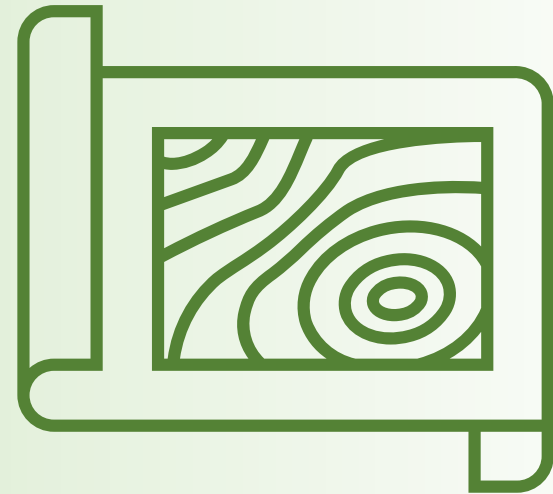
Changes in Housing Units

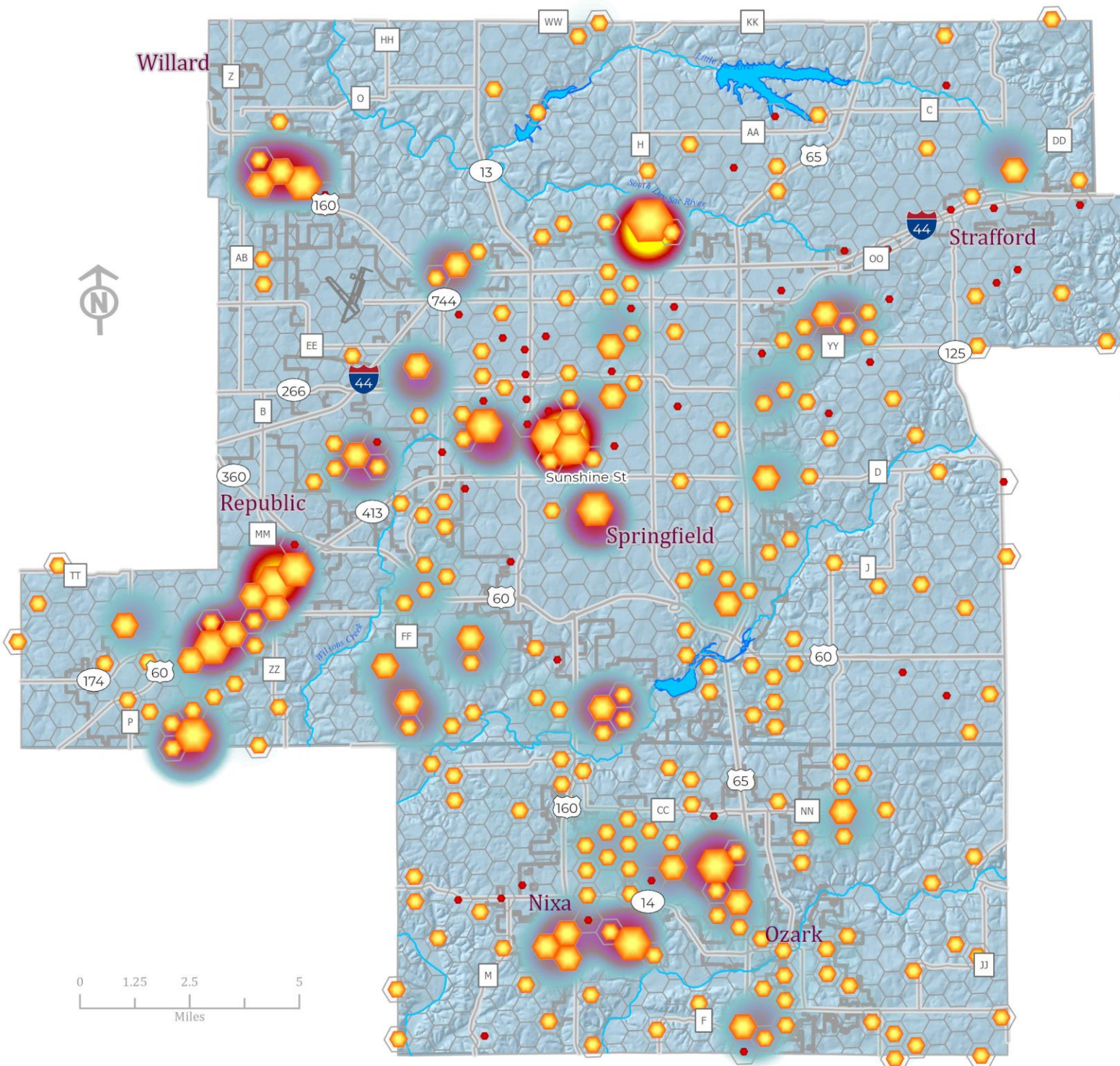
The maps on the following pages illustrate the locations of housing units added in 2024 as well as the period from 2014 to 2024.

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 2024 as well as 2014 - 2024.

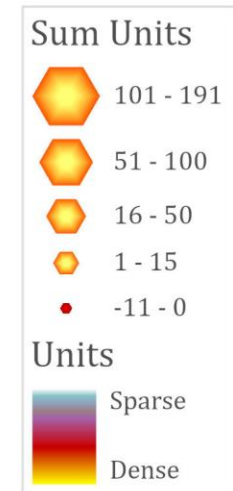
Migration Flows

County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2021 – 2022 are included.

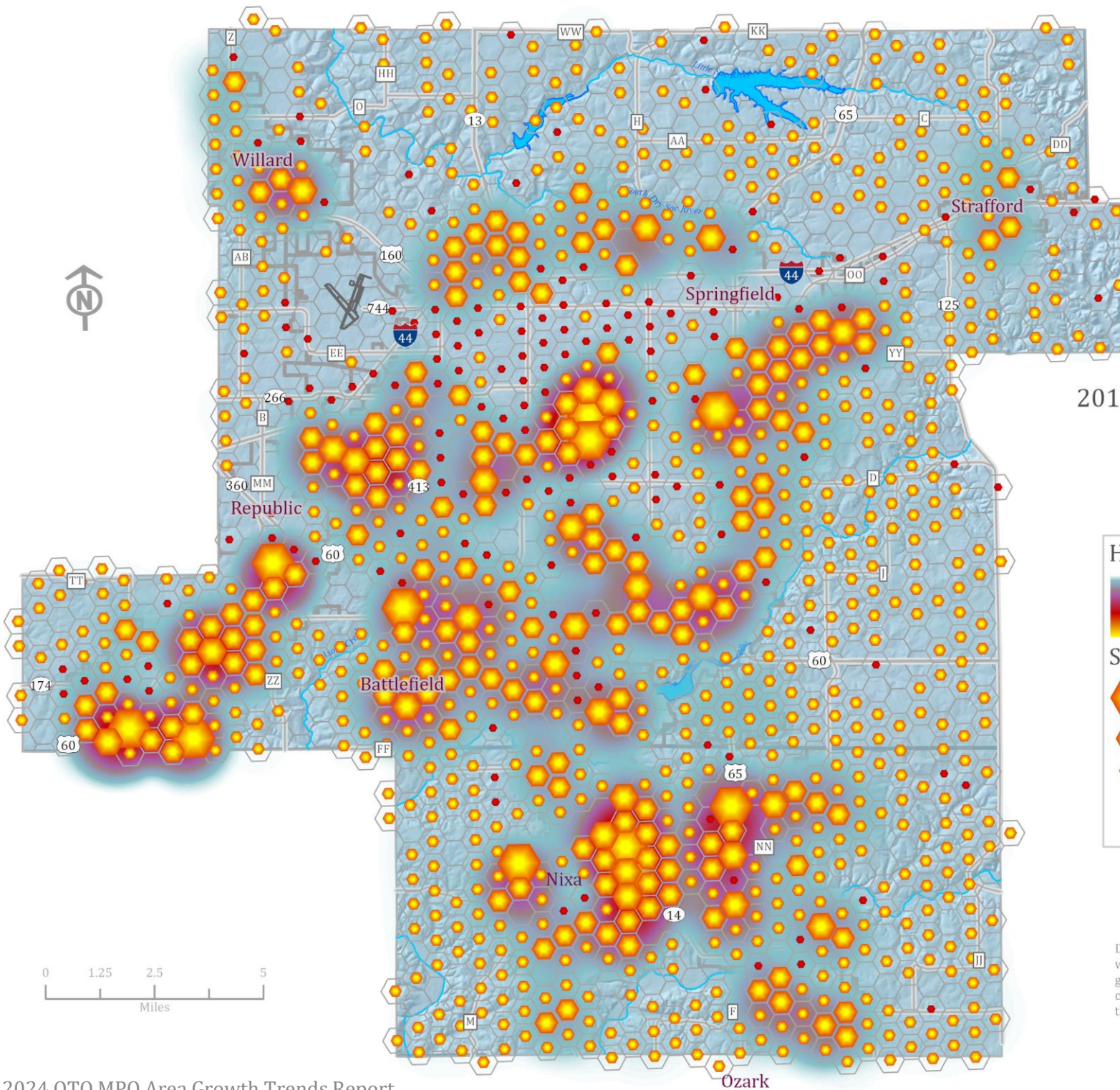




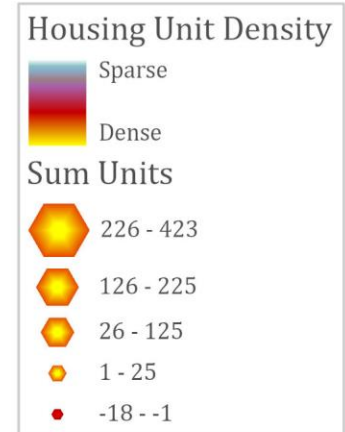
2024 Housing Permit Heat Map



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



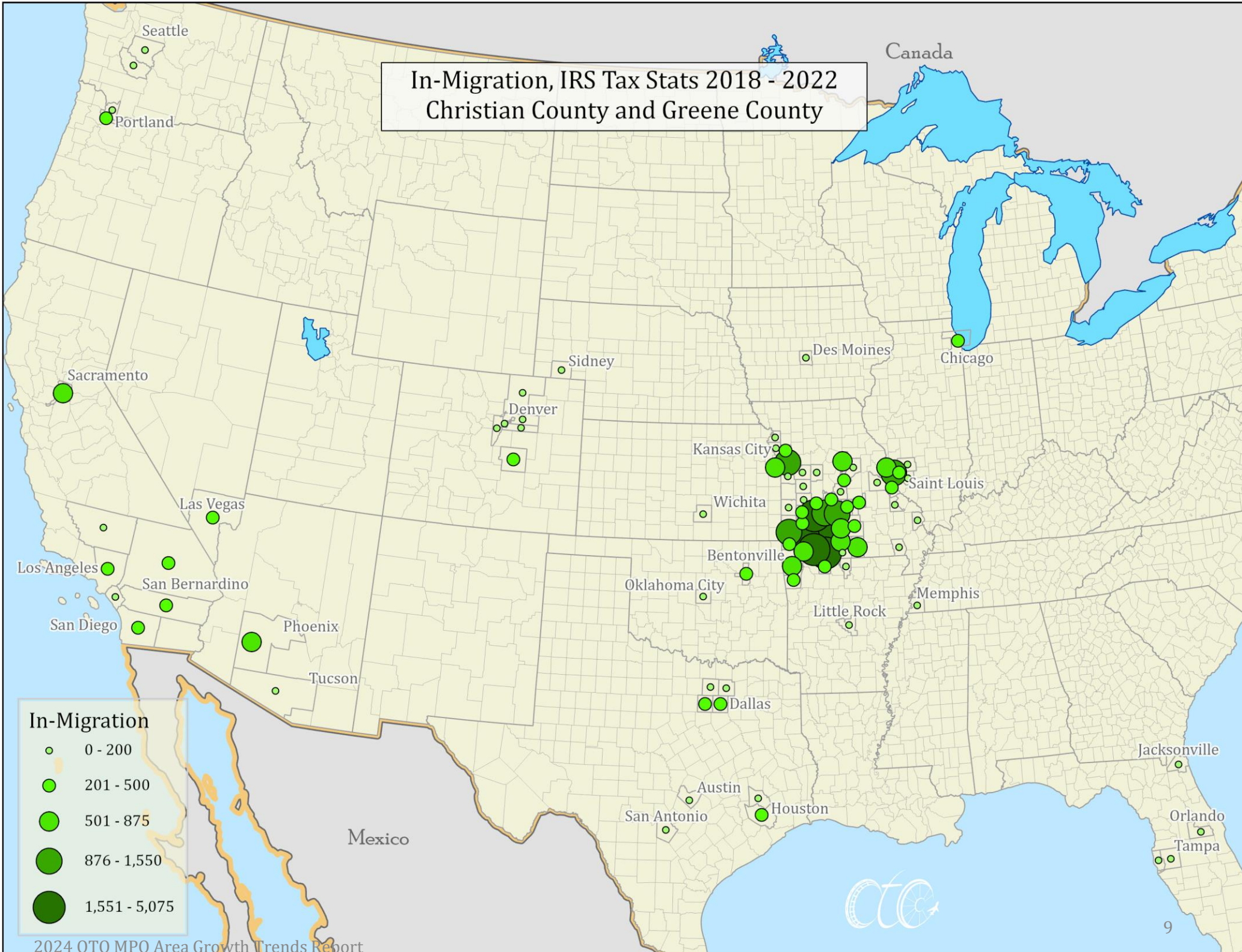
2010 - 2024 Housing Permit
Heat Map



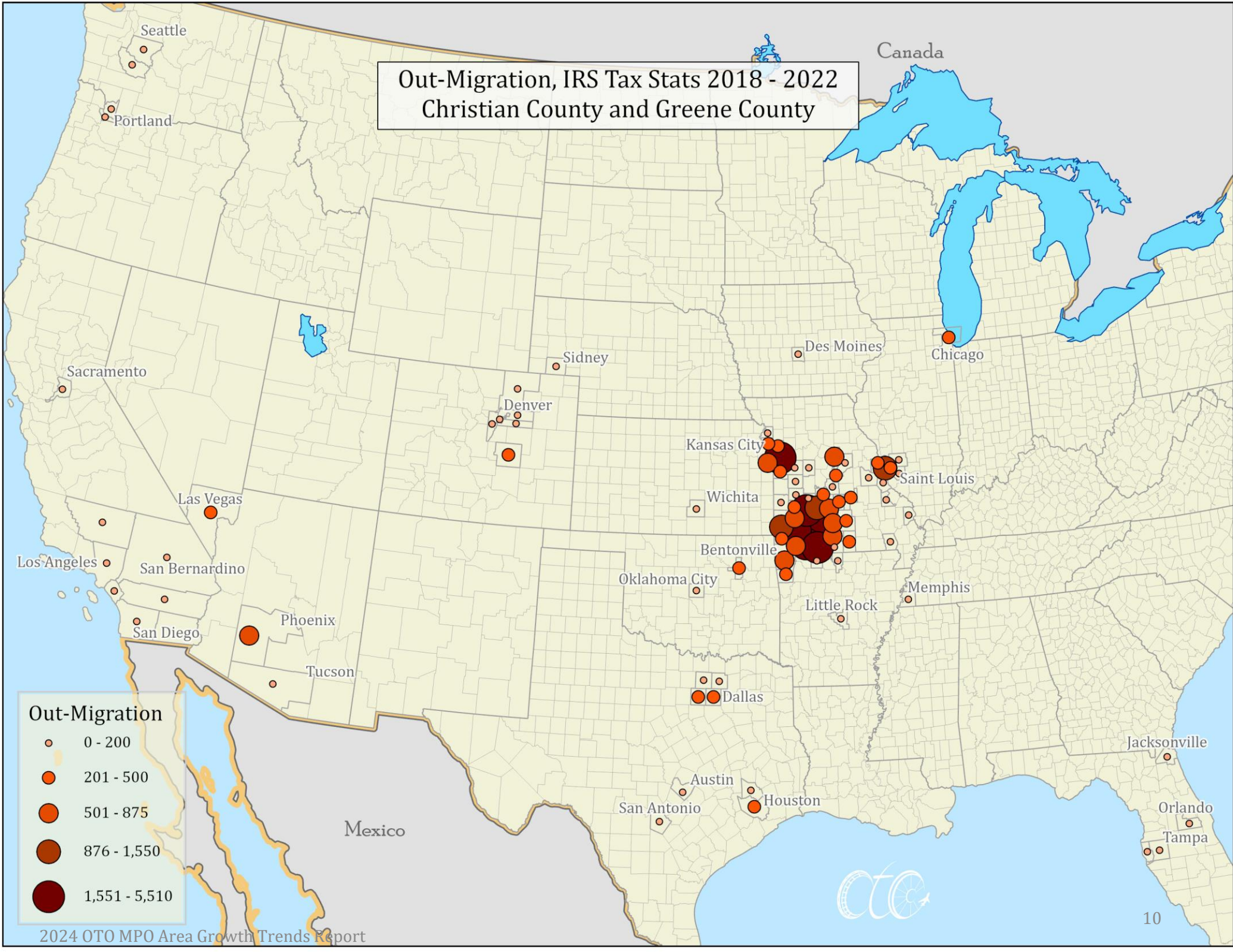
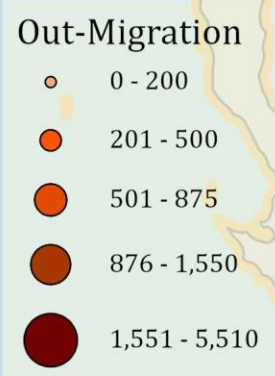
Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented therein.

