



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

NOVEMBER 16, 2023
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

November 16, 2023

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

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

Call to OrderNOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Childers)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of September 21, 2023 Minutes Tab 1

(2 minutes/Childers)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 10

(5 minutes/Childers)

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 November 15, 2023, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet under Tab 10.

E. Staff Report

(5 minutes/Fields)

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

F. MoDOT Update

(5 minutes/MoDOT)

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

G. Legislative Reports

(5 minutes/Childers)

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

II. New Business

A. Financial Statements for 1st Quarter for FY 2023-2024 Tab 2
(5 minutes/Cossey)

The Treasurer will present the first quarter financial statements.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FIRST QUARTER FINANCIAL STATEMENTS FOR FY 2023-2024

B. FY 2025-2029 STIP Priorities..... Tab 3
(10 minutes/Fields)

A Subcommittee of the Technical Planning Committee has recommended priorities for inclusion in the FY 2025-2029 Statewide Transportation Improvement Program.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE RECOMMENDED STIP PRIORITIES

C. Proposed Bylaw Amendment Tab 4
(10 minutes/Fields)

Staff is proposing a bylaw amendment to charge member jurisdictions a project fee for federally funded projects and to change the timing of when notice of dues is sent.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE RECOMMENDED BYLAW AMENDMENT

D. FY 2024-2027 TIP Administrative Modification One Tab 5
(5 minutes/Longpine)

One revision has been made to the FY 2024-2027 Transportation Improvement Program.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. National Performance Targets..... Tab 6
(5 minutes/Longpine)

The OTO must adopt performance targets relating to safety. The proposed targets are included for review.

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

F. Urban Area Smoothing..... Tab 7
(5 minutes/Longpine)

Staff will present OTO's recommendation for adjustments to the urban areas in the MPO boundary.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PROPOSED URBAN AREAS

- G. Appointment of 2024 OTO Officers and Executive Committee Members..... Tab 8**
(5 minutes/Cossey)
The OTO Board of Directors Nominating Committee will present the 2024 Slate of Officers and the Executive Committee members (1-year term).

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPOINT THE 2024 OTO OFFICERS AND EXECUTIVE COMMITTEE AS PRESENTED

- H. Board of Directors 2024 Meeting Schedule Tab 9**
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

Other Business

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

- III. Adjourn meeting.** A motion is requested to adjourn the meeting. Targeted for **1:30 P.M.**

The next Board of Directors regular meeting is scheduled for Thursday, January 18, 2024 at 12:00 P.M. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 11/16/2023; ITEM I.C.

September 21, 2023 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors September 21, 2023 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 September 21, 2023 meeting minutes”

OR

“Move to approve the Board of Directors September 21, 2023 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
SEPTEMBER 21, 2023**

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

The following members were present:

Chuck Branch, Christian Co Citizen-at-Large	Frank Miller, MoDOT (non-voting)
Steve Childers, City of Ozark (a)	James O’Neal, Springfield Citizen-at-Large
Jerry Compton, OTO Citizen-at-Large	John Russell, Greene County
Travis Cossey, City of Nixa (a)	Martha Smartt, City of Strafford (a)
Karen Haynes, City of Republic (a)	Dan Smith, City of Springfield (a)
Brandon Jenson, City of Springfield	Richard Walker, Springfield Citizen-at-Large
Derek Lee, City of Springfield	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:

Mokhtee Ahmad, FTA	Lynn Morris, Christian County
Debra Hickey, City of Battlefield	Greg Williams, City of Willard (a)
Skip Jansen, CU Transit Representative	Mark Schenkelberg, FAA
Rusty MacLachlan, Greene County	Daniel Weitkamp, FHWA

Others Present: Jered Taylor and Ethan Scroggins, Congressman Burlison’s Office; Ryan Stehn and Matt DeMoss, CMT; Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Nicole Stokes, Ozarks Transportation Organization.

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

I. Administration

A. Welcome and Roll Call

By-law Position	Member	Attendance
BOD Citizen-at-Large	Jerry Compton	Present
Christian County Citizen-at-Large	Chuck Branch	Present
Christian County Elected Official	Lynn Morris	Absent
City of Battlefield Elected Official	Debra Hickey	Absent
City of Nixa Elected Official	Travis Cossey (a)	Present
City of Ozark Elected Official	Steve Childers (a)	Present
City of Republic Elected Official	Karen Haynes (a)	Present
City of Springfield Citizen-at-Large	Richard Walker	Present
City of Springfield Citizen-at-Large	James O’Neal	Present
City of Springfield City Council Member	Dan Smith (a)	Present
City of Springfield City Council Member	Brandon Jenson	Present

City of Springfield City Council Member	Derek Lee	Present
City of Strafford Elected Official	Martha Smartt (a)	Present
City of Willard Elected Official	Greg Williams (a)	Absent
City Utilities Transit Representative	Skip Jansen	Absent
Greene County Commissioner	Rusty MacLachlan	Absent
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 moved to approve the September 21, 2023 agenda. Chuck Branch seconded the motion. The motion passed.

C. Approval of July 20, 2023 and July 24, 2023 E-Meeting Minutes

Jerry Compton moved to approve the July 20, 2023 and July 24, 2023 E-Meeting minutes. Jim O'Neal 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 shared an update on funding and August redistribution. The State of Missouri did not receive as much in the August redistribution as was available. The MPOs and MoDOT worked together to create a plan to recover more of that funding. OTO's balance prior to the summer was approximately \$21 million. OTO staff worked to get approximately \$17 million obligated. Obligation is open until the end of September. A significant amount of the \$4 million left is the Sidewalk Cost Share Program. There were not as many applications for the program as anticipated. MoDOT may not have the matching funds to continue the program. Applications are still open.

The EV Grant Program paperwork has been delayed due to the lack of guidance on implementation. Staff are working through those issues.

Last year staff submitted a federal RAISE grant for the MM Corridor. Staff went through a debriefing with the DOT regarding reasons the grant was not awarded. The scores were lower this year than the prior year. Staff are discussing if a submittal should be made again for the grant.