In-Migration, IRS Tax Stats 2018 - 2022 Christian County and Greene County

In-Migration

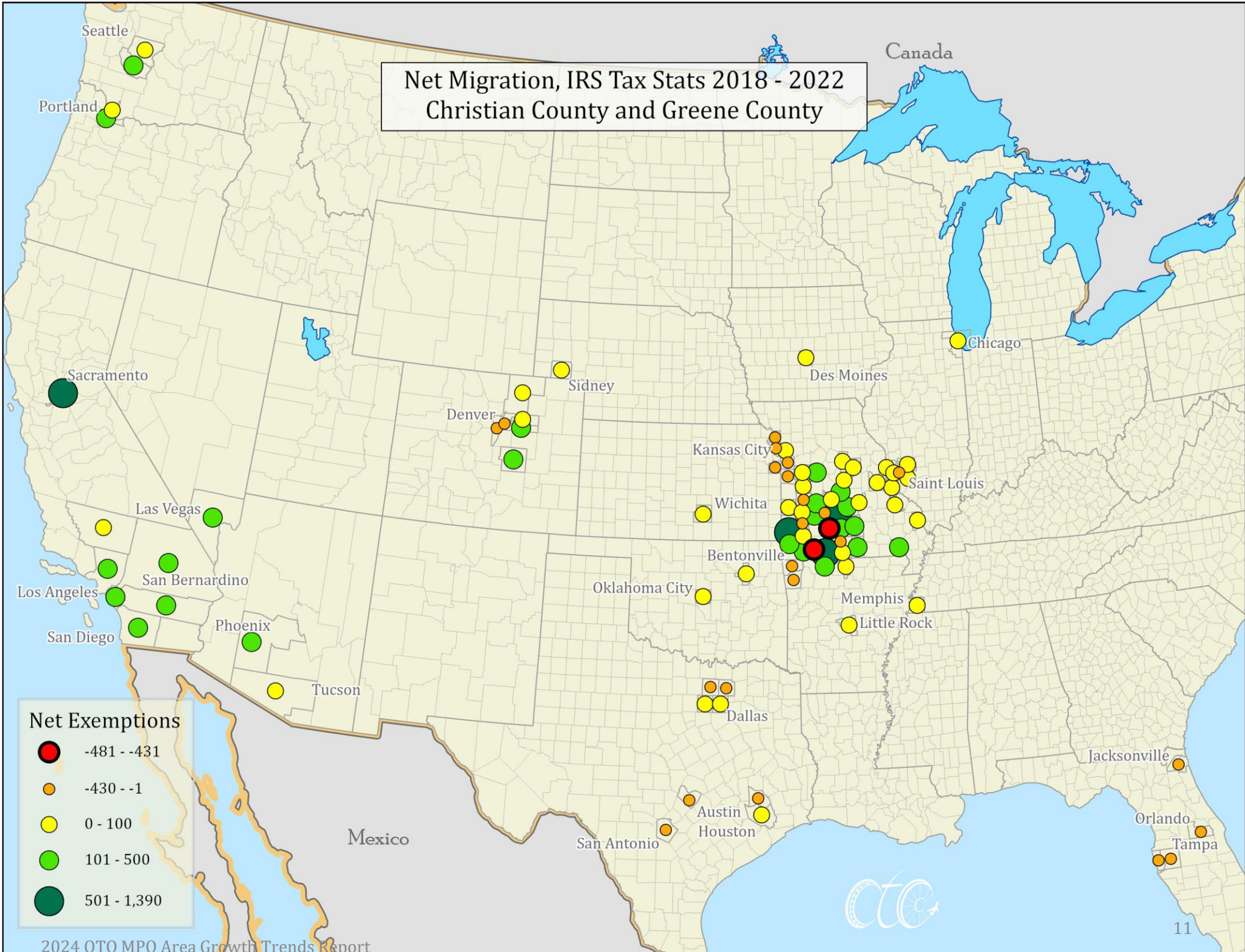


Out-Migration, IRS Tax Stats 2018 - 2022 Christian County and Greene County



Net Migration, IRS Tax Stats 2018 - 2022 Christian County and Greene County

Net Exemptions



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 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 with the aim of 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.

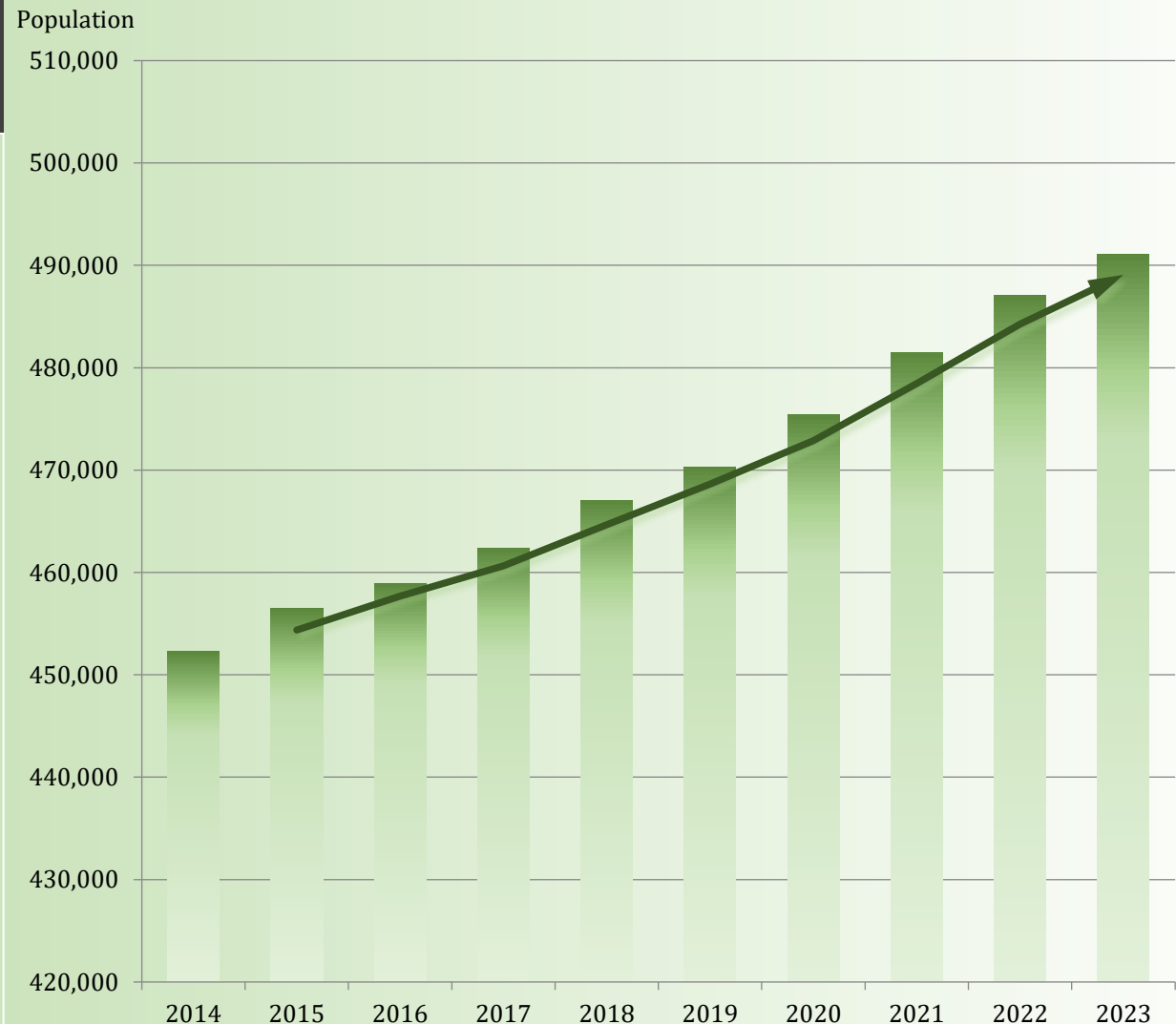
The chart on this page shows the steady increase of the combined MSA county populations.

From 2014 to 2023, the MSA population has increased from 487,061 to 491,053. 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 0.82, it will take the Springfield MSA 85 years to double in population to 982,122 by 2109.

Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties)

Source: U.S. Census Bureau Population Estimates Program & 2020
Decennial Census



Springfield MSA

Continued

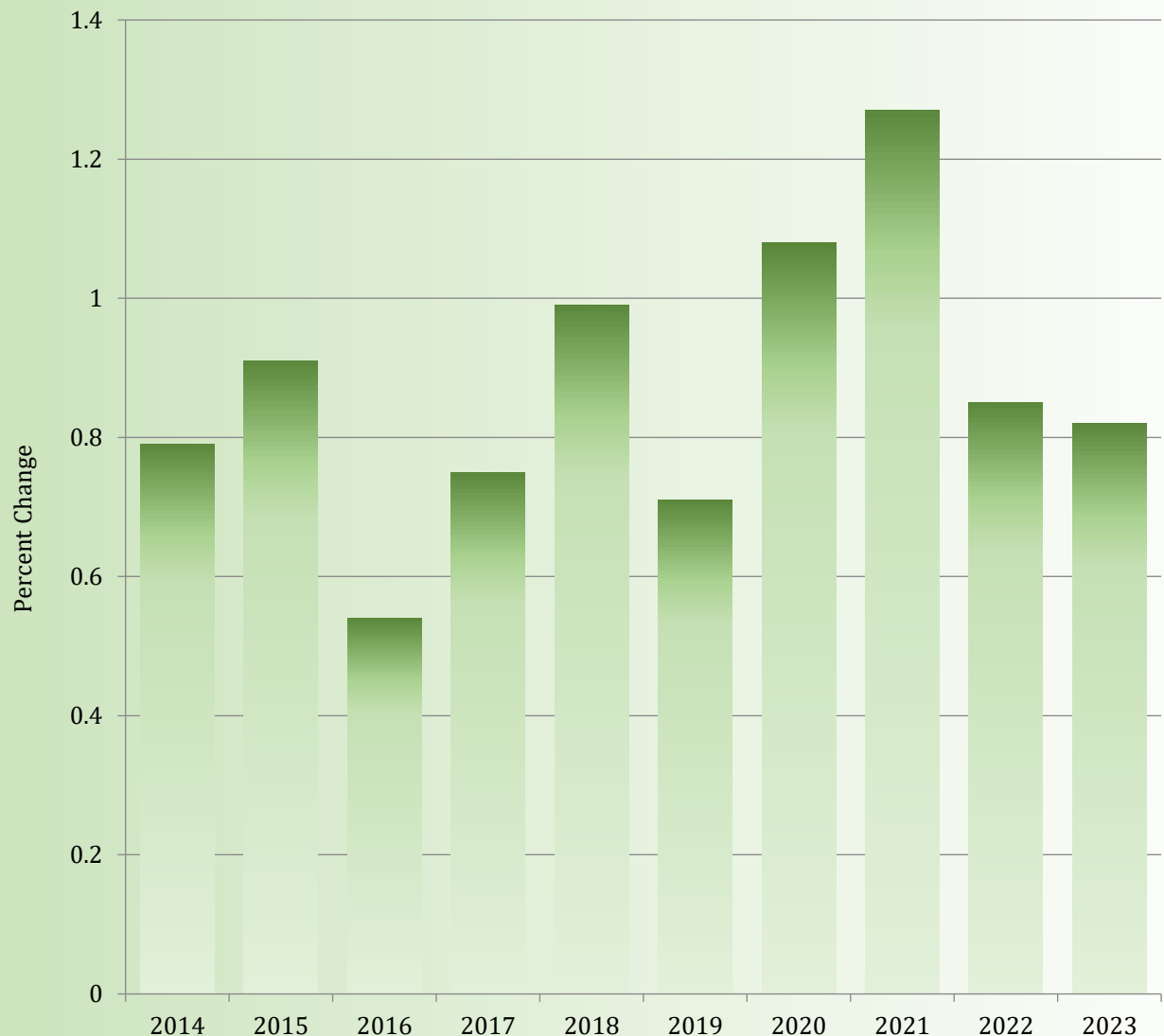
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

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 2014 to 2023 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.

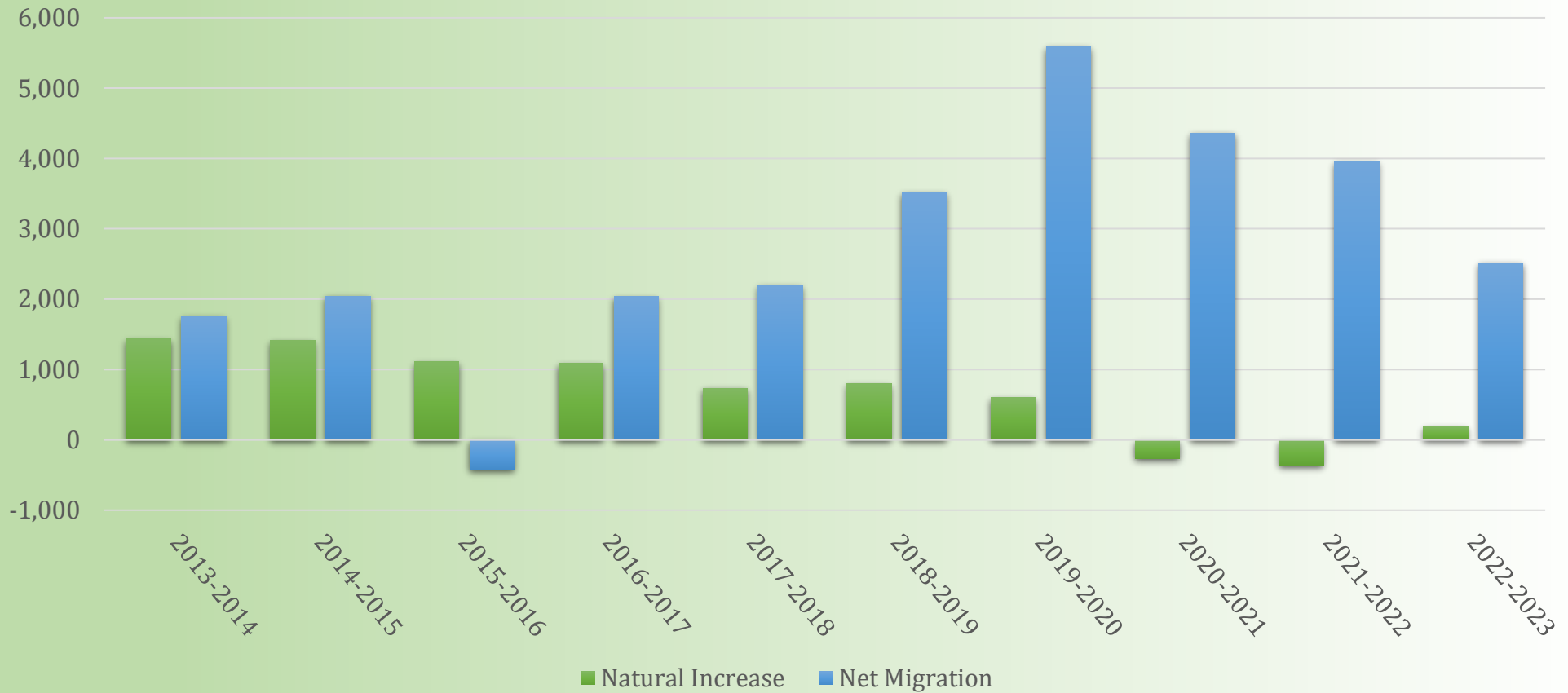
Year-over-Year Population Percent Change Springfield MSA

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



Components of Population Change

US Census Bureau Population and Housing Estimates Program



Natural Increase & Net Migration

Population change statistics for the combined area of Greene and Christian counties from 2014 to 2024 are presented on this page. Natural Increase, births minus deaths, had been on the decline over the past decade although, births still outnumbered deaths until 2021. There was a natural decrease again in 2022. This is most likely a response to the Covid-19 pandemic.