Staff submitted, and did not receive, a grant for I-44. Due to there being future grant opportunities, OTO contracted with Crawford, Murphy, & Tilly to see if the Highway 13 and Interstate 44 interchange would score higher on a Benefits Cost Analysis.

The OTO Grants Webpage is still live.

The House overrode the veto for the I-44 funding but the Senate did not pick it up.

The Legislative Breakfast will be November 9th at 7:30 a.m.

The Statewide Transportation Improvement Program Prioritization meetings have concluded. A list of recommendations will go before the Technical Planning Committee in October and then the Board of Directors in November. Inflation has affected the funding.

The Safe Streets and Roads for All grant is moving forward. OTO has received over \$200,000 in federal funds to develop a Safe Streets Action Plan for the region. This will make the OTO MPO area eligible for implementation grants. The Action Plan should be completed in September of 2024. The staff is currently selecting consultants for that plan.

The OTO Civil Engineer position has been filled with a start date in early October.

Sara Fields and Natasha Longpine will be attending the AMPO National Conference the week of September 25th.

F. MoDOT Update

Frank Miller reported that there are some early indications that inflation numbers may be getting better. Beaver Road near Buc-ee's will be closed through October. Work is beginning on the roundabout at Wilson's Creek National Battlefield. There is not an official start date for the widening of Route 65 at Ozark. The contractor is planning the bridge widening in the fall with the road widening beginning in the spring. The road closure for the sinkhole repair on James River Freeway should end Friday, September 22nd. MoDOT has started their project estimations for the TIP/STIP update process. The final mowing for the season will be in October.

G. Legislative Reports

Jered Taylor with Congressman Eric Burlison's office stated a couple of weeks ago Speaker McCarthy launched the official impeachment inquiry into the President. The Congressman sits on one of the committees that has been assigned to look into the inquiry, the House Oversight & Accountability. The other two committees are Judiciary and Ways and Means. The Congressman is heavily involved in the process.

It is unknown at this time if the Government will shut down in a couple of weeks. There has been discussion regarding a short term CR that would last for 30 days to give time for a budget to be agreed upon. The Congressman is asking for spending cuts. If a shutdown were to happen, 85% of the federal government would still be open. Social Security checks would still go out. Medicare and Medicaid are already fully funded.

II. New Business

A. Route 66 Trail Alignment Study

Ryan Stehn and Matt DeMoss with Crawford, Murphy, & Tilly presented the final Route 66 Trail Study.

Travis Cossey made a motion to accept the Route 66 Trail Alignment Study. Brandon Jenson seconded the motion. The motion passed.

B. Legislative Priorities

Sara Fields reviewed the proposed 2024 Legislative Priorities.

Jim O’Neal made a motion to adopt the 2024 Legislative Priorities with the rewording of the last Federal Legislative Priority to read “Reduction in match requirements to 10 percent for *all federal funds*”. Derek Lee seconded the motion. The motion passed.

C. FY 2023-2026 TIP Administrative Modification Seven

Natasha Longpine detailed the FY 2023-2026 TIP Administrative Modification Seven.

This was informational only. No action was required.

D. FY 2024-2027 TIP Amendment One

Natasha Longpine shared the FY 2024-2027 TIP Amendment One.

Martha Smartt made a motion to approve Amendment 1 to the FY 2024-2027 Transportation Improvement Program. Dan Smith seconded the motion. The motion passed.

E. Annual Listing of Obligated Projects

Natasha Longpine reviewed the Annual Listing of Obligated Projects (ALOP).

Dan Smith made a motion to accept the Annual Listing of Obligated Projects. Travis Cossey seconded the motion. The motion passed.

F. Federal Functional Classification Change Request

Natasha Longpine presented the Federal Functional Classification Changes.

Martha Smart made a motion to approve the Federal Functional Classification Change request. Chuck Branch seconded the motion. The motion passed.

G. Financial Statements for FY 2022-2023 Budget Year

Debbie parks detailed the financial statements for the FY 2023 Budget Year.

Martha Smartt made a motion to accept the Financial Statements for the FY 2023 Budget Year. Dan Smith seconded the motion. The motion passed.

H. UPWP Administrative Modification One

Debbie Parks shared the UPWP Administrative Modification One.

This was informational only. No action was required.

I. FY 2024 Operational Budget Amendment #1

Sara Fields reviewed the FY 2024 Operational Budget Amendment One.

Derek Lee made a motion to approve the FY 2024 Operational Budget Amendment One. Jim O’Neal seconded the motion. The motion passed.

J. Nominating Committee – Vacancies for Calendar Year 2023

Travis Cossey shared the Nominating Committee’s recommendations for the calendar year 2023 vacancies. The Nominating Committee presented Derek Lee for the Vice-Chairman position and Martha Smartt as the Secretary.

Jerry Compton made a motion to appoint the 2023 OTO Officers and Executive Committee as presented for the vacant seats. Jim O’Neal seconded the motion. The motion passed.

K. Nominating Committee – For Calendar Year 2024

Sara Fields requested volunteers to serve on the Nominating Committee that will appoint or reappoint OTO officers and members of the Executive Committee for calendar year 2024. Jerry Compton, Travis Cossey, and Brian Weiler volunteered to serve.

Jerry Compton made a motion to appoint the volunteers to the Nominating Committee. Martha Smartt seconded the motion. The motion passed.

III. Other Business

A. Board of Directors Member Announcements

Brian Weiler shared the Airport continues to grow. The Airport is running 70% ahead of their record year, right now. They are currently working on the Airport Master Plan. There is a public meeting on October 17, 2023, from 4:00 p.m. to 7:00 p.m. at the Springfield Art Museum.

John Russell stated the Kansas Extension Phase I is approximately 85% complete. It will probably be open mid-December. It was delayed due to discovering previously unknown AT&T lines.

Steve Childers reported the City of Ozark will be completing a Governor’s Cost Share project, the Mill Pond Bridge, within the next two weeks. The ribbon cutting will probably be the first week of October.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for the Board of Directors member review.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

With no further business to come before the Board, Jim O’Neal made a motion to adjourn the meeting. Brian Weiler seconded the motion. The motion passed.

The meeting was adjourned at 1:06 p.m.

Martha Smartt
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 11/16/2023; ITEM II.A.

Financial Statements for the 1st Q Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the financial statements for the 1st Quarter FY 2024 Budget Year. This period includes July 1, 2023, through September 30, 2023. When comparing this year to last year, it is important to note that the OTO project management of the Chadwick Flyer trail has resulted in additional fund balances in the short term until the project is completed.

The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, Chadwick Flyer Trail Phase III Project (CRRSAA) and Safe Streets for All (SS4A) Financial Statements. The OTO financials are on a modified cash basis of accounting. Only revenue received and expenses paid during the fiscal year are represented in the various reports.

Section One – Combined Financial Statements

- Statement of Financial Position
The current assets were \$886,005 on September 30, 2023. \$347,834.65 is shown in the operational account that was later transferred to the special projects account for the Chadwick Flyer construction project. After the transfer, the OTO operational account balance should have been \$418,219.30.
- The Operating Fund Balance Report shows the OTO had a total balance of \$881,515 at the end of September 2023. The total balances include the Chadwick Flyer Trail Phase III match. The report shows the available bank balances as of September 30, 2023.
- Statement of Financial Income and Expense
This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was \$1,458,155. The total OTO expenditures for all projects and operations were \$1,012,657.

Section Two – Operations Financial Statements

- Profit and Loss Statement
Revenues exceeded expenditures in the amount of \$140,251 during the first quarter.
- Budget vs. Actual
The OTO budgeted expenses in the amount of \$1,513,214 for the budget year. Actual expenses at the end of 1st Quarter FY 2024 were \$282,615. This represents 18.7% of budgeted expenses.

Section Three – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual

The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 18% of the budgeted \$1,594,423. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized \$9,794.43 of in-Kind match income during 1st Quarter FY 2024. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- Unified Planning Work Program Progress Report – 1st Quarter FY 2024

This report outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

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

- Profit and Loss Statement

During this period, revenues exceeded expenditures in the amount of \$318,505.

- Budget vs. Actual

The OTO budgeted expenses in the amount of \$1,302,040 for the budget year. Actual expenses at the end of the 1st Quarter FY 2024 are \$706,988.70. Construction is complete and final expenses should be billed in the third quarter.

Section Five – SS4A Grant

- Profit and Loss Statement

During this period, revenue exceeded expenses in the amount of \$13,259. The OTO began staff work on the project in first quarter but will not receive the first reimbursement until the second quarter. Match by local jurisdictions will not be billed until July 2024.

- Budget vs. Actual

The OTO budgeted expenses in the amount of \$286,000 for the budget year. Actual expenses at the end of the first quarter FY 2024 were \$13,259.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Financial Statements for the 1st Quarter FY 2024.”

OR

“Move to return to staff the Financial Statements for the 1st Quarter FY 2024 in order to...”

OTO Combined Financial Statements

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



Ozarks Transportation Organization
Statement of Financial Position
As of September 30, 2023

	Sep 30, 23	Sep 30, 22	\$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Arvest Bank Operational Checkin	766,053.95	0.00	766,053.95	100.0%
Arvest Bank Special Projects	119,951.56	0.00	119,951.56	100.0%
ICS Depositor Control Account	0.00	351,429.81	-351,429.81	-100.0%
Southern Bank--Money Market	0.00	10,966.07	-10,966.07	-100.0%
Southern Bank-Sm Bus Checking	0.00	39,729.41	-39,729.41	-100.0%
Total Checking/Savings	886,005.51	402,125.29	483,880.22	120.3%
Total Current Assets	886,005.51	402,125.29	483,880.22	120.3%
TOTAL ASSETS	886,005.51	402,125.29	483,880.22	120.3%
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities				
Credit Cards				
Arvest Bank Purchasing Card	4,916.94	0.00	4,916.94	100.0%
Central Bank--Purchasing Card	0.00	4,793.50	-4,793.50	-100.0%
Total Credit Cards	4,916.94	4,793.50	123.44	2.6%
Other Current Liabilities	-426.58	-490.25	63.67	13.0%
Total Current Liabilities	4,490.36	4,303.25	187.11	4.4%
Total Liabilities	4,490.36	4,303.25	187.11	4.4%
Equity				
Unrestricted Net Assets	436,017.47	349,933.13	86,084.34	24.6%
Net Income	445,497.68	47,888.91	397,608.77	830.3%
Total Equity	881,515.15	397,822.04	483,693.11	121.6%
TOTAL LIABILITIES & EQUITY	886,005.51	402,125.29	483,880.22	120.3%

Current Asset Note: \$347,834.65 should be in the Special Project Fund for a total of \$467,786.21. Operational Fund Assets should be \$418,219.30. Transfer posted on October 2023 Statement.

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

Monthly Ending Balance

Date	Arvest Operational	Arvest Special Projects	Total Balance
7/31/2023	\$511,976.46	\$406,897.66	\$918,874.12
8/31/2023	\$434,067.60	\$147,430.16	\$581,497.76
9/30/2023	\$771,849.56	\$119,951.56	\$891,801.12
10/31/2023			
11/30/2023			
12/31/2023			
1/31/2024			
2/28/2024			
3/31/2024			
4/30/2024			
5/31/2024			
6/30/2024			

Balance After Liabilities

OPERATIONAL FUND

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

Arvest Operational Bank Balances 9/30/2023	\$771,849.56	Arvest Special Project Balances 9/30/2023	\$119,951.56
Outstanding Checking Withdrawals	(\$5,795.61)	Outstanding Checking Withdrawals	\$0.00
Chadwick Flyer Trail Phase III Outstanding Transfer	(\$347,834.65)	Chadwick Flyer Trail Phase III Outstanding Deposit	\$347,834.65
Other Outstanding Liabilities	(\$4,490.36)	Other Outstanding Liabilities	\$0.00
Total Equity 9/30/2023	\$413,728.94	Total Equity 9/30/2023	\$467,786.21