Net migration is the greatest contributor to population growth in Greene and Christian Counties. In-migration has been steadily climbing since reaching a low point in 2016. A spike in net-migration coincident with the onset of the COVID-19 pandemic is an indication that the pandemic was a catalyst for a natural decrease in population and an influx of in-migrants.

Median Household Income

Median household income for Greene and Christian Counties, the Springfield MSA, the State of Missouri, and the United States of America from the American Community Survey (ACS) 5-year estimates are presented here for 2023, 2018, and 2013.

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 2023. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2013 & 2018 estimates and even outpace the rate of inflation.

Median Household Income

Source: American Community Survey 5-Year Estimates



Median Household Income

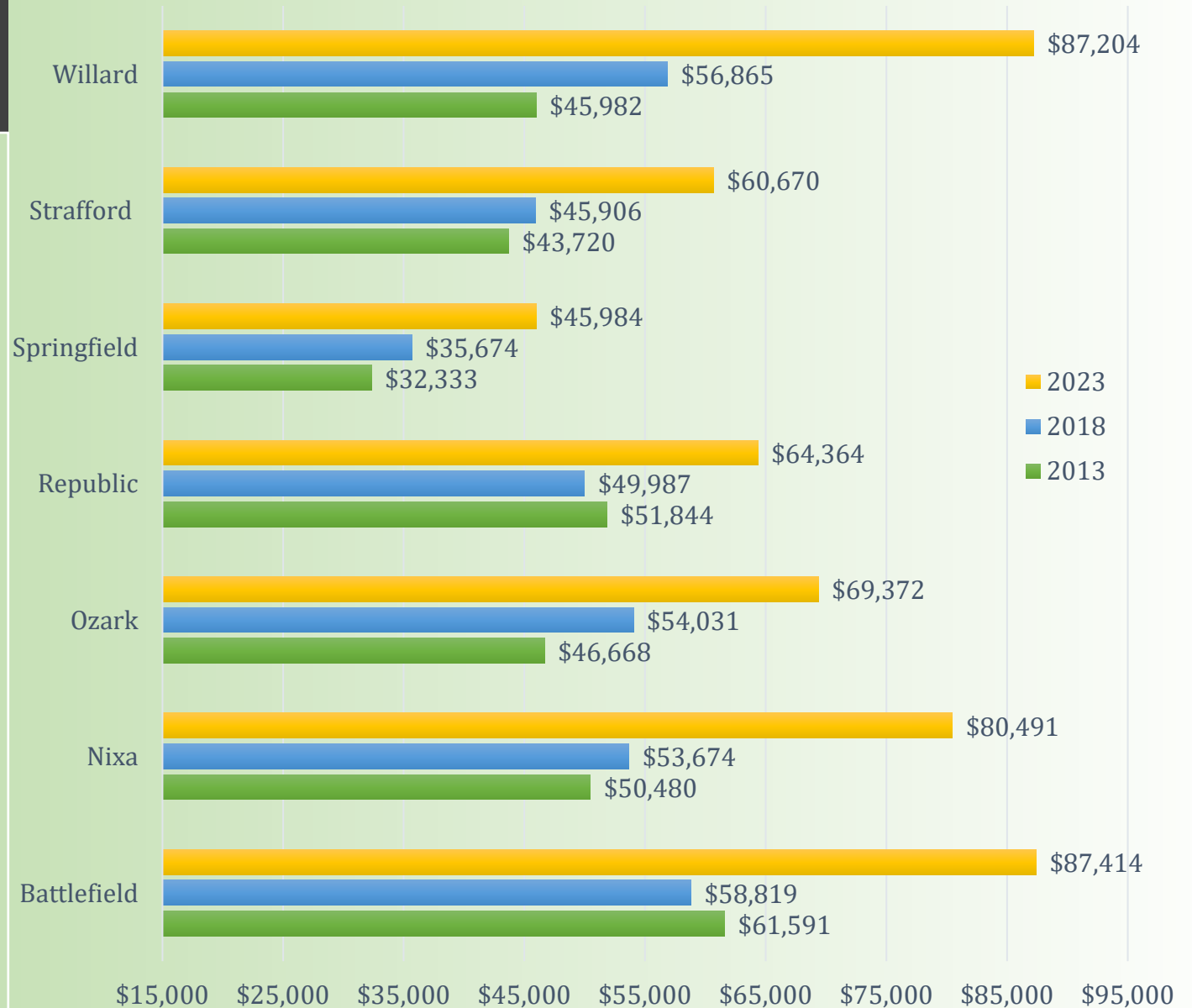
The chart to the right shows median household income for each city within the OTO planning area.

The ACS estimate for 2023 is higher for all cities. In Springfield, there is a significantly higher for each year after 2013.

In the cases of Battlefield, Ozark, Nixa, Republic, Strafford & Willard there is no significant difference between 2013 & 2018, but the 2023 estimate is statistically different from the earlier five-year samples.

Median Household Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



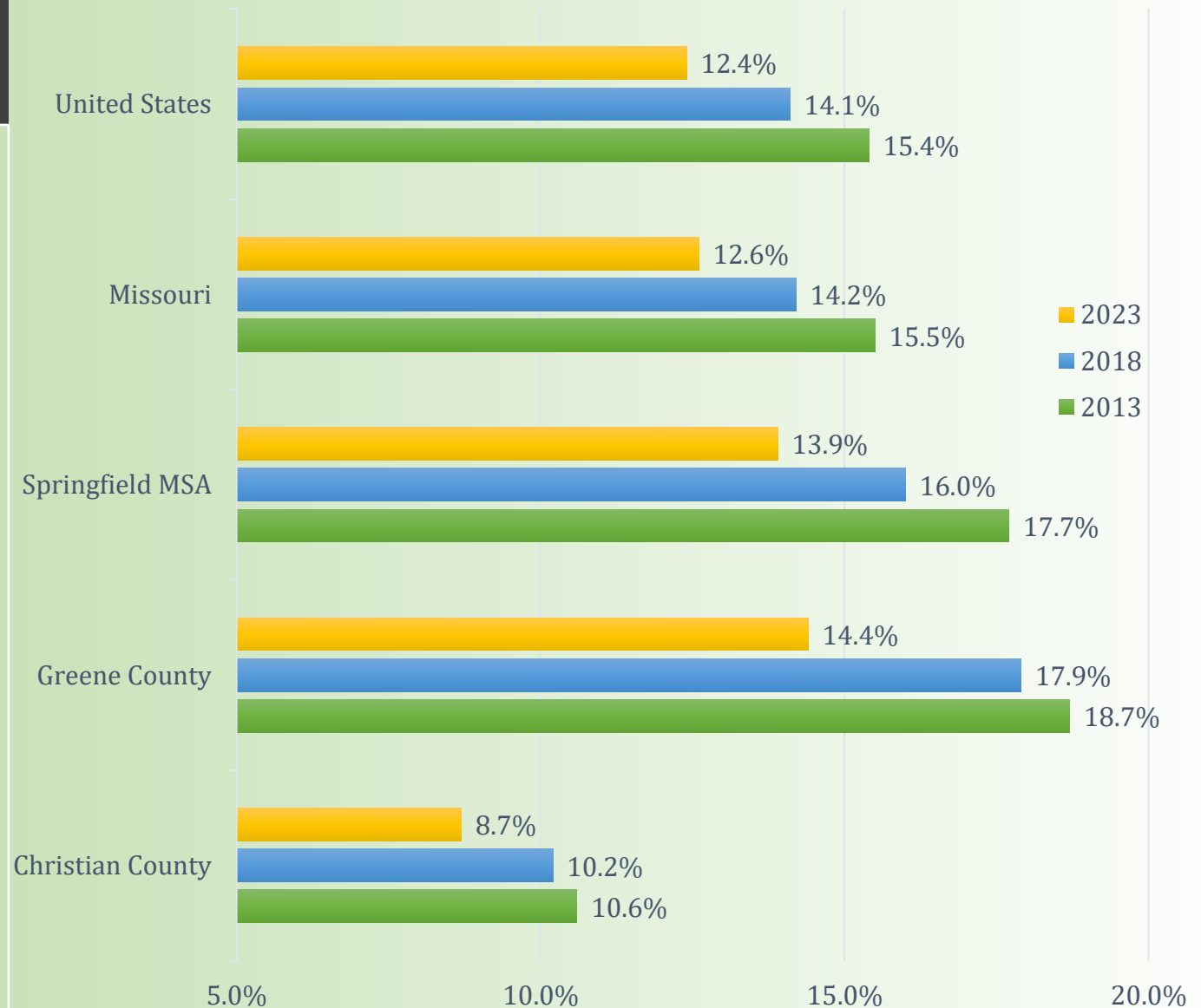
Individuals Living Below Poverty

In 2023, the percentage of people living at or below the poverty level had dropped below 2012 & 2018 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 2023 are statistically different from 2013 & 2018 estimates for all geographies. This indicates that percentages of people living below poverty level were reduced over the past decade. Financial stimulus during the pandemic and a subsequent rise in wages have contributed to a decrease in these estimates.

Percent Living Below Poverty Level

Springfield, MO MSA and Counties
American Community Survey 5-Year Estimates



Children Living Below Poverty

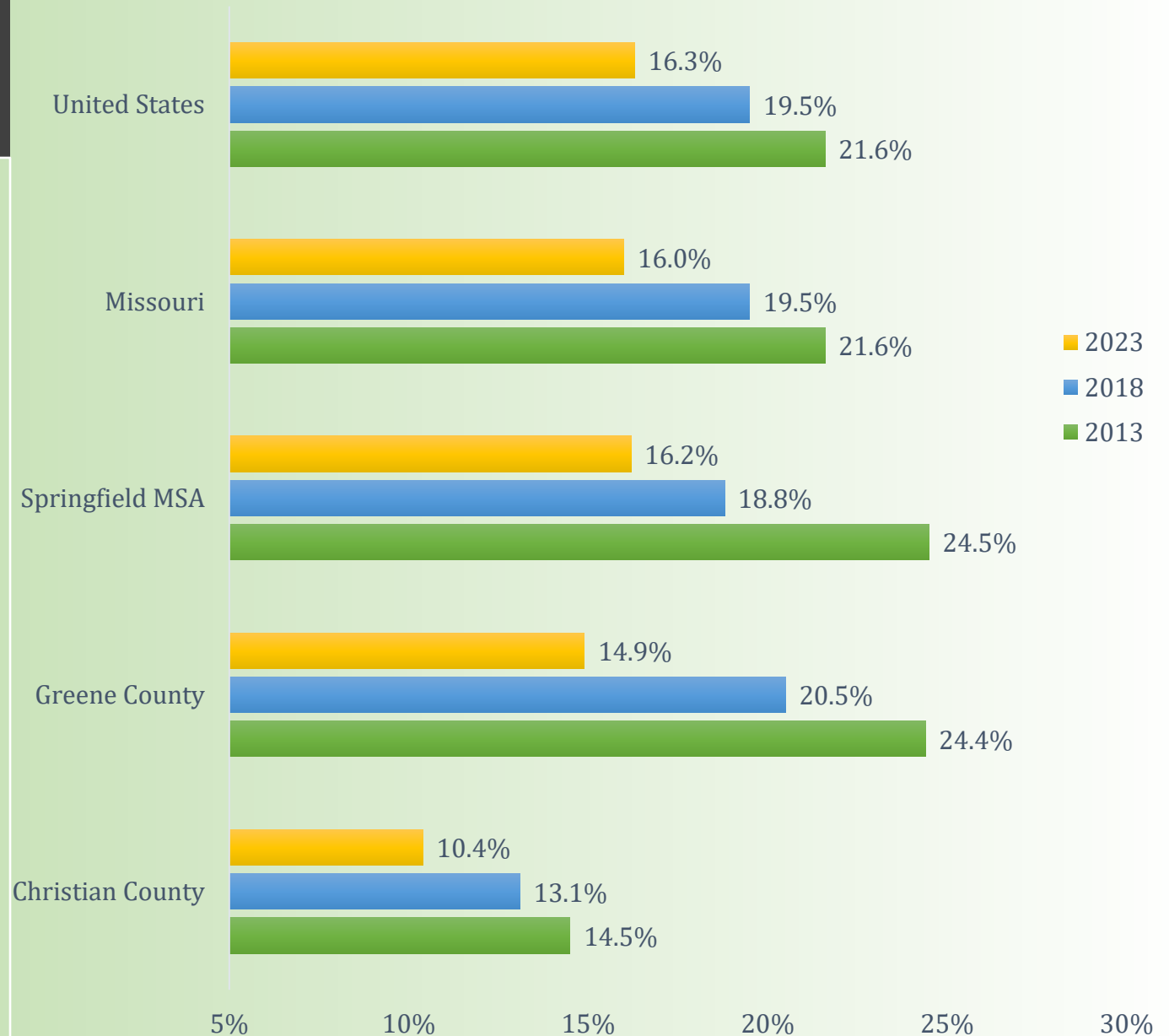
Estimates for the number of Children ages 17 and younger living at or below the poverty for the Springfield MSA, Greene County, and Christian County are compared with Missouri and the United States in this chart.

The estimates for the percentage of children living at or below the poverty level in 2013 & 2018 samples are not statistically different across all geographies. The five-year estimates for 2018 are significantly different from the 2023 sample in all geographies.

This indicates that children living at or below poverty level has decreased across the board.

Children Living Below Poverty

Source: American Community Survey 5-Year Estimates



Workforce Education Levels

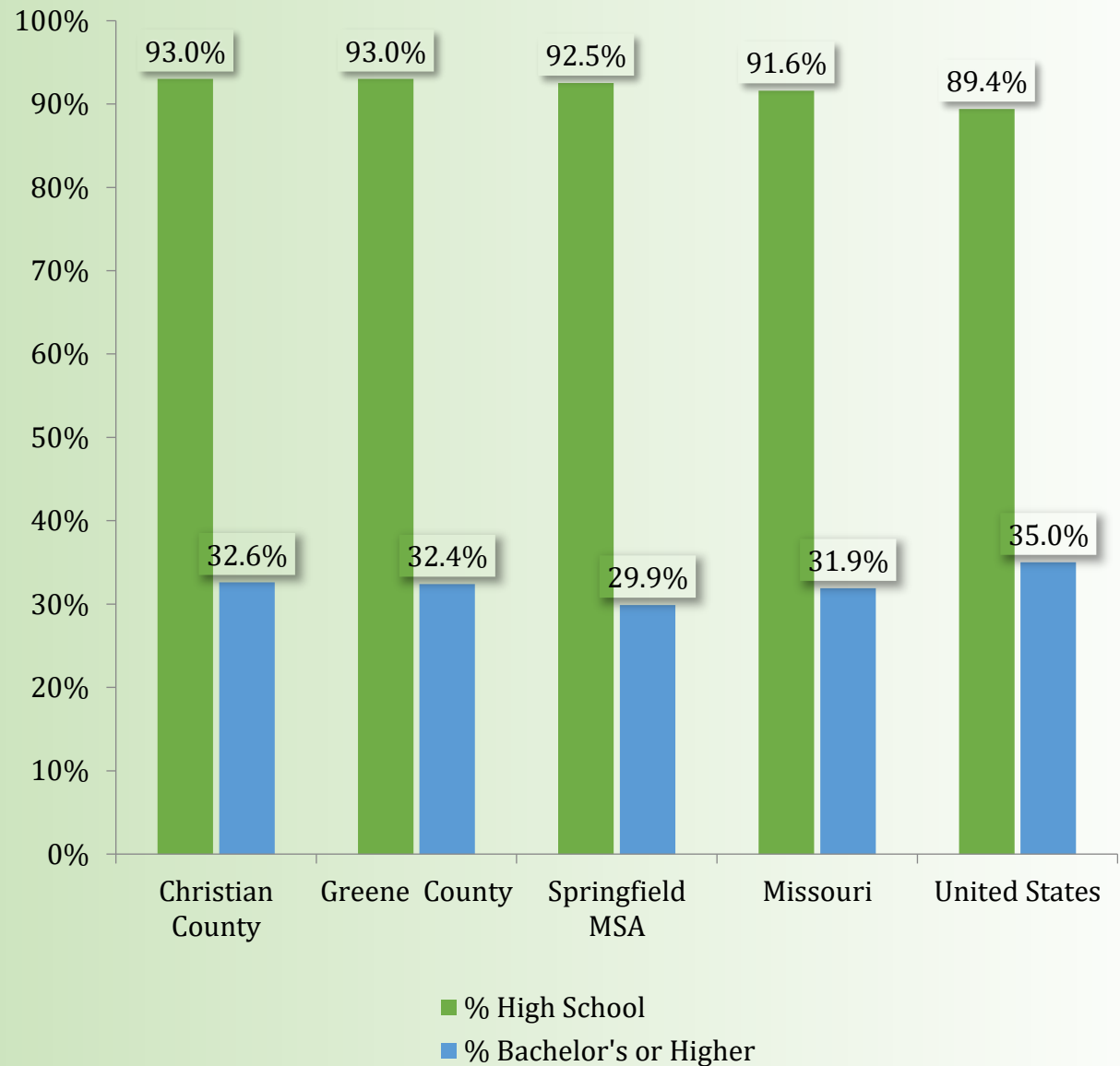
Workforce education levels affect employment and earning levels within communities.