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

Ozarks Transportation Organization
Statement of Financial Income and Expense
July through September 2023

	Operations	UPWP Inkind	Chadwick Flyer Trail Phase III	SS4A Grant	TOTAL
Ordinary Income/Expense					
Income					
Other Types of Income					
Interest Income	3,579.21	0.00	0.00	0.00	3,579.21
Total Other Types of Income	3,579.21	0.00	0.00	0.00	3,579.21
OTO Revenue					
Chadwick Flyer Match Funds	0.00	0.00	293,193.10	0.00	293,193.10
Consolidated Planning Grant CPG	211,908.64	0.00	0.00	0.00	211,908.64
CRRSAA Funds	0.00	0.00	706,688.70	0.00	706,688.70
In Kind Match, Meeting Attend	0.00	9,794.43	0.00	0.00	9,794.43
Local Jurisdiction Match Funds	100,121.28	0.00	0.00	0.00	100,121.28
STBG - Chadwick Flyer Phase III	0.00	0.00	25,612.86	0.00	25,612.86
Surface Trans Block Grant	107,257.46	0.00	0.00	0.00	107,257.46
Total OTO Revenue	419,287.38	9,794.43	1,025,494.66	0.00	1,454,576.47
Total Income	422,866.59	9,794.43	1,025,494.66	0.00	1,458,155.68
Gross Profit	422,866.59	9,794.43	1,025,494.66	0.00	1,458,155.68
Expense					
Bank Fees	21.66	0.00	300.00	0.00	321.66
Building					
Building Lease	13,515.00	0.00	0.00	0.00	13,515.00
Common Area Main Exp	4,984.35	0.00	0.00	0.00	4,984.35
Maintenance	81.41	0.00	0.00	0.00	81.41
Office Cleaning	1,670.64	0.00	0.00	0.00	1,670.64
Utilities	708.19	0.00	0.00	0.00	708.19
Total Building	20,959.59	0.00	0.00	0.00	20,959.59
Commodities					
Office Supplies/Furniture	241.81	0.00	0.00	0.00	241.81
Public Input Promotional Items	34.65	0.00	0.00	0.00	34.65
Total Commodities	276.46	0.00	0.00	0.00	276.46
In-Kind Match Expense					
Direct Cost - MoDOT Salaries	0.00	6,550.36	0.00	0.00	6,550.36
Member Attendance at Meetings	0.00	3,244.07	0.00	0.00	3,244.07
Total In-Kind Match Expense	0.00	9,794.43	0.00	0.00	9,794.43
Information Technology					
IT Maintenance Contract	3,393.00	0.00	0.00	0.00	3,393.00
Software	173.94	0.00	0.00	0.00	173.94
Webhosting	958.41	0.00	0.00	0.00	958.41
Total Information Technology	4,525.35	0.00	0.00	0.00	4,525.35
Insurance					
Directors & Officers	3,457.00	0.00	0.00	0.00	3,457.00
General Liability/Property	4,590.00	0.00	0.00	0.00	4,590.00
Network Defender	1,399.00	0.00	0.00	0.00	1,399.00
Workers Compensation	937.00	0.00	0.00	0.00	937.00
Total Insurance	10,383.00	0.00	0.00	0.00	10,383.00
Operating					
Dues/Memberships	3,567.76	0.00	0.00	0.00	3,567.76
Education/Training/Travel	7,348.17	0.00	0.00	0.00	7,348.17
Food/Meeting Expense	1,673.37	0.00	0.00	0.00	1,673.37
Legal/Bid Notices	174.97	0.00	0.00	0.00	174.97
Postage/Postal Services	284.88	0.00	0.00	0.00	284.88
Staff Mileage Reimbursement	457.55	0.00	0.00	0.00	457.55
Telephone/Internet	1,687.69	0.00	0.00	0.00	1,687.69
Total Operating	15,194.39	0.00	0.00	0.00	15,194.39
Personnel					
Mobile Data Plans	310.00	0.00	0.00	0.00	310.00

	Operations	UPWP Inkind	Chadwick Flyer Trail Phase III	SS4A Grant	TOTAL
Payroll Services	780.84	0.00	0.00	0.00	780.84
Salaries and Fringe	196,486.50	0.00	0.00	13,259.81	209,746.30
Total Personnel	197,577.34	0.00	0.00	13,259.81	210,837.15
Services					
Legislative Education	2,340.00	0.00	0.00	0.00	2,340.00
Professional Services (Legal &	10,417.00	0.00	0.00	0.00	10,417.00
TIP Tool Maintenance	4,064.00	0.00	0.00	0.00	4,064.00
Trail Construction	0.00	0.00	706,688.70	0.00	706,688.70
Trans Consult/Model Services	16,856.25	0.00	0.00	0.00	16,856.25
Total Services	33,677.25	0.00	706,688.70	0.00	740,365.95
Total Expense	282,615.04	9,794.43	706,988.70	13,259.81	1,012,657.98
Net Ordinary Income	140,251.55	0.00	318,505.96	-13,259.81	445,497.70
Net Income	140,251.55	0.00	318,505.96	-13,259.81	445,497.70

Operational Financial Reports

Excludes the special project grant budgets and in-kind.