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. The counties had a higher percentage of residents 25 years of age or older with a four-year college degree at over 32 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 Missouri and the U.S.

Workforce Education Levels Percent with High School Diploma and College Degrees

Source: 2023 ACS 5-Year Estimates



Commuting Patterns

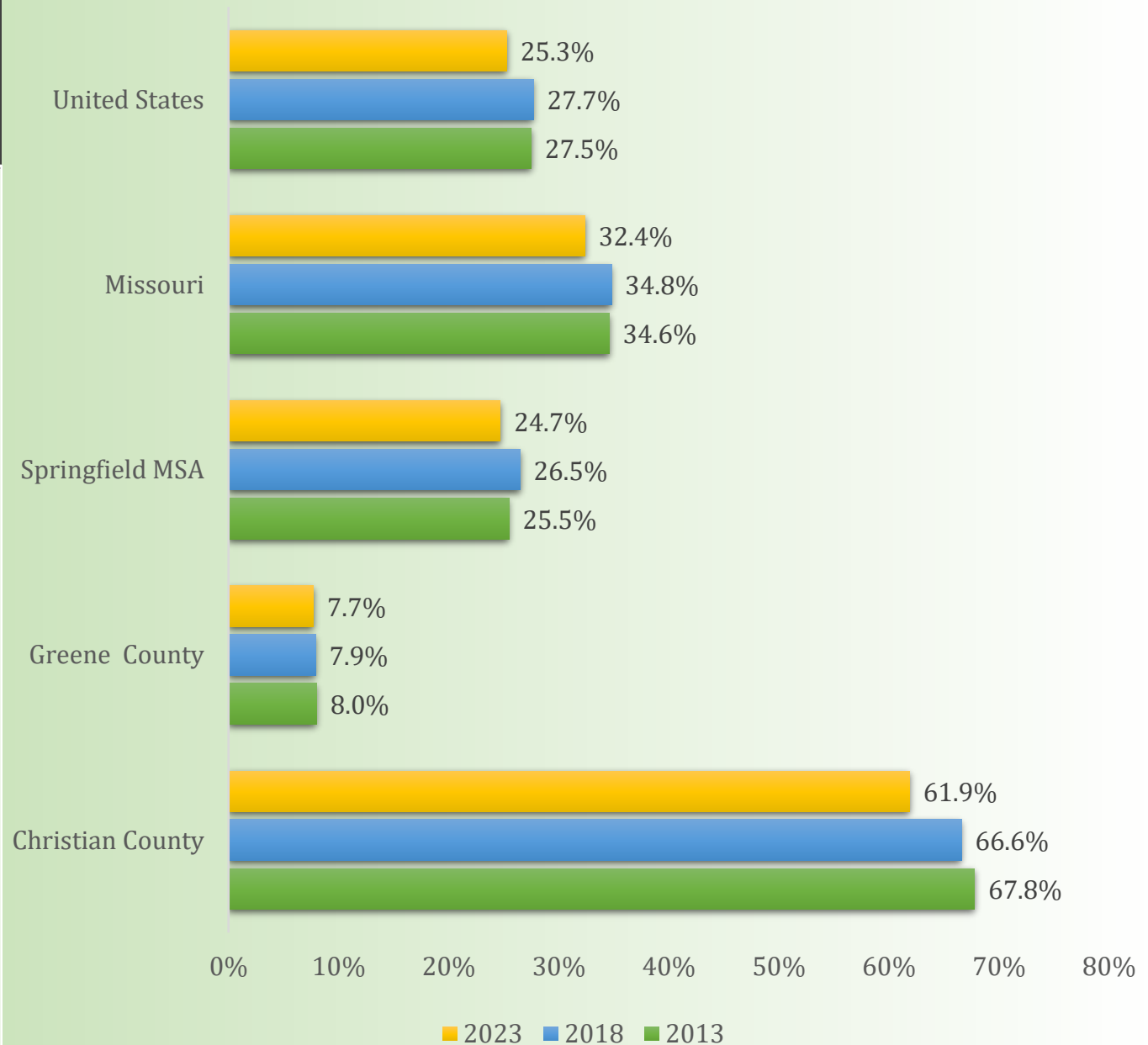
The chart to the right shows the percentage of workers who work outside of their county of residence for 2023, 2018, and 2013.

In all geographies, the percentage of workers who worked outside of their county of residence has significantly decreased in 2023. These values are the result of more people working from home.

The MSA percentage of workers living outside of the county they are employed is less than that of the US and Missouri. Christian County has seen the greatest decrease.

Percent Working Out of County of Residence

Source: 2023 ACS 5-Year Estimates



Mean Travel Time to Work

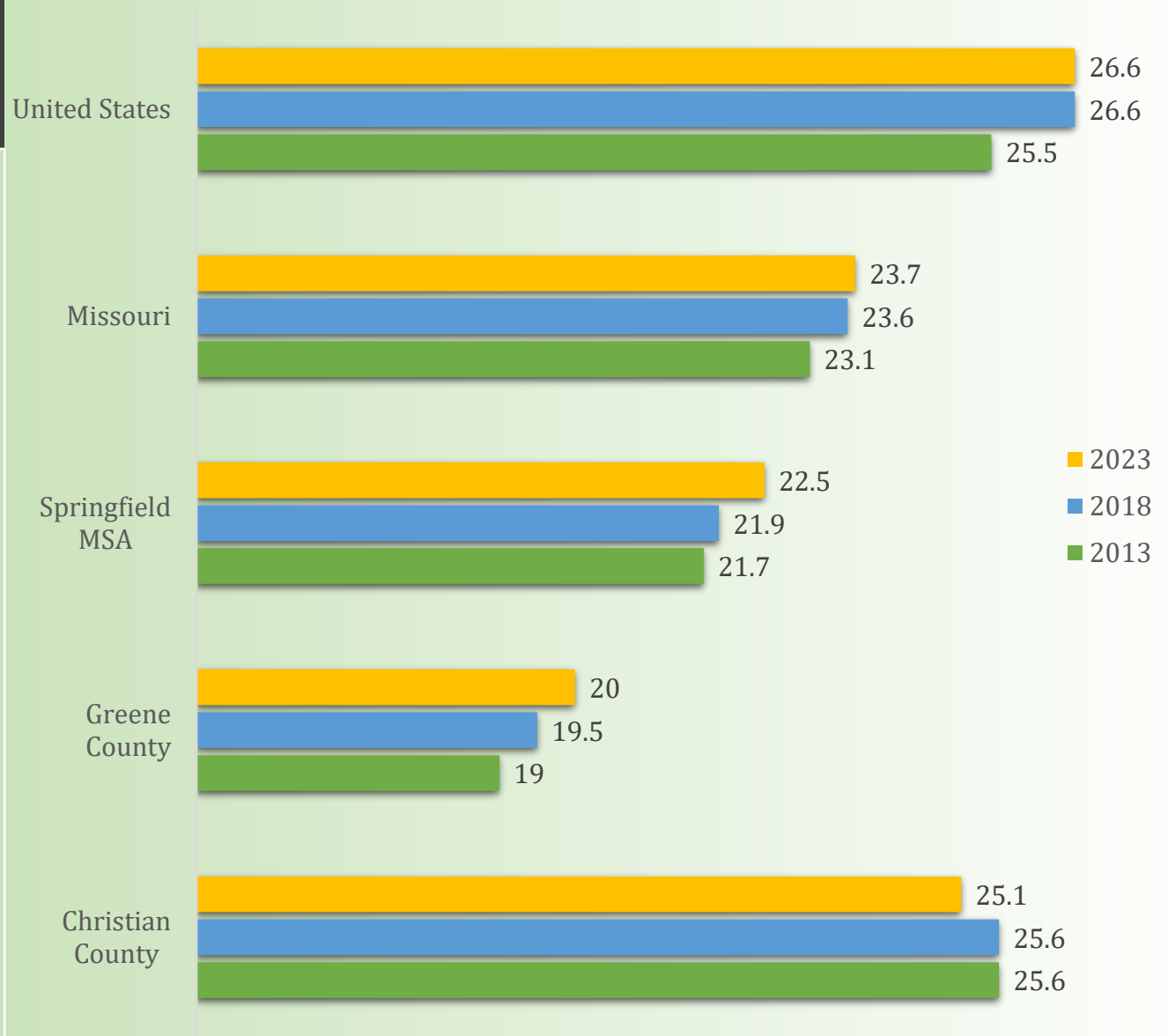
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

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 25.1 minutes, however, this is the only geography where mean travel time to work decreased from earlier years.

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 2018 and 2023.

Mean Travel Time to Work in Minutes

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.

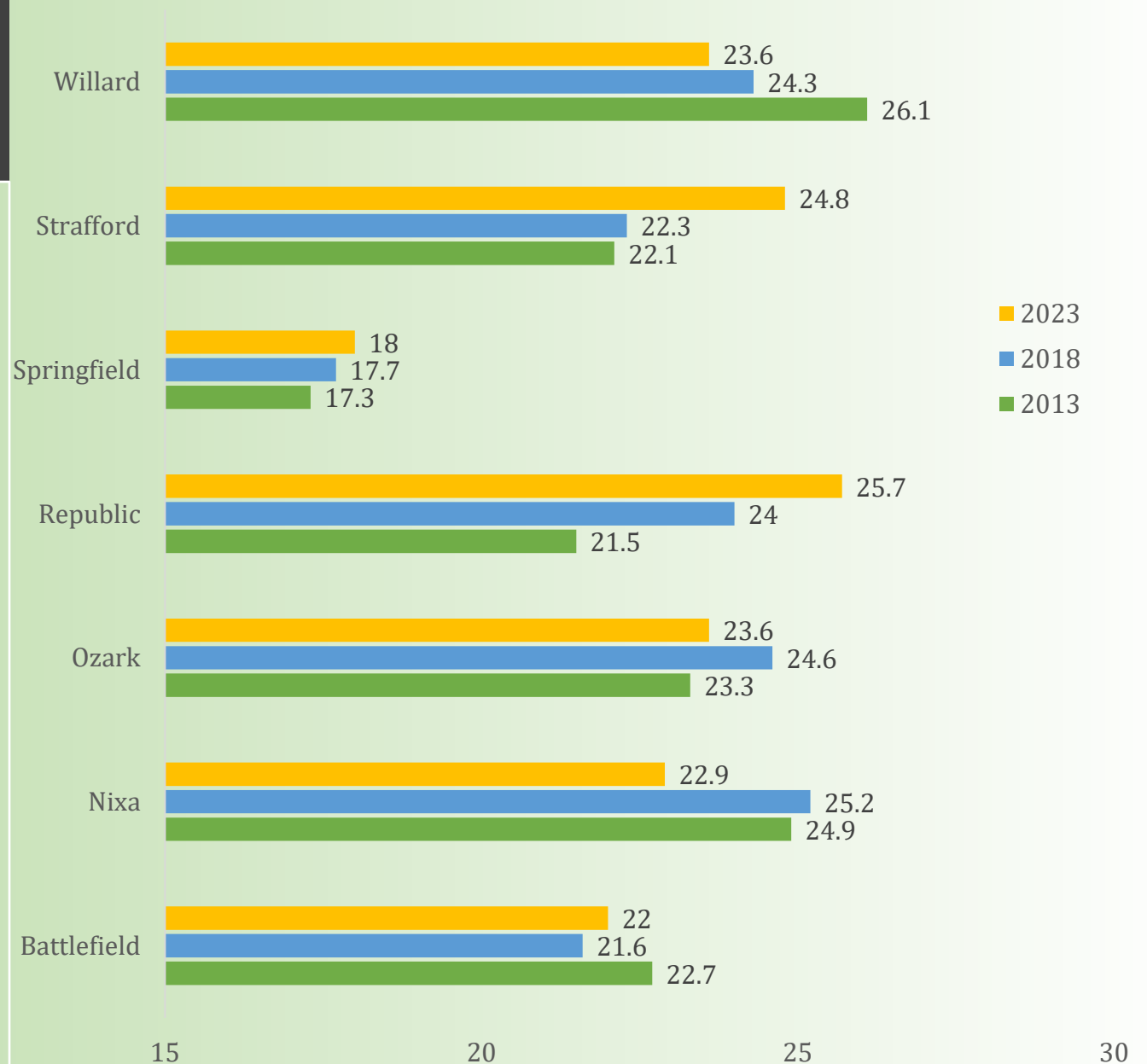
The estimates for Republic are statistically different across all samples showing an increase. The period of ACS sample years is coincident with a period of accelerated growth in the city.

The 2023 estimates for Springfield and Strafford are significantly higher than 2018, but no different than 2013.

The 2023 estimates for Nixa and Willard are significantly lower than 2018. There is no statistical difference in the estimates for Battlefield and Ozark.

Mean Travel Time to Work in Minutes

Source: ACS 5-Year Estimates



Springfield MSA Workforce Change by Industry 2013 – 2023, American Community Survey 5-yr Estimates