Ozarks Transportation Organization

Operational Profit & Loss

July through September 2023

	Jul - Sep 23
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	3,579.21
Total Other Types of Income	3,579.21
OTO Revenue	
Consolidated Planning Grant CPG	211,908.64
Local Jurisdiction Match Funds	100,121.28
Surface Trans Block Grant	107,257.46
Total OTO Revenue	419,287.38
Total Income	422,866.59
Gross Profit	422,866.59
Expense	
Bank Fees	21.66
Building	
Building Lease	13,515.00
Common Area Main Exp	4,984.35
Maintenance	81.41
Office Cleaning	1,670.64
Utilities	708.19
Total Building	20,959.59
Commodities	
Office Supplies/Furniture	241.81
Public Input Promotional Items	34.65
Total Commodities	276.46
Information Technology	
IT Maintenance Contract	3,393.00
Software	173.94
Webhosting	958.41
Total Information Technology	4,525.35
Insurance	
Directors & Officers	3,457.00
General Liability/Property	4,590.00
Network Defender	1,399.00
Workers Compensation	937.00
Total Insurance	10,383.00
Operating	
Dues/Memberships	3,567.76
Education/Training/Travel	7,348.17
Food/Meeting Expense	1,673.37
Legal/Bid Notices	174.97
Postage/Postal Services	284.88
Staff Mileage Reimbursement	457.55
Telephone/Internet	1,687.69
Total Operating	15,194.39
Personnel	
Mobile Data Plans	310.00
Payroll Services	780.84
Salaries and Fringe	196,486.52
Total Personnel	197,577.36

Ozarks Transportation Organization
Operational Profit & Loss
July through September 2023

	Jul - Sep 23
Services	
Legislative Education	2,340.00
Professional Services (Legal &	10,417.00
TIP Tool Maintenance	4,064.00
Trans Consult/Model Services	16,856.25
Total Services	33,677.25
Total Expense	282,615.06
Net Ordinary Income	140,251.53
Net Income	140,251.53

Ozarks Transportation Organization Operational Budget vs. Actual

July through September 2023

	Jul - Sep 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	3,579.21	6,000.00	-2,420.79	59.7%
Miscellaneous Revenue	0.00	400.00	-400.00	0.0%
Total Other Types of Income	3,579.21	6,400.00	-2,820.79	55.9%
OTO Revenue				
Consolidated Planning Grant CPG	211,908.64	1,037,729.00	-825,820.36	20.4%
Local Jurisdiction Match Funds	100,121.28	162,954.00	-62,832.72	61.4%
Local Jurisdiction Study Fees	0.00	24,800.00	-24,800.00	0.0%
Surface Trans Block Grant	107,257.46	243,101.00	-135,843.54	44.1%
Total OTO Revenue	419,287.38	1,468,584.00	-1,049,296.62	28.6%
Total Income	422,866.59	1,474,984.00	-1,052,117.41	28.7%
Gross Profit	422,866.59	1,474,984.00	-1,052,117.41	28.7%
Expense				
Bank Fees	21.66	500.00	-478.34	4.3%
Building				
Building Lease	13,515.00	54,060.00	-40,545.00	25.0%
Common Area Main Exp	4,984.35	22,635.00	-17,650.65	22.0%
Maintenance	81.41	2,000.00	-1,918.59	4.1%
Office Cleaning	1,670.64	4,500.00	-2,829.36	37.1%
Utilities	708.19	3,200.00	-2,491.81	22.1%
Total Building	20,959.59	86,395.00	-65,435.41	24.3%
Commodities				
Office Supplies/Furniture	241.81	4,500.00	-4,258.19	5.4%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	0.00	4,000.00	-4,000.00	0.0%
Public Input Promotional Items	34.65	5,500.00	-5,465.35	0.6%
Publications	0.00	1,000.00	-1,000.00	0.0%
Total Commodities	276.46	17,500.00	-17,223.54	1.6%
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,500.00	-8,500.00	0.0%
GIS Licenses	0.00	7,000.00	-7,000.00	0.0%
IT Maintenance Contract	3,393.00	13,000.00	-9,607.00	26.1%
Software	173.94	7,000.00	-6,826.06	2.5%
Webhosting	958.41	3,000.00	-2,041.59	31.9%
Total Information Technology	4,525.35	38,500.00	-33,974.65	11.8%
Insurance				
Automobile Insurance	0.00	2,000.00	-2,000.00	0.0%
Directors & Officers	3,457.00	2,600.00	857.00	133.0%
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%
General Liability/Property	4,590.00	3,000.00	1,590.00	153.0%
Network Defender	1,399.00	290.00	1,109.00	482.4%
Workers Compensation	937.00	2,500.00	-1,563.00	37.5%
Total Insurance	10,383.00	13,690.00	-3,307.00	75.8%
Operating				
Dues/Memberships	3,567.76	9,500.00	-5,932.24	37.6%
Education/Training/Travel	7,348.17	28,000.00	-20,651.83	26.2%
Food/Meeting Expense	1,673.37	8,500.00	-6,826.63	19.7%
Legal/Bid Notices	174.97	1,500.00	-1,325.03	11.7%
Postage/Postal Services	284.88	200.00	84.88	142.4%
Printing/Mapping Services	0.00	3,500.00	-3,500.00	0.0%
Public Input Event Registration	0.00	200.00	-200.00	0.0%
Staff Mileage Reimbursement	457.55	3,500.00	-3,042.45	13.1%
Telephone/Internet	1,687.69	7,000.00	-5,312.31	24.1%
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	15,194.39	99,300.00	-84,105.61	15.3%

	Jul - Sep 23	Budget	\$ Over Budget	% of Budget
Personnel				
Mobile Data Plans	310.00	3,120.00	-2,810.00	9.9%
Payroll Services	780.84	4,000.00	-3,219.16	19.5%
Salaries and Fringe	196,486.52	868,025.00	-671,538.48	22.6%
Total Personnel	197,577.36	875,145.00	-677,567.64	22.6%
Services				
Data Acquisition	0.00	25,000.00	-25,000.00	0.0%
Legislative Education	2,340.00	9,000.00	-6,660.00	26.0%
Professional Services (Legal & Rideshare)	10,417.00	75,000.00	-64,583.00	13.9%
TIP Tool Maintenance	0.00	500.00	-500.00	0.0%
Trans Consult/Model Services	4,064.00	15,684.00	-11,620.00	25.9%
Travel Demand Model Update	16,856.25	240,000.00	-223,143.75	7.0%
Travel Sensing & Time Serv Proj	0.00	12,000.00	-12,000.00	0.0%
	0.00	5,000.00	-5,000.00	0.0%
Total Services	33,677.25	382,184.00	-348,506.75	8.8%
Total Expense	282,615.06	1,513,214.00	-1,230,598.94	18.7%
Net Ordinary Income	140,251.53	-38,230.00	178,481.53	-366.9%
Net Income	140,251.53	-38,230.00	178,481.53	-366.9%