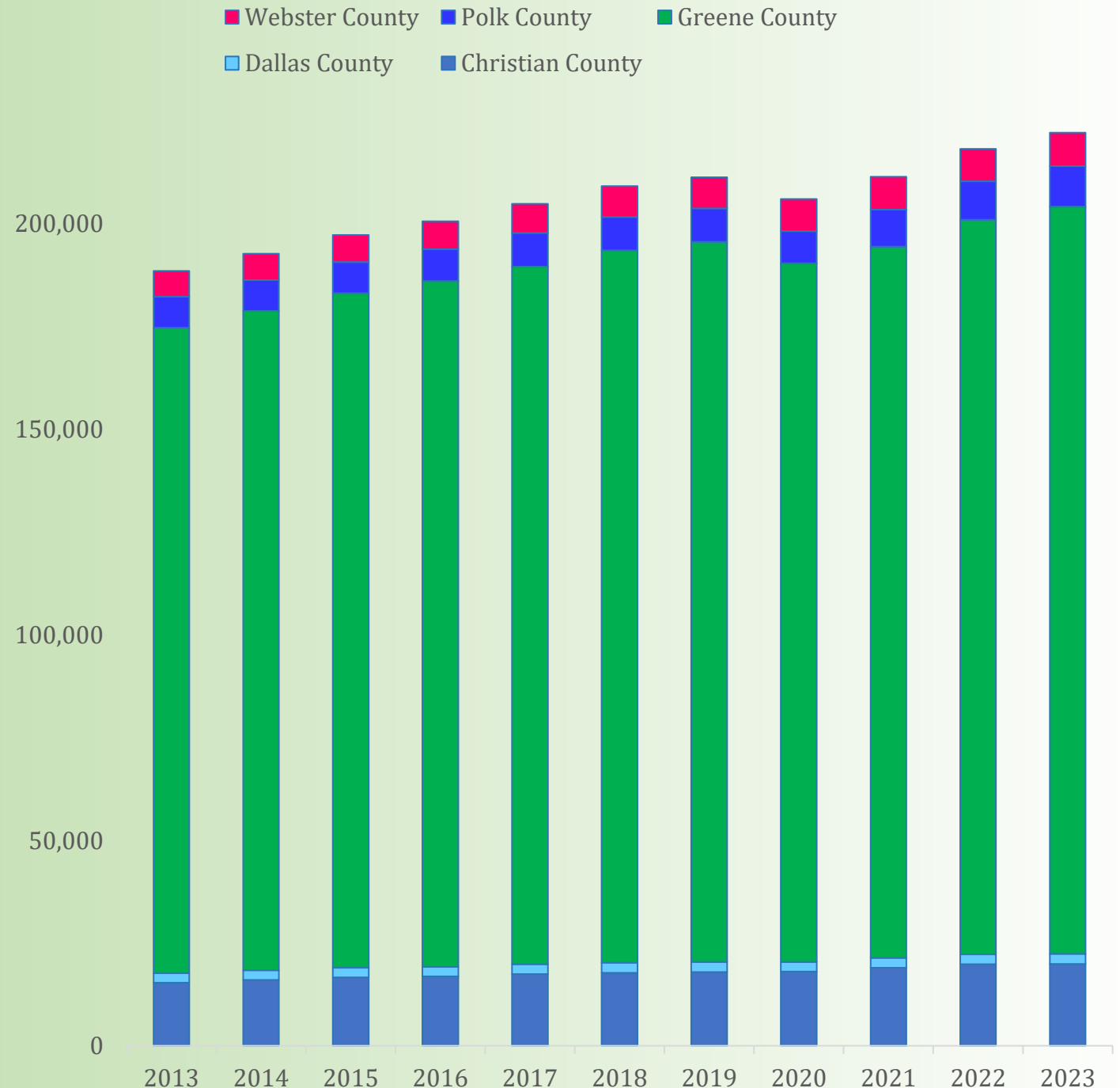
	2013	2023	Difference	% Change
Full-time, year-round civilian employed population 16 years and over	134,341	163,374	29,033	21.6
Agriculture, forestry, fishing and hunting, and mining:	1,613	1,996	383	23.7
Agriculture, forestry, fishing and hunting	1,449	1,822	373	25.7
Mining, quarrying, and oil and gas extraction	164	174	10	6.1
Construction	7,669	10,782	3,113	40.6
Manufacturing	14,061	18,537	4,476	31.8
Wholesale trade	5,524	4,691	(833)	-15.1
Retail trade	16,471	18,305	1,834	11.1
Transportation and warehousing, and utilities:	9,301	12,022	2,721	29.3
Transportation and warehousing	7,345	10,191	2,846	38.7
Utilities	1,956	1,831	(125)	-6.4
Information	2,923	2,195	(728)	-24.9
Finance and insurance, and real estate and rental and leasing:	9,833	12,634	2,801	28.5
Finance and insurance	7,616	10,093	2,477	32.5
Real estate and rental and leasing	2,217	2,541	324	14.6
d management, and administrative and waste management services:	11,009	17,053	6,044	54.9
Professional, scientific, and technical services	5,972	10,803	4,831	80.9
Management of companies and enterprises	322	289	(33)	-10.2
Administrative and support and waste management services	4,715	5,961	1,246	26.4
Educational services, and health care and social assistance:	34,286	41,031	6,745	19.7
Educational services	12,082	13,516	1,434	11.9
Health care and social assistance	22,204	27,515	5,311	23.9
Entertainment, and recreation, and accommodation and food services:	8,224	9,381	1,157	14.1
Arts, entertainment, and recreation	1,374	1,921	547	39.8
Accommodation and food services	6,850	7,460	610	8.9
Other services, except public administration	7,318	8,161	843	11.5
Public administration	6,109	6,586	477	7.8

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 2020 to 2021. Beginning in 2011, jobs numbers start to climb every year through 2019. After 2020, job growth continued par with pre-2019 gains.

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2013 to 2023 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 Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 1/29/2025
<https://lehd.ces.census.gov/data/#qwi>.

U.S. Census Bureau. 2022. LEHD Origin-Destination Employment Statistics (2002-2023) LEHD Origin-Destination Employment Statistics (2002-2021) at <https://onthemap.ces.census.gov>. LODES 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. (2025). *State/County Annual Population Change* [dataset application]. Available from <https://mcdc.missouri.edu/applications/population/change/>.

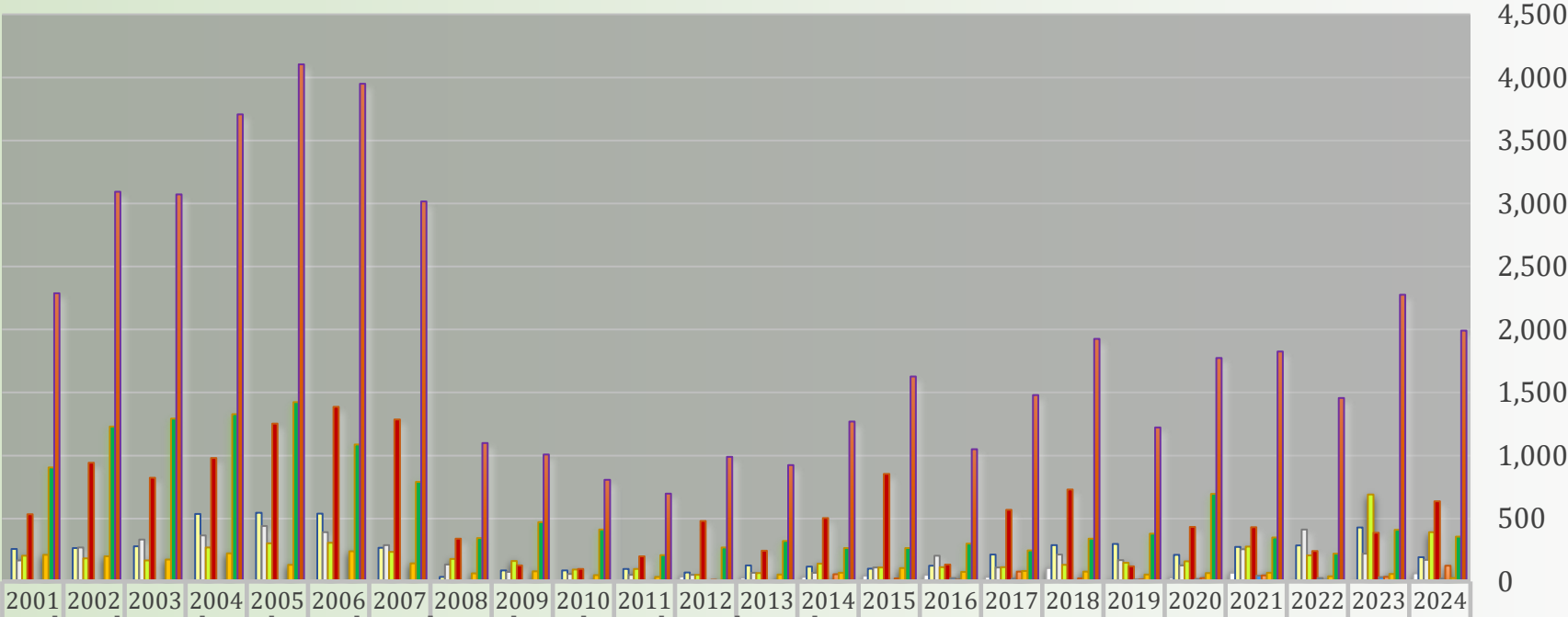
U.S. Census Bureau, 2020 & 2023, 2018, 2013 American Community Survey 5-Year Estimates. <https://data.census.gov/cedsci/>

Internal Revenue Service, SOI Tax Stats – Migration Data, 2025.



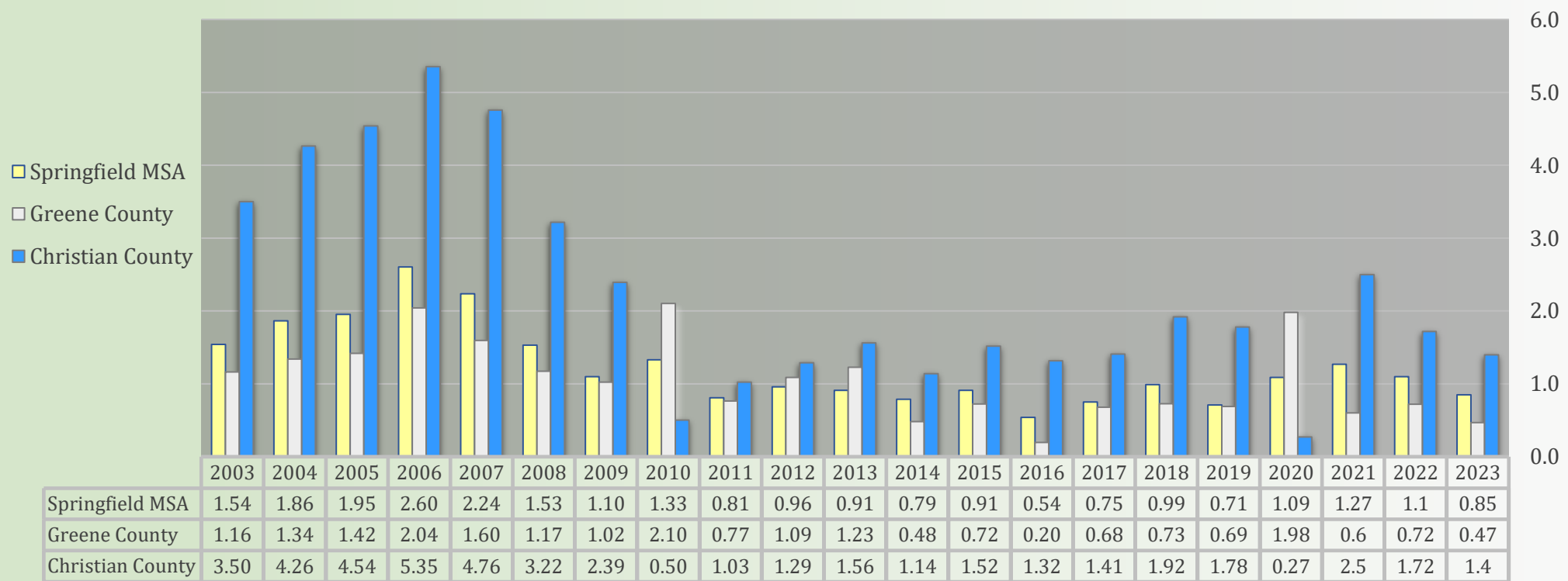
Appendix A: OTO Area Permit Activity 2001 - 2024

- Battlefield
- Nixa
- Ozark
- Republic
- Springfield
- Strafford
- Willard
- Christian - OTO
- Greene - OTO
- Total

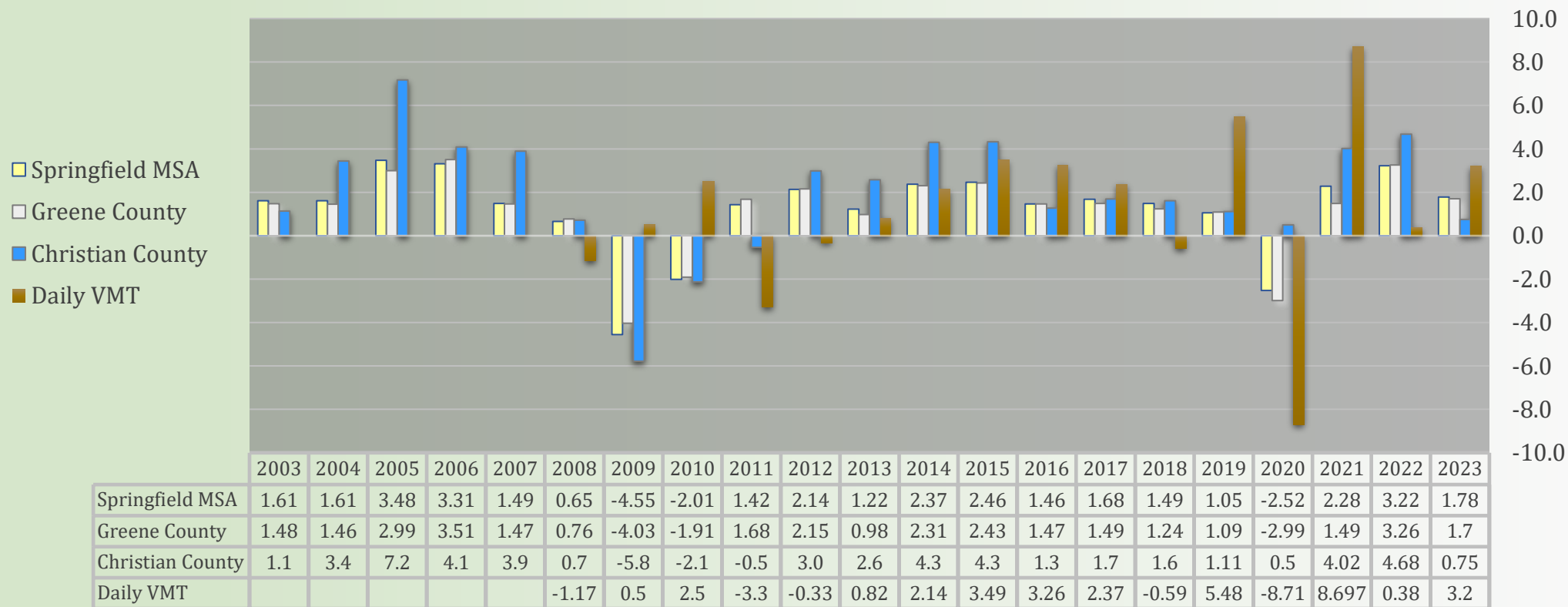


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Battlefield												40	29	36	47	53	36	106	14	30	69	5	3	64
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	215	289	298	212	276	288	429	194
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127	257	412	222	173
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	160	277	208	690	391
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	388	637
Strafford												0	3	2	2	27	24	8	15	20	46	28	35	22
Willard												13	7	59	26	14	80	25	17	28	49	10	38	125
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	68	69	42	60	28
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	411	356
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	1,457	2,276	1,990

Appendix B: Year-over-Year Population Percent Change 2002 - 2023



Appendix C: Year-over-Year Total Jobs Percent Change 2002 – 2023 & Daily Vehicle Miles Travelled



TAB 9

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM II.G.

Long Range Transportation Plan

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization updates the long range transportation plan every five years, maintaining at least a 20 year planning horizon. The current plan, *Destination 2045*, was adopted September 16, 2021. The next plan, *Next Stop 2050*, will be adopted in 2026.

As the planning process for the update gets started, the Board of Directors is asked to provide guidance for the vision and goals looking to 2050. *Destination 2045* has five goals:

- Safe for all users on all modes
- Asset management and fiscal responsibility
- Connected, integrated, multi-modal system
- Resilient and prepared for the future
- Quality projects implementing the best practices

These goals and their associated strategies are included in the agenda for member review. Members are asked to consider any from the past five years that might impact these goals for the future. Other points of discussion will include the region's strengths that should be optimized and any known challenges that should be considered.

BOARD OF DIRECTORS ACTION REQUESTED:

No Action Required. Informational Only.

6 Policy and Plan Recommendations

The goals outlined in *Destination 2045* require actionable strategies to ensure they are successfully achieved. Just as the goals set the vision based on public input and local planning efforts, the strategies are derived from the discussion and analysis surrounding the existing transportation planning environment and the future transportation outlook.

Beyond these strategies, the *Destination 2045* Investment Plan puts funding behind program and projects that will physically implement the same goals.