Unified Planning Work Program (UPWP) Financial Reports

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



Ozarks Transportation Organization
UPWP Profit & Loss
 July through September 2023

	Jul - Sep 23
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	3,436.97
Total Other Types of Income	3,436.97
OTO Revenue	
Consolidated Planning Grant CPG	211,908.64
In Kind Match, Meeting Attend	9,794.43
Local Jurisdiction Match Funds	100,121.28
Surface Trans Block Grant	107,257.46
Total OTO Revenue	429,081.81
Total Income	432,518.78
Gross Profit	432,518.78
Expense	
Building	
Building Lease	13,515.00
Common Area Main Exp	4,984.35
Maintenance	81.41
Office Cleaning	1,670.64
Utilities	708.19
Total Building	20,959.59
Commodities	
Office Supplies/Furniture	241.81
Public Input Promotional Items	34.65
Total Commodities	276.46
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	6,550.36
Member Attendance at Meetings	3,244.07
Total In-Kind Match Expense	9,794.43
Information Technology	
IT Maintenance Contract	3,393.00
Software	173.94
Webhosting	958.41
Total Information Technology	4,525.35
Insurance	
Directors & Officers	3,457.00
General Liability/Property	4,590.00
Network Defender	1,399.00
Workers Compensation	937.00
Total Insurance	10,383.00
Operating	
Dues/Memberships	3,405.14
Education/Training/Travel	5,048.17
Food/Meeting Expense	1,426.73
Legal/Bid Notices	174.97
Postage/Postal Services	284.88
Staff Mileage Reimbursement	457.55
Telephone/Internet	1,687.69
Total Operating	12,485.13

	Jul - Sep 23
Personnel	
Mobile Data Plans	310.00
Payroll Services	780.84
Salaries and Fringe	196,486.52
Total Personnel	197,577.36
Services	
Professional Services (Legal &	10,417.00
TIP Tool Maintenance	4,064.00
Trans Consult/Model Services	16,856.25
Total Services	31,337.25
Total Expense	287,338.57
Net Ordinary Income	145,180.21
Net Income	145,180.21

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

	Jul - Sep 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	0.00	133,670.00	-133,670.00	0.0%
Interest Income	3,436.97	0.00	3,436.97	100.0%
Miscellaneous Revenue	0.00	0.00	0.00	0.0%
Total Other Types of Income	3,436.97	133,670.00	-130,233.03	2.6%
OTO Revenue				
Consolidated Planning Grant CPG	211,908.64	1,037,729.00	-825,820.36	20.4%
In Kind Match, Meeting Attend	9,794.43			
Local Jurisdiction Match Funds	100,121.28	162,954.00	-62,832.72	61.4%
Local Jurisdiction Study Fees	0.00	19,969.00	-19,969.00	0.0%
Surface Trans Block Grant	107,257.46	243,101.00	-135,843.54	44.1%
Total OTO Revenue	429,081.81	1,463,753.00	-1,034,671.19	29.3%
Total Income	432,518.78	1,597,423.00	-1,164,904.22	27.1%
Gross Profit	432,518.78	1,597,423.00	-1,164,904.22	27.1%
Expense				
Building				
Building Lease	13,515.00	54,060.00	-40,545.00	25.0%
Common Area Main Exp	4,984.35	22,635.00	-17,650.65	22.0%
Maintenance	81.41	2,000.00	-1,918.59	4.1%
Office Cleaning	1,170.00	4,500.00	-3,330.00	26.0%
Utilities	708.19	3,200.00	-2,491.81	22.1%
Total Building	20,458.95	86,395.00	-65,936.05	23.7%
Commodities				
Office Supplies/Furniture	241.81	7,500.00	-7,258.19	3.2%
Public Input Promotional Items	34.65	2,500.00	-2,465.35	1.4%
Publications	0.00	1,000.00	-1,000.00	0.0%
Total Commodities	276.46	11,000.00	-10,723.54	2.5%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	6,550.36	97,670.00	-91,119.64	6.7%
Member Attendance at Meetings	3,244.07	36,000.00	-32,755.93	9.0%
Total In-Kind Match Expense	9,794.43	133,670.00	-123,875.57	7.3%

	Jul - Sep 23	Budget	\$ Over Budget	% of Budget
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,500.00	-8,500.00	0.0%
GIS Licenses	0.00	7,000.00	-7,000.00	0.0%
IT Maintenance Contract	3,393.00	13,000.00	-9,607.00	26.1%
Software	173.94	7,000.00	-6,826.06	2.5%
Webhosting	958.41	3,000.00	-2,041.59	31.9%
Total Information Technology	4,525.35	38,500.00	-33,974.65	11.8%
Insurance				
Automobile Insurance	0.00	2,000.00	-2,000.00	0.0%
Directors & Officers	3,457.00	2,600.00	857.00	133.0%
Errors & Omissions	0.00	3,300.00	-3,300.00	0.0%
General Liability/Property	4,590.00	3,000.00	1,590.00	153.0%
Network Defender	1,399.00	290.00	1,109.00	482.4%
Workers Compensation	937.00	2,500.00	-1,563.00	37.5%
Total Insurance	10,383.00	13,690.00	-3,307.00	75.8%
Operating				
Dues/Memberships	3,405.14	9,500.00	-6,094.86	35.8%
Education/Training/Travel	5,048.17	28,000.00	-22,951.83	18.0%
Food/Meeting Expense	1,426.73	8,500.00	-7,073.27	16.8%
Legal/Bid Notices	174.97	1,500.00	-1,325.03	11.7%
Postage/Postal Services	284.88	200.00	84.88	142.4%
Printing/Mapping Services	0.00	3,500.00	-3,500.00	0.0%
Public Input Event Registration	0.00	200.00	-200.00	0.0%
Staff Mileage Reimbursement	457.55	3,500.00	-3,042.45	13.1%
Telephone/Internet	1,687.69	7,000.00	-5,312.31	24.1%
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	12,485.13	99,300.00	-86,814.87	12.6%
Personnel				
Mobile Data Plans	310.00	3,120.00	-2,810.00	9.9%
Payroll Services	780.84	4,000.00	-3,219.16	19.5%
Salaries and Fringe	196,426.52	864,564.00	-668,137.48	22.7%
Total Personnel	197,517.36	871,684.00	-674,166.64	22.7%