2045 Goals

Safe for all users on all modes

Asset management and fiscal responsibility

Connected, integrated, multi-modal system

Resilient and prepared for the future

Quality projects implementing best practices

A safe transportation system for all users on all modes

Implement actions outlined in the Traffic Incident Management Strategic Action Plan

- Regularly convene TIM meetings to identify incident response safety improvements
- Update TIM Strategic Plan as necessary

Support MoDOT Show-Me Zero (Strategic Highway Safety Plan) safety efforts

- Continue to prioritize improvements that improve safety
- Analyze bicycle and pedestrian crash locations to scope improvements
- Establish an interdisciplinary safety committee to lead organizational actions for incorporating safety into all transportation related functions
- Encourage members to adopt a Vision Zero (www.visionzeronetwork.org) approach to addressing transportation safety, including Complete Streets or Livable Streets
- Continue to participate in Missouri Coalition for Roadway Safety meetings and activities
- Educate member agencies on the significance of highway safety and how their agencies can contribute to a safer road system

Continue to improve accessibility for all modes

- Develop standards for multi-modal accessibility
- Identify improvements with the greatest benefits

Consider vulnerable road users and under-represented populations to ensure equity in transportation decision-making

- Continue to refine equity analysis tools available for project identification and prioritization in support of vulnerable road users and under-represented populations
- Continue to monitor transit accessibility to essential public services

Create a safety campaign

- Educate public on rules of the road for all users
- Provide safety information on safe driving behaviors
- Use SGF Yields as a regional model to promote pedestrian safety

Preserve existing transportation assets and promote fiscal responsibility

Set groundwork to successfully seek discretionary funding

- Develop a process for discretionary funding requests
- Utilize a website and other communication for centralized requests
- Anticipate federal funding priorities and develop ready-made analysis materials
- Support funding requests for all modes of transportation that fit within the regional vision
- Identify grant opportunities and use OTO staff to complete grant applications
- Identify and make application to federal discretionary programs

Seek opportunities for partnerships to fund, maintain, and enhance the transportation system

- Promote the use of traffic impact studies that ensure developers are sharing in the costs of growth
- Encourage participation in the statewide cost share program
- Partner with local agencies to make shared investments
- Use OTO staff to support streamlined project administration

Support additional funding for every transportation mode

- Continue to work with Missouri Public Transit Association to educate elected officials regarding the benefits of transit investment
- Continue to partner with MoDOT to identify unfunded needs
- Communicate unfunded needs to elected officials and the public
- Communicate funding shortfalls to elected officials and the public

- Educate public on transportation planning process

Ensure existing system stays in good condition

- Utilize MoDOT asset management plan and CU Transit asset management plan to ensure adequate investment in the transportation system
- Prioritize investments that maintain and prolong the useful life of the existing system
- Identify trail maintenance needs
- Continue to monitor ADA investment in the OTO communities

Monitor and report transportation system performance to inform decision-making

- Review performance measures and targets to best direct investment decisions
- Make investment decisions that support performance targets
- Continue to publish an annual report on the state of transportation in the OTO region

Connected, integrated, multi-modal system

Continue to implement actions outlined in OTO Transit Coordination Plan

- Update the Transit Coordination Plan and identify actions to enhance coordination
- Monitor implementation of the plan
- Implement a local 5310 administration program to ensure timely delivery of transit capital

Support transit programs that expand reverse commute possibilities and improve access to job centers

- Identify large employers and assess the need for transit service
- Identify transit service options for employment needs

Promote transportation demand management through vanpooling and employer-sponsored transportation services

- Identify large employers and provide information on transportation tax incentives
- Connect vanpool providers with employers

Develop a strategic plan to create desired transit service

- Survey the community to ascertain preference for coverage or frequency
- Continue to investigate integrated service between City Utilities Transit, Missouri State University, and OATS
- Work with the City of Springfield and City Utilities Transit to develop a high-frequency transit corridor

- Explore alternatives to fixed route bus transit, such as light rail, streetcar/trolley, micro transit
- Assess mobility as a service to supplement transit and other modes
- Explore options for regional transit service
- Conduct additional research on *Destination 2045* survey response regarding passenger rail and desire for inner-city versus inter-city transportation

Address connectivity gaps with all modes

- Identify connectivity gaps and provide a map for easy reference
- Develop projects that address connectivity gaps
- Identify sidewalk network gaps that support local connections to essential services and transit stops
- Develop multimodal unfunded needs list

Move toward a complete street network

- Ensure complete street design is incorporated into transportation improvement projects
- Promote neighborhood level connections and discourage gated communities that limit transportation connections

Implement *Towards a Regional Trail System*

- Monitor implementation through a dashboard
- Continue to make investments in the regional trail system as outlined in the adopted plan
- Develop projects that advance trail construction readiness
- Monitor funding available for investment in the regional trail system

Continue to provide support for Let's Go Smart

- Use Let's Go Smart website to communicate transportation options
- Participate in Let's Go Smart: Transportation Collaborative

Use Major Thoroughfare Plan to promote multi-modal improvements

- Using street typologies, develop an overlay plan that maximizes complete street investments
- Encourage construction of sidewalks on most roadways
- Implement access management to preserve roadway capacity and improve safety

Continue to implement actions and improvements outlined in the regional Intelligent Transportation System Architecture

- Support the efforts of the Transportation Management Center
- Support implementation of MoDOT's Transportation Systems Management and Operations (TSM&O) Program and Action Plan

- Maintain a list of investments needed to complete the ITS network
- Continue to invest in fiber connections to improve signal timing throughout the region

Continue to monitor congestion and travel time reliability on freeways, expressways, and primary arterials to ensure trips are not diverted to more minor roads

- Identify technology and data needs to better monitor congestion
- Use travel time and other congestion measures to ensure reliability
- Prioritize projects that improve congestion on the freeway system

Support statewide freight planning efforts

- Identify and find solutions to freight bottlenecks
- Serve on freight committees when available
- Continue to use the MoDOT Statewide Freight Plan to prioritize projects

Build a transportation system that supports a resilient region that is prepared for the future

Maintain Environmental Quality

- Continue to participate in the Ozarks Clean Air Alliance to monitor air quality levels and identify ways to maintain Ozone attainment
- Build environmental mitigation early into the project development process, developing a process to ensure early communication with MoDOT, FHWA, and the appropriate agencies

Review ways to develop resiliency to external factors, such as population and employment growth, weather events, and unexpected impacts like COVID-19

- Continue to use EnviroSmart, OTO's environmental database, to inform local project sponsors of environmental considerations in transportation projects
- Identify transportation facilities that are susceptible to flooding
- Support a connected grid network that allows for ease of alternate travel routing
- Promote investment decisions that direct growth near appropriate transportation facilities
- Prioritize projects that encourage job creation, retention, and wage growth
- Continue education of elected officials on the positive effects of local control of federal suballocated funding

Plan for Electric Vehicles, Automated Vehicles, Hyperloop, Drone Delivery, and Connected Vehicles

- Develop an electric vehicle charging infrastructure plan
- Monitor status of Alternative Fuel Corridors

- Work with the Transportation Management Center of the Ozarks to identify and implement technology to accommodate connected and automated vehicles
- Identify improvements supportive of automated vehicles
- Create a connected vehicle infrastructure plan that identifies infrastructure needs
- Monitor transportation technology advancements

Continue to implement the congestion management system

- Identify projects to improve signal timing, traffic bottlenecks, and capacity expansion needs
- Continue to make freeway and expressway investments that connect communities and maintain low commute times
- Support expansion of quality real-time traveler information

Build quality projects that implement best design and engineering practices

Develop attractive projects that add to quality of life in OTO communities

- Provide better project descriptions that include context sensitive solutions in the STIP prioritization process
- Develop standards to improve aesthetics of transportation projects
- Assist member communities with improving gateways to their cities and the region
- Continue to participate in MoDOT scoping and core team meetings

Explore best practices for complete street projects that are fiscally reasonable

- Use street typologies to better scope complete projects
- Sponsor training opportunities for members and partner trade organizations on complete street best practices and emerging trends

Support recommendations in area comprehensive plans

- Research and catalog recommendations in area plans for a more uniform regional approach
- Be a resource to members for implementation at the community-level

TAB 10

BOARD OF DIRECTORS AGENDA 03/27/2025; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 10 of the agenda packet, for Board member review, are Public Comments for the time frame between January 8, 2025 and March 18, 2025. Any additional public comment received by March 26, 2025 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Speeding – Road Design

City/County of concern: OTO MPO Area

Date received: 01/16/2025

Received through: Facebook

Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Original Shared Posting

Ozarks Transportation Organization
20h · 🌐

**Slow down.
Pay attention.**

**Springfield
POLICE**

Springfield, MO Police Department ✓
22h · 🌐

We spent five months at the end of 2024 in a focused effort to increase our speed enforcement citywide and the results prove that YOU have the power to keep yourself and your neighbors safe.

From Aug. 20 through the end of the year compared to 2023, there was a **33% REDUCTION** in fatality crashes in Springfield.

Read that again: **33% REDUCTION**

Additionally, officers issued 2,586 speeding citations during the effort, a 16% increase over 2023.

**SLOW DOWN.
PAY ATTENTION.**

You can expect to see this increased enforcement continue in 2025.

Facebook Comments

Jade Pavia

A lot of the speeding our community is up against boils down to problematic road design. It's not just an issue of enforcement. When you design roads that invite speeding, people will speed. If y'all truly want to improve traffic safety then stop designing roads to be super wide and easy to speed on.



PUBLIC COMMENT



Area of concern: Crosswalks – W. Chestnut Expressway – W. of West Bypass

City/County of concern: Springfield/Greene County

Date received: 01/16/2025

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

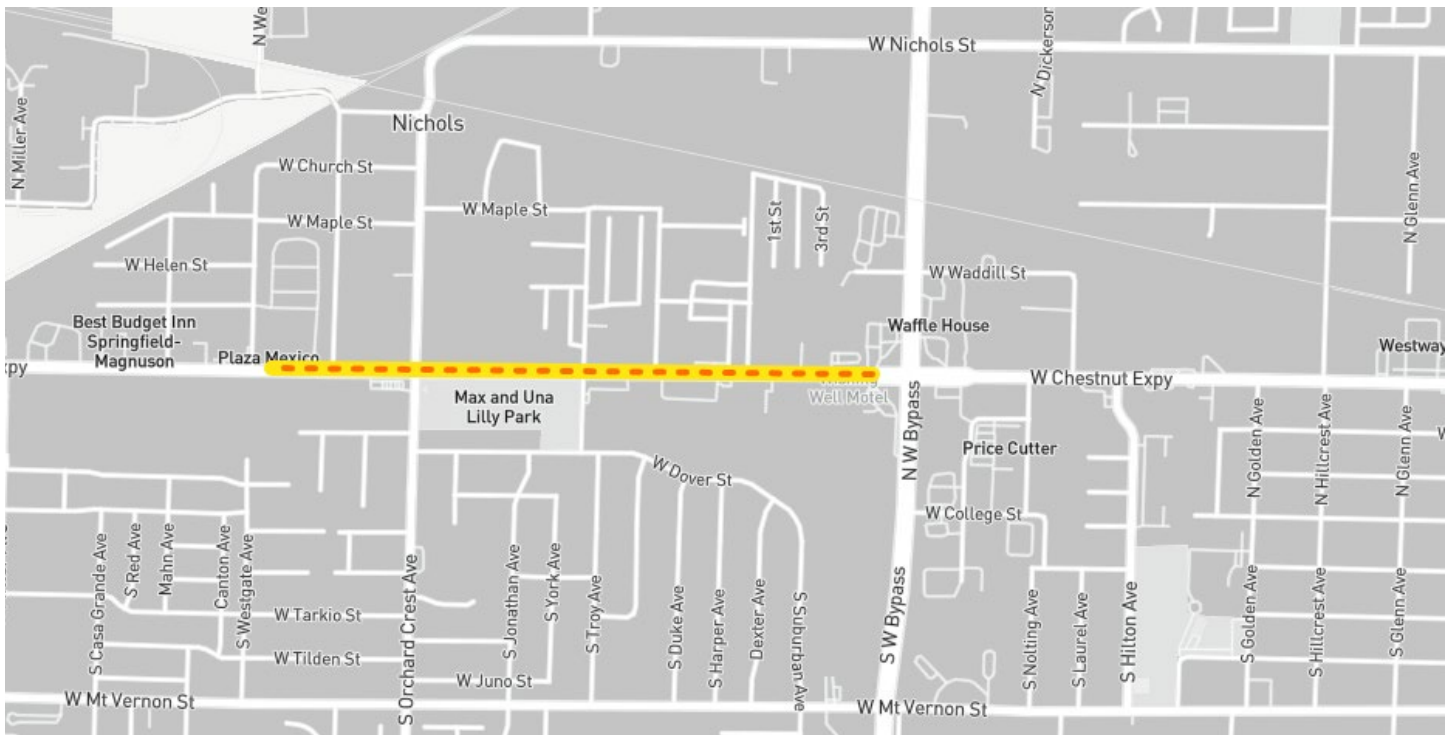
Contact Name: Robert [REDACTED]

Contact Email/Ph #: N/A

Comment:

Cross Walks. Cross Walks. Cross Walks. Four Lane Road with Middle Turn Lane and people are crossing it all time. Very Dangerous. I drive this road every day going to and coming from work. It is insane the people in the turn lane (between high speed traffic) trying to get the rest of the way across the street. There are limited side walks but NO cross walks.

Map



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



PUBLIC COMMENT



Area of concern: Independence Street and Weller Avenue

City/County of concern: Springfield/Greene County

Date received: 01/25/2025

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

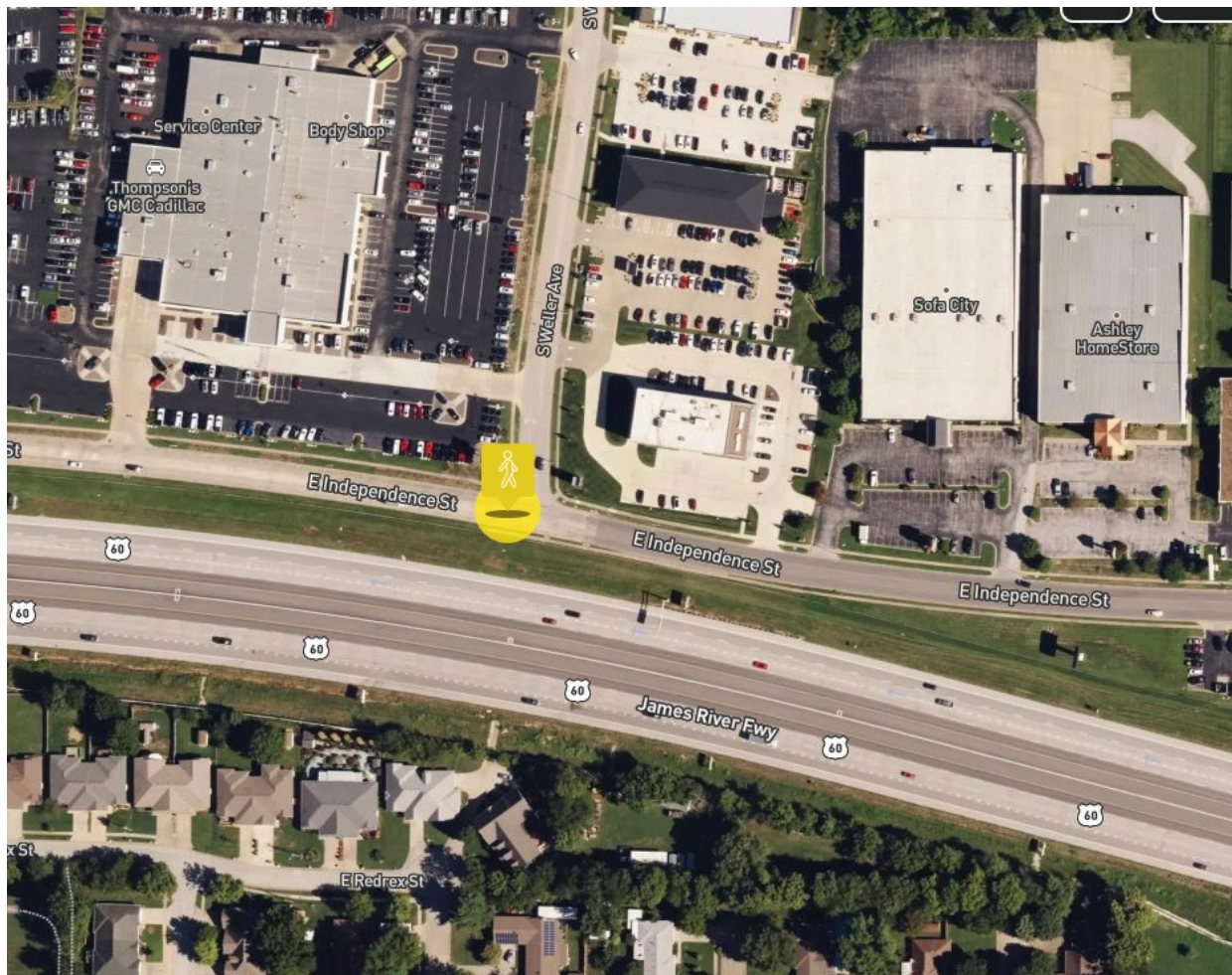
Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

Right here would be a good place to put a crossing the road

Map



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



PUBLIC COMMENT



Area of concern: Independence Street and Weller Avenue

City/County of concern: Springfield/Greene County

Date received: 01/25/2025

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

Contact Name: Allen

Contact Email/Ph #: N/A

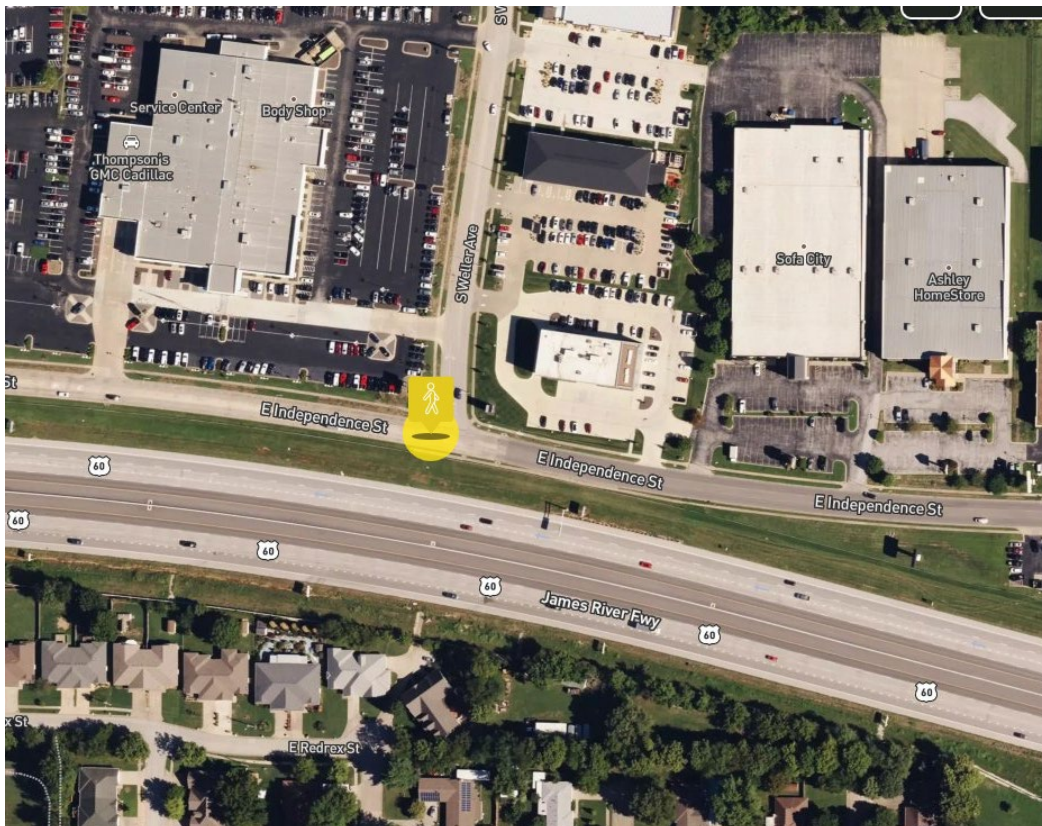
Additional comment for this area:

I looked up this map. I didn't know where the cross Street in this area. I walked the several times. Most of the sidewalks need to be replaced.

First comment for this area:

Right here would be a good place to put a crossing the road

Map



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



PUBLIC COMMENT



Area of concern: Urban Sprawl

City/County of concern: OTO MPO Area

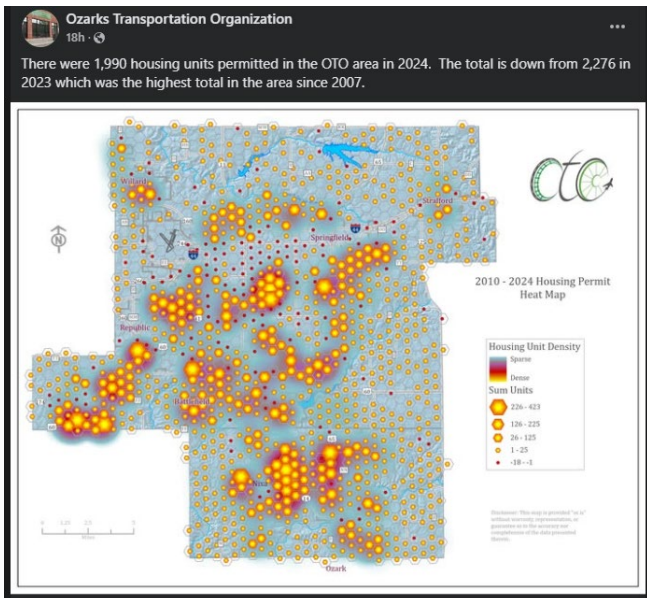
Date received: 01/28/2025

Received through: Facebook

Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comments

Jade Pavia
Now That's What I Call Sprawl!



PUBLIC COMMENT



Area of concern: Kansas Expressway near Republic Road

City/County of concern: Springfield/Greene County

Date received: 01/29/2025

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

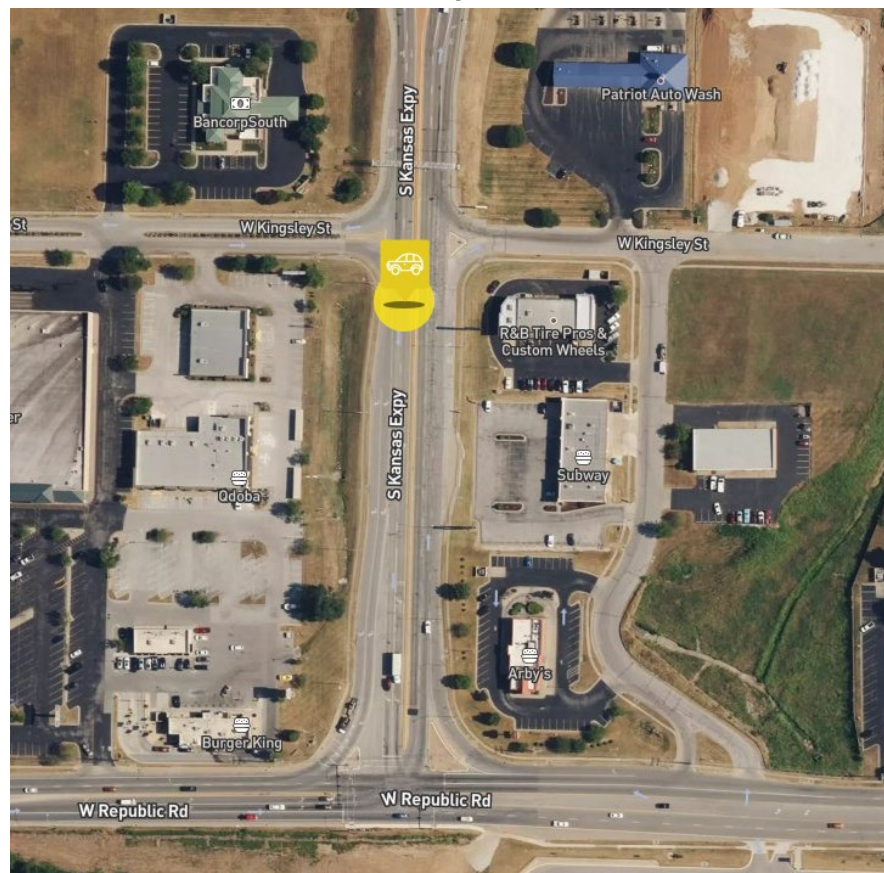
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

The right travel-lane becomes a right-turn only lane, rather than a right-turn lane merely being offered. The left-lane is the travel lane, but only between Hwy 60 and Republic Rd. This is confusing and would be impossible if the odd lanes drawn were obscured by snow or rain.

Map



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



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



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 01/30/2025

Received through: Email

Contact Name: Sonia [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Are there any updates on State Highway FF Extension (Greene County line to Highway 14 in Christian County) project since the meeting in July 2023??

OTO Response:

We do not yet have an update to share. We have been working on traffic projections prior to deciding how to proceed. We are happy to add you to the list for future updates. Thank you for reaching out!



PUBLIC COMMENT



Area of concern: Luster Ave and Glenstone

City/County of concern: Springfield/Greene County

Date received: 02/11/2025

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

Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

There are two left-turn off Luster onto S Glenstone, but the rightmost left-turn lane deposits you onto an exit-lane onto 60 west. This then requires that most people try to merge with the travel lane...causing congestion.

Map



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



PUBLIC COMMENT



Area of concern: Campbell, Republic Road, and James River Freeway

City/County of concern: Springfield/Greene County

Date received: 02/11/2025

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

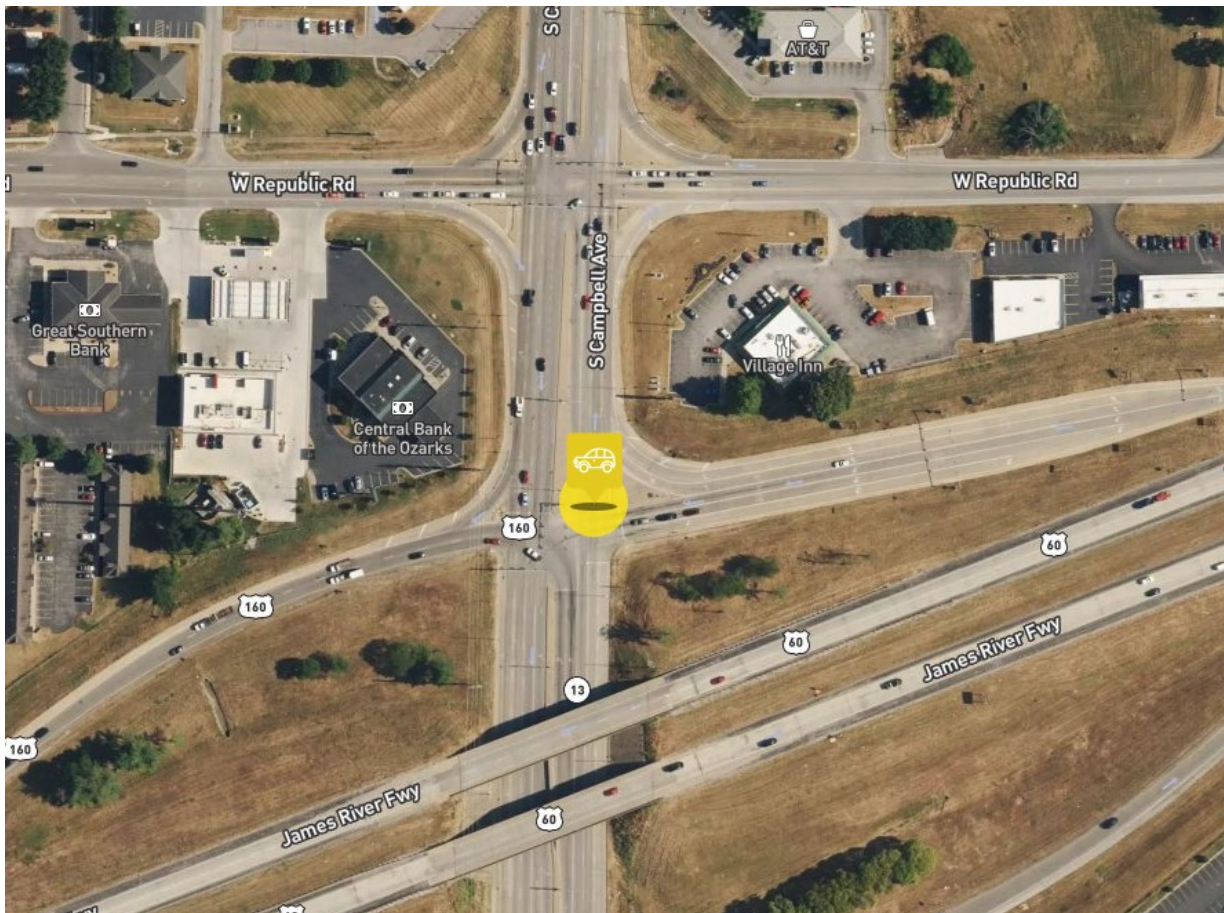
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

This section of road is constantly congested. Cars are always getting stuck in cross-traffic from the exit off 60. People are dangerously trying to cross from the exit to the left-turn lane onto W. Republic. Extremely dangerous sort of “double” intersection.

Map



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



PUBLIC COMMENT



Area of concern: Loop Around Springfield & Rail Bus or Light Rail to Ozark

City/County of concern: OTO MPO Area

Date received: 02/11/2025

Received through: Facebook

Contact Name: Dean Moore

Contact Email/Ph #: not available

OTO's Original Posting

What are YOUR views on state and local transportation?

The opportunity to talk directly with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in an open public meeting concerning your views on the transportation planning process in the Springfield Metropolitan Planning Area is scheduled for:

Wednesday, February 19, 2025

3:30 p.m. - 4:30 p.m.

Join Online: <https://tinyurl.com/5heknxht>

Call In: +1 312-626-6799 (audio only)

Meeting ID: 875 1557 6346

FHWA and FTA is seeking YOUR input on Ozarks Transportation Organization's planning process.

Survey: <https://forms.office.com/r/5HUFyyGR94>

The public meeting is a part of a review process that will assess compliance with Federal regulations pertaining to the transportation process conducted by OTO, MoDOT, City Utilities and local units of government in the Springfield metropolitan planning area

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YOUR input matters!

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Facebook Comments



Dean Moore

We need to plan for a loop around springfield now before it's all houses. Also the rail line to the Powerplant, needs to be extended to ozark for rail bus or light rail. Pulling it up for another trail is shortsighted.



PUBLIC COMMENT



Area of concern: List of Transportation Options and Who Can Use Them

City/County of concern: OTO MPO Area


Date received: 02/11/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

 **Ozarks Transportation Organization**
February 11 at 8:59 AM · 🌐

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Facebook Comments

 **Carolyn McGhee**
Someone needs to find out if MSU still has not being able to drive as an indicator of poverty. They did when I took the required health class between 2012 and 2016. You'd think with the scooters, bikes, and transit emphasis this wouldn't be an issue but employers still have "must have a valid drivers license" for jobs where the only driving is the commute to and from an office. A list of available options in the area and explanation of who can use it and when might be helpful (public bus, oats, paratransit, etc).



PUBLIC COMMENT



Area of concern: I-244 Beltway Designation

City/County of concern: OTO MPO Area

Date received: 02/15/2025

Received through: Email

Contact Name: Keith [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

What's the status of designating an I-244 beltway around Springfield? (James River freeway, hwy 65, and back to I-44) With the future widening of I-44, wouldn't it make sense to provide an easy to follow and understand relief route around the city? With the majority of JRF now widened to 6 lanes, I would guess the only major expenses would be associated with sign changes, etc. Furthermore, I've read of the benefits to the economy from having multiple interstates in a city, which could appeal to prospective businesses moving to the region. Appreciate the consideration and nice job on the recent widening of JRF.

OTO Response:

This is one of our top priorities and we are continuing to investigate its feasibility. Thank you for reaching out!



PUBLIC COMMENT



Area of concern: Transportation Access and Public Perception

City/County of concern: OTO MPO Area

Date received: 02/18/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization created an event.
February 18 at 1:37 PM · 🌐

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FHWA and FTA is seeking YOUR input on Ozarks Transportation Organization's planning process.

Wed, Feb 19
Public Meeting - FHWA and FTA is seeking YOUR input on the Ozarks Transportation Org's process.
2208 W Chesterfield Blvd, Springfield, MO, United States, Missouri 65807
2 Went · 1 Interested

Facebook Comments

Carolyn McGhee
Transportation access and public perception have been a major barrier to community access for years. It's one of the few areas where things were actually MORE accessible in the past. As car culture replaced walking, biking, and transit emphasis, the need for certain abilities increased. You don't even have to be legally blind to be too blind to drive meanwhile someone well below the legal blindness limit can ride a bike and totally blind people can use sidewalks or transit. Having the infrastructure there is not enough though: if driving is seen as the only valid way to get to work, people are still going to be stuck in poverty. Things as simple as changing the requirement of "drivers license" to "state ID" for identification on job applications would be a step in the right direction. Access to public spaces has not and does not have to be the massive barrier we've turned it into but it's going to take some infrastructure change and a lot of publicity and advocacy to fix the issues currently faced by too many.

2d Like Reply

Carolyn McGhee
When I was a student between 2012-2016 MSU's health department was telling the kids if they couldn't drive they'd be stuck in poverty. Especially since Covid, that situation has only gotten worse not better. It's partially an infrastructure issue and partially a public perception issue.

2d Like Reply



PUBLIC COMMENT



Area of concern: I-44 Widening

City/County of concern: OTO MPO Area

Date received: 02/18/2025

Received through: Facebook

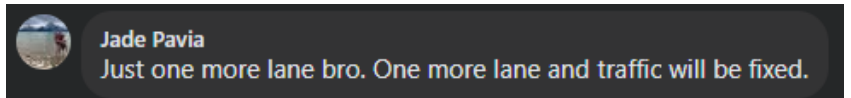
Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Shared Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: Various Comments

City/County of concern: OTO MPO Area

Date received: 02/23/2025

Received through: Facebook

Contact Name: See Below

Contact Email/Ph #: not available

OTO's Original Posting

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Facebook Comments

Ann Tiller

Metro train to include Springfield metro, Mt Vernon, Marshfield, Ozark, Nixa, Willard, etc. Long shot. I know.