	Jul - Sep 23	Budget	\$ Over Budget	% of Budget
Services				
Data Acquisition	0.00	25,000.00	-25,000.00	0.0%
Professional Services (Legal & Rideshare)	10,417.00	45,000.00	-34,583.00	23.1%
TIP Tool Maintenance	2,776.00	15,684.00	-12,908.00	17.7%
Trans Consult/Model Services	0.00	240,000.00	-240,000.00	0.0%
Travel Demand Model Update	0.00	12,000.00	-12,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	5,000.00	-5,000.00	0.0%
Total Services	13,193.00	343,184.00	-329,991.00	3.8%
Total Expense	268,633.68	1,597,423.00	-1,328,789.32	16.8%
Net Ordinary Income	163,885.10	0.00	163,885.10	100.0%
Net Income	163,885.10	0.00	163,885.10	100.0%

Ozarks Transportation Organization

Unified Planning Work Program First Quarter Report

Period July 1, 2023 to September 30, 2023

Task 1 – OTO General Administration (22% Complete)

FY 2023 quarterly and year-end reports. Prepared for Financial Statement Audit of the FY 2023 Financial Statements to be conducted in October 2023. Processed a correction to the FY 2024 UPWP. Continued to track and monitor contracts and payments. Maintained websites and social media pages, as well as managed network services. With adoption of the FY 2024-2027 Transportation Improvement Program, passed planning self-certification resolution. Solicitations and contract negotiations started for safety analysis engineering firm, as well as equity engagement firm.

Travel and Training

- AMPO Working Groups
- Missouri Public Transit Association Conference
- AMPO National Conference
- Annual OSITE Technical Seminar
- AMPO Policy Board Meetings
- Ozark Mountain Section of the APA Board Meetings
- Miscellaneous workshops and trainings

Task 2 – Coordination and Public Engagement (20% Complete)

2.1 OTO Committee Support

Conducted the following meetings:

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

OTO staff and MoDOT continued to coordinate on planning and programming activities. Staff attended relevant community meetings. Press releases were issued according to the public participation plan for items going before the Board of Directors. Maintained civil rights portions of the OTO website, as well as the OTO Social Equity Index webapp. Meeting attendance was documented for In-Kind Match reporting. A total of 79.15 committee hours were reported.

Task 3 – Planning and Implementation (22% Complete)

Processed Amendment 3 to the Long Range Transportation Plan. Work continued on items in the *Destination 2045* Implementation Plan. Provided feedback and reviewed MoDOT Safety Performance Measures. Processed and submitted one federal functional classification change request to MoDOT. Reviewed proposed changes to the Urban Areas within the OTO boundary. Continued monitoring regional air quality, participating on Ozarks Clean Air Alliance, and participating in discussions surrounding a local Clean Cities program. Maintained geospatial data and developed print and web-based maps for

relevant projects. Worked with Springfield on next steps for a Master Transportation Plan. Coordinated on other regional plans including for Lake Springfield, the Airport, and CU Transit. Developed Official Trail Map for inclusion in the Long Range Transportation Plan. Finalized the Annual Bicycle and Pedestrian Implementation Plan, as well as the Pedestrian Safety Analysis. Completed annual review of STRAHNET system in coordination with DOD. No current improvements needed.

Completed data collection and preparation of a geospatially-based high-injury network for the OTO Safe Streets for All safety analysis. Completed exploration of methods and data engineering to inform the selection of crash locations for countermeasure review. Updated the OTO Trail Status layer for the ArcGIS Online dashboard. Prepared roadway dataset to utilize HERE TS segments available through RITIS.

Task 4 – Project Selection and Programming (26% Complete)

Worked with MoDOT and member jurisdictions to program suballocated funds ahead of August Redistribution. Adopted FY 2024-2027 Transportation Improvement Program. Processed Amendment 1 and Administrative Modification 1 to the FY 2024-2027 TIP. Monitored funds balances and tracked obligations through the end of the federal fiscal year. Held two STIP Prioritization meetings and developed a draft project list for MoDOT's use in the 2025-2029 STIP.

Task 5 – OTO Transit Planning (22% Complete)

Held one transit operations committee meeting in July. Discussed FTA Section 5310 funding guidebook changes for the upcoming application cycle with the Local Coordinating Board for Transit. Amended Program Management Plan to incorporate minor changes. Reviewed transit on-time performance for the annual performance measures report. Attended Connect SGF Stakeholder meeting to review draft plan for the future of transit. Attended MPTA Board Meetings and Annual Conference. No appeals were received from CU. Reviewed and updated list of operators.

Task 6 – Ad Hoc Studies and Projects (22% Complete)

Reviewed options for next travel demand model update. Began scope development for Travel Demand Model Contract Addendum. Reviewed feasibility for RAISE candidate projects for upcoming RAISE announcement.

Task 7 – Operations and Demand Management (22% Complete)

Held one meeting of the TIM subcommittee. Acquired membership with RITIS at the University of Maryland Catt Lab. Performed additional network analysis and provided support for STIP prioritization with access to higher resolution data from HERE. Began discussions with MoDOT on promoting the iCarpool website in southwest Missouri. Remained available for outreach and as a resource for employers and the travelling public regarding rideshare program opportunities.

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

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 164.65 staff hours were completed.

2.5% Set Aside Work Program

Task 9 - Safe and Accessible Transportation Options (0% Complete)

No work during first quarter.

Surface Transportation Block Grant Work Program

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

Staff continued coordination of the CRRSAA Chadwick Flyer Trail Phase III project with the Engineering Consultant. Construction is expected to be completed by November 30, 2023. Staff continued administration assistance on LPA projects for Ozark and Nixa including Transportation Alternative Program grant administration.