1w Like Reply Hide

3



Rusty Blythe

[Ann Tiller](#), never gonna happen. No one will ride it. We all like our cars too much.

1w Like Reply Hide



Carolyn McGhee

[Rusty Blythe](#) that's an issue with everything and a reason legally blind people and those too blind to drive will continue to be excluded from everything. Car culture is exclusive. This is one area where things were actually BETTER sixty years ago.

1w Like Reply Hide



Matthew Carroll

[Ann Tiller](#) it's not that far off, you used to be able to do just that 🤔



Michael Meyer

[Ann Tiller](#) Bad idea. Look at the RTD in the Denver metro area before you buy into trains. Its ridership was 106 million in 2019 and now it's down to 65 million. Buses are much less expensive and ore flexible.

8h Like Reply [Send message](#) Hide



Evan Fusco

Convert more intersections to roundabouts so people get used to them and appreciate the efficiency compared to stop signs and traffic signals

1w Like Reply Hide

3



David Blevins

I never got any feedback from any suggestions made so I am doubtful

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



Sky Ryder

Take out the British turn-about and cross overs. We ain't New York or LA. People around these parts don't know how to use them tons of broken plastic is all the proof you need. Where's the overpasses for train safety? Get rid of those right hand turn tire busters or start paying for new tires. Should I keep going?

1w Like Reply Hide

4



Cindi Runowski

[Sky Ryder](#) They move traffic quicker and safer.

6d Like Reply [Send message](#) Hide

1



Linda Agee

[Sky Ryder](#) I seriously dislike many of the right turn tire busters.



PUBLIC COMMENT



Area of concern: JRF – Kansas Expressway to Sunshine

City/County of concern: OTO MPO Area

Date received: 02/27/2025

Received through: MoDOT

Contact Name: Michael [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Why don't you reach out to Eric Burleson and try to get federal funding for more James River freeway expansion money. They are currently working on a highway bill which might include I 44 and with Springfield areas growth it needs to happen??
Thank you!

MoDOT Response:

Thank you for your comment regarding funding for Route 60 (James River Freeway) from Sunshine Street to Kansas Expressway.

We work with the Ozarks Transportation Organization to develop the priorities for the Springfield metropolitan area, and then we place the highest priority needs on our High Priority Unfunded Needs List. The High Priority Unfunded Needs list is used for project selection whenever funding becomes available. It is also shared with elected officials as a list of candidate projects for additional funds.

The section of James River Freeway in your comment is not currently on the High Priority Unfunded Needs list. However, we do update that list every year and consider comments like yours when considering changes to the list.

TAB 11

ENFORCEMENT

Hawaii automated speed enforcement goes live



By TOM STONE — March 6, 2025 ⌚ 2 Mins Read



The Waikiki neighborhood of Honolulu, Hawaii. Image©AdobeStock

At the start of this week (March 1, 2025) The Hawaii Department of Transportation (HDOT) went live with its automated speed enforcement capabilities at 10 downtown Honolulu intersections in an effort to improve traffic safety.

The speed cameras are deployed on intersections have been **operating red-light enforcement cameras** since November 2022, which has resulted in a 69% reduction in major crashes. The expansion to include speed enforcement represents the next phase in HDOT's data-driven traffic management strategy.

The automated speed **enforcement** will operate within an existing legislative framework and follow the established best practices, which means it will issue warnings rather than citations during a 60-day education

period from March 1 until April 29. After this period, the system will begin issuing citations to registered vehicle owners for exceeding the posted speed limit by more than 5mph.

This deployment represents one of the few comprehensive automated speed enforcement programs in the United States, joining a select group of municipalities utilizing this technology to enhance traffic safety management practices.



Ed Sniffen

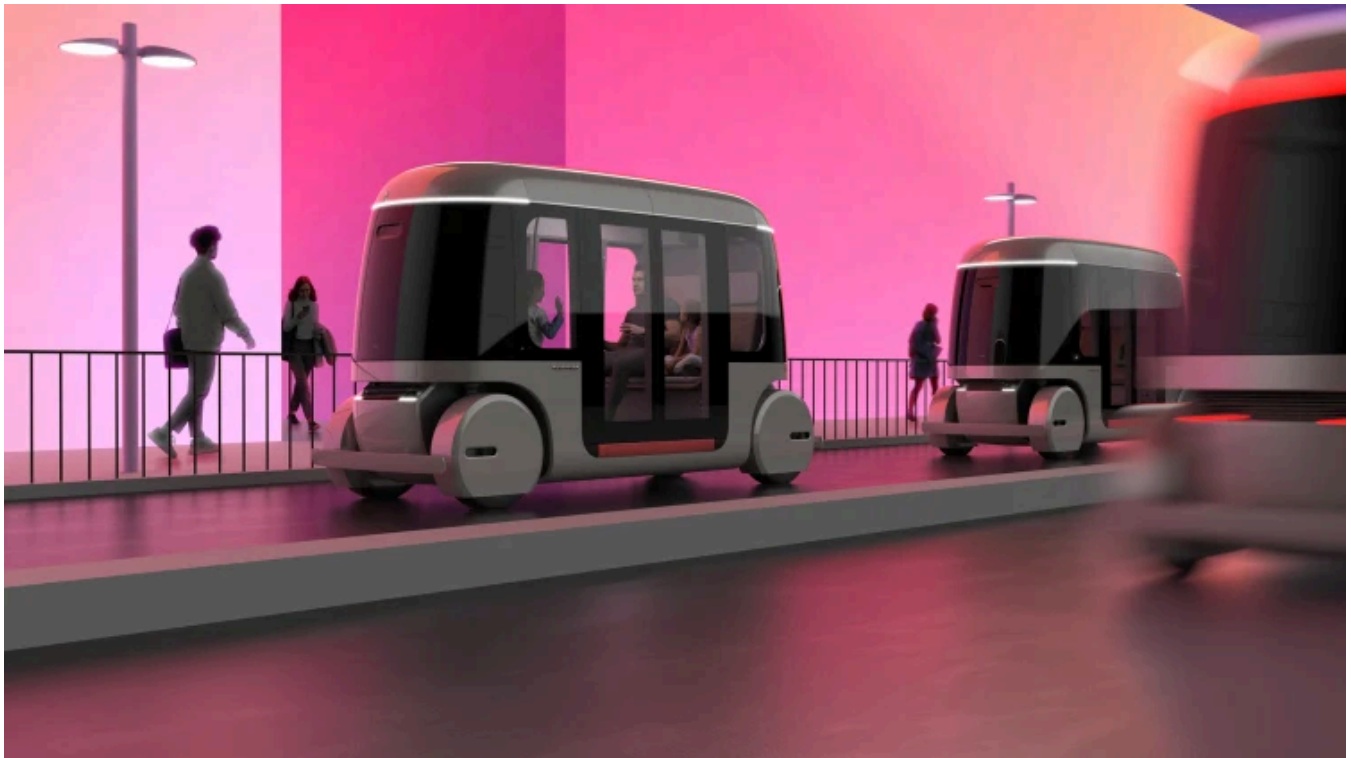
"The implementation of automated speed enforcement provides traffic managers with a valuable tool to address one of the most significant risk factors in our transportation network," says HDOT director Ed Sniffen. "Our crash data analysis indicates that nearly half of traffic fatalities in Hawaii over the past five years are speed-related. This technology allows us to systematically address speeding in high-risk corridors without requiring constant police presence."

The technology provides both synchronized still images and a 12-second video and requires both preliminary screening at the vendor processing center and a secondary review by authorized local personnel. Citation processing and delivery will be accomplished within 10 days of violation

HDOT has stated that all revenue generated through the automated enforcement program will be directed to the automated enforcement systems program special fund, which is statutorily restricted to system establishment, implementation, operation, oversight, repair, and maintenance. Unlike some jurisdictions, Hawaii's automated enforcement contract structure does not incentivize citations, as the vendor compensation is not tied to citation volume.

Glydways wants to reinvent transit—no more than four passengers at a time

The startup touts its self-driving, small-scale transit system as a cost-effective solution to urban mobility. But with its first pilot launching soon in Atlanta, can it scale where others have stumbled?



[Image: Glydways]

Management at the Bay Area transportation startup **Glydways** wants you to be clear about what the company is not: It may plan to move people in futuristic autonomous pods, but it's not hyperloop-grade vaporware. And its funding by big-name Silicon Valley investors does not make it a ride for the 1%.

"Public transit for everyone, everywhere," says founder Mark Seeger.

But Glydways is starting smaller than that. Its first green-lit project (after a temporary test track **now under construction** next to an abandoned mall in Richmond, Calif.) and others under consideration by local governments will have Glydways's four-seat electric vehicles plying short on-demand routes between existing business and transportation hubs.



[Image: Glydways]

That debut pilot effort—a **half-mile route** linking a convention center and arena to the last stop on a people mover outside Atlanta's Hartsfield-Jackson International Airport—is on a small enough scale to evoke the **Vegas Loop** that Elon Musk's Boring Company opened as a **shortcut between three of the halls of the Las Vegas Convention Center**.

“We want to see how well the system operates with various fluctuations of riders showing its ability to scale and that it is indeed a viable transit option,” says Krystal Harris, program director for [ATL Airport Community Improvement Districts](#).

After two years of free-fare service, that agency and the Metropolitan Atlanta Rapid Transit Authority will assess how things worked and if the technology merits expansion.

PUTTING A CAP ON CAPEX

The \$18 million in construction and operational costs that Harris cited may seem steep for such a short distance, but not in the context of U.S. transit construction expenses that have made the country [exceptional in the wrong way](#).



ABOUT THE AUTHOR

[Rob Pegoraro](#) has been contributing to *Fast Company* since the summer of 2019. He focuses mainly on such tech-policy topics as [broadband access](#), the [power of social platforms](#), [digital privacy](#) and its lack of legal protection, and the evolving [security landscape](#) from his perch next door to Washington, D.C., but also ventures into such tech-related areas like [the commercial space industry](#), the future of transportation [on roads](#) and [in the skies](#), and [expanding frontiers in cleantech](#). [More](#)

Senate EPW Hearing Examines IIJA, Surface Reauthorization

February 28, 2025



A Senate Committee on Environment and Public Works hearing on February 26 delved into the impact of the Infrastructure Investment and Jobs Act or IIJA of 2021 and how that legislation could impact the structure of the next surface transportation reauthorization funding bill.

[Above photo via the Senate EPW committee]

“This hearing comes at a critical time, I think, as we approach the expiration of [transportation funding] provisions by the end of 2026,” explained Sen. Shelley Moore Capito (R-WV), chair on the EPW committee, in her [opening statement](#).

“We want to continue what is working, but discontinue what isn’t working,” she added. “As an example, the IIJA codified the One Federal Decision policy, which expedites, or should expedite, the environmental review process for certain projects by setting a two-year goal for those reviews and allowing the use of a single coordinated process to develop an environmental document. I am curious to hear from our witnesses today, if these provisions are being used and whether they have been having the desired impact. Despite the many benefits, I am aware that we have some challenges with the implementation of the IIJA.”



Sen. Shelley Moore Capito. Photo via the Senate EPW Committee.

Sen. Sheldon Whitehouse (D-RI), ranking member of the EPW committee, echoed Sen. Capito’s position on the need for timely passage of the next surface reauthorization bill.

Sen. Sheldon Whitehouse (D-RI), ranking member of the EPW committee, echoed Sen. Capito's position on the need for timely passage of the next surface reauthorization bill.



"I would like to join with you, my Republican colleagues, to take stock of our bipartisan infrastructure law, craft policies to fix our aging roads and our bridges, and pass a package before the current law expires in September 2026," he said in his [opening statement](#). "This would be a reasonable course of action, regardless of who is president."

[Editor's note: Both Sen. Capito and Sen. Whitehouse detailed some of their views on the next surface reauthorization bill in remarks made at the American Association of State Highway and Transportation Officials 2025 Washington Briefing in Washington, D.C., [on February 6.](#)]

Sen. Sheldon Whitehouse. Photo via the Senate EPW Committee.

The EPW hearing – formally entitled "Infrastructure Investment and Jobs Act Implementation and Case Studies" featured three witnesses: [Russell McMurry](#), commissioner of the Georgia Department of Transportation and AASHTO 2024-2025 vice president; [Gary Johnson](#), vice president of Granite Construction Inc. on behalf of the Transportation Construction Coalition; and [Michael Carroll](#), deputy managing director of the Office of Transportation and Infrastructure Systems for the City of Philadelphia and president of the National Association of City Transportation Officials.

In his testimony, Georgia DOT's Russell outlined four key principles state departments of transportation and AASHTO believe Congress should base its surface reauthorization efforts upon:

- *Ensure Timely Authorization of a Long-Term Federal Surface Transportation Bill* as it is crucial that a new authorization bill be enacted by September 30, 2026.
- *Increase and Prioritize Core Formula-Based Federal Funding Provided to States* as distributing federal funds by formula remains the optimal approach to support the nation's transportation system.
- *Maximize State Flexibility to Deliver Projects that Advance Safety, Efficiency, and Innovation* meaning that Congress should provide increased flexibility and transferability between formula program categories and combine programs that have similar policy objectives in the next surface reauthorization bill.
- *Enable the States' and Nation's Future Success with Robust Federal Funding* meaning Congress should build upon the base funding level provided in the IIJA through both the Highway Trust Fund and General Funds in the next surface reauthorization bill to ensure, at a minimum, that federal transportation funding can keep pace with inflation.



Georgia DOT's Russell McMurry. Photo via the Senate EPW Committee.

McMurry stressed in his testimony that "core IIJA formula programs" give states funding certainty to properly plan and deliver for the future. "Federal funding is a foundational investment, vital for the state of good repair for our nation's highways and bridges," he explained. "In Georgia, about 80 percent of our capital maintenance program is from the IIJA formula programs and represents 90 percent federal investment for bridge rehabilitation and replacements."

He also pointed out that moving people and freight safely and efficiently involves more than just building transportation infrastructure – it is about improving the nation's economy and the quality of life for all of the country's residents.



Georgia DOT's Russell McMurry. Photo by the Senate EPW Committee.

"That is why the IIJA's federal surface transportation funding has been absolutely vital to every state to safely move people and goods," McMurry said. "It helps us deliver projects across our very diverse state from the coast to the mountains; from rural Georgia, where agribusiness is our number one economy, to metro Atlanta, with its more than 6 million people."

Yet inflation over the last four years has resulted in major cost increases for the materials required to build safe and resilient transportation infrastructure, he

emphasized; costs that need to be accounted for in the next surface reauthorization bill.

"Georgia, like most every state, has experienced significant cost increases that has eroded the buying power expected from the IIJA," McMurry noted. "In Georgia, we've seen a 60 percent increase in bridge costs, a 66 percent increase in resurfacing costs, and an over 115 percent increase in the cost of [road] widening-type projects."

That's why McMurry believes providing more formula funding instead of discretionary grants in the next surface reauthorization bill will be key to helping states cope with those cost increases.

"Under IIJA, discretionary [grant] funds have been slow to deploy for both state DOTs and local governments," he said. "One local grant in Georgia took 31 months from Notice of Funding Opportunity to the Grant Agreement execution. Other challenges result from so many discretionary programs, with 29 of them just at FHWA [Federal Highway Administration] alone."

Formula funding, by contrast, flows faster and can be "flexed" to a degree so states can better focus on the specific transportation needs of their regions.

"It enables funds to be distributed to states in a stable and predictable manner and allows states to efficiently deliver projects identified and prioritized through the statewide and metropolitan planning process," McMurry said. "According to a Congressional Budget Office estimate, 67 percent of formula dollars provided to states are estimated to be 'spent out' via cash – and thus put into tangible projects – by year two of IIJA. Conversely, discretionary grants under the IIJA have only been 'spent out' at a rate somewhere between 1 percent to 7.4 percent by year two. That is likely because core formula programs fund projects that are in the constantly moving [planning] pipeline, whereas discretionary grant awards have often targeted projects that have not been considered through the planning process."

He also stressed that formula funds allow states to transfer some of those funds between programs – helping state DOTs deliver "the right project at the right time" to meet their transportation system needs.

That is why McMurry stressed that Congress should increase the extent to which formula funding is prioritized over discretionary funding by ensuring that 95 percent or more of authorized

Highway Trust Fund highway dollars go to apportioned programs for states in the next surface reauthorization bill.

"Formula dollars provide stability, predictability, and efficiency, allowing state and local governments to plan and deliver projects effectively," he pointed out. "If there is a desire to address additional priorities, the most efficient way to meet those priorities is through expanded eligibility within existing formula programs."