Appendix A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 11 – CU Transit Planning (25% Complete)

Operational Planning

CU's Open FTA Grants:

MO-2021-005 - Underway

MO-2021-011 - Underway

MO-2022-019 - Underway

MO-2022-018 - Underway

MO-2023-005 – Just Started

MO-2023-019 - Underway

MO-2023-023 – Just Started

ADA Accessibility Planning

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

Transit Fixed Route/Regional Service Analysis Implementation

No permanent route modifications have been made in Q1 of SFY24. All fixed routes are consistently evaluated to make improvements as needed. CU is currently conducting a Transit Fixed Route Study, ConnectSGF, and will report the results of that effort at the end of calendar year 2023.

Service Planning

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing. CU is active in OTO and community committees involving discussions on Transit.

Financial Planning

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually. Transit Project Managers also meet with Finance during the year to discuss the budget and financials. At the end of September 2023, which is City Utilities fiscal year end, we began preparing for the annual BKD audit, which includes a single audit of our federal grants.

Competitive Contract Planning

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

portion of our paratransit bus service.

Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly. During Q1, we continued to have discussions with the Safety Committee about PTASP.

Transit Coordination Plan Implementation

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

Program Management Plan Implementation

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

Data Collection and Analysis

CU collects and analyzes ridership data monthly for transit planning purposes. CU is preparing for the annual Single Audit of the federal grants to be completed by our external auditors in Q2 of SFY24. CU is gathering data for the annual National Transit Database report that is due January 31, 2024. CU Transit is currently conducting a Transit Fixed Route Study, ConnectSGF, and will report the results of that effort at the end of calendar year 2023.

Transit Fixed Route Analysis

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

FHWA Discretionary Grant

Task 12 – Safe Streets and Roads for All Grant (22% Complete)

Data collected and analyzed by OTO staff to develop draft high injury network. Additional co-location analysis was also developed. An advisory team has been appointed from among OTO member jurisdictions. Initial discussion on goal setting at the August 16, 2023 Technical Planning Committee meeting. Solicited, interviewed, and selected safety analysis engineering firm, as well as equity engagement firm.

Chadwick Flyer Trail Phase III Project

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



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

	Jul - Sep 23
Ordinary Income/Expense	
Income	
OTO Revenue	
Chadwick Flyer Match Funds	293,193.10
CRRSAA Funds	706,688.70
STBG - Chadwick Flyer Phase III	25,612.86
	<hr/>
Total OTO Revenue	1,025,494.66
	<hr/>
Total Income	1,025,494.66
	<hr/>
Gross Profit	1,025,494.66
Expense	
Bank Fees	300.00
Services	
Trail Construction	706,688.70
	<hr/>
Total Services	706,688.70
	<hr/>
Total Expense	706,988.70
	<hr/>
Net Ordinary Income	318,505.96
	<hr/>
Net Income	318,505.96
	<hr/> <hr/>

Ozarks Transportation Organization
Chadwick Flyer Phase III Budget vs. Actual
July 1 through November 9, 2023

	Jul 1 - Nov 9, 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
Chadwick Flyer Match Funds	293,193.10	67,250.00	225,943.10	436.0%
CRRSAA Funds	706,688.70	779,307.00	-72,618.30	90.7%
STBG - Chadwick Flyer Phase III	25,612.86	269,000.00	-243,387.14	9.5%
Total OTO Revenue	<u>1,025,494.66</u>	<u>1,115,557.00</u>	<u>-90,062.34</u>	<u>91.9%</u>
Total Income	<u>1,025,494.66</u>	<u>1,115,557.00</u>	<u>-90,062.34</u>	<u>91.9%</u>
Gross Profit	<u>1,025,494.66</u>	<u>1,115,557.00</u>	<u>-90,062.34</u>	<u>91.9%</u>
Expense				
Bank Fees	300.00	0.00	300.00	100.0%
Insurance	323.40	0.00	323.40	100.0%
Services				
Trail Construction	1,246,637.40	1,302,040.00	-55,402.60	95.7%
Total Services	<u>1,246,637.40</u>	<u>1,302,040.00</u>	<u>-55,402.60</u>	<u>95.7%</u>
Total Expense	<u>1,247,260.80</u>	<u>1,302,040.00</u>	<u>-54,779.20</u>	<u>95.8%</u>
Net Ordinary Income	<u>-221,766.14</u>	<u>-186,483.00</u>	<u>-35,283.14</u>	<u>118.9%</u>
Net Income	<u><u>-221,766.14</u></u>	<u><u>-186,483.00</u></u>	<u><u>-35,283.14</u></u>	<u><u>118.9%</u></u>

Safe Streets and Roads for All (SS4A) Grant



Ozarks Transportation Organization
SS4A Profit & Loss
July through September 2023

	Jul - Sep 23
Ordinary Income/Expense	
Expense	
Personnel	
Salaries and Fringe	13,259.81
Total Personnel	13,259.81
Total Expense	13,259.81
Net Ordinary Income	-13,259.81
Net Income	-13,259.81

**Ozarks Transportation Organization
SS4A Budget vs. Actual**

July 1 through November 9, 2023

	Jul 1 - Nov 9, 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
Safe Streets for All FHWA Grant	0.00	228,800.00	-228,800.00	0.0%
Safe Streets for All Match	0.00	57,200.00	-57,200.00	0.0%
Total OTO Revenue	0.00	286,000.00	-286,000.00	0.0%
Total Income	0.00	286,000.00	-286,000.00	0.0%
Gross Profit	0.00	286,000.00	-286,000.00	0.0%
Expense				
Commodities				
Office Supplies/Furniture	0.00	3,000.00	-3,000.00	0.0%
Public Involvement Advertising	0.00	5,000.00	-5,000.00	0.0%
Total Commodities	0.00	8,000.00	-8,000.00	0.0%
Personnel				
Salaries and Fringe				
Health,Dental,Vision & Life Ins	2,177.13	0.00	2,177.13	100.0%
Payroll Tax Expense	632.02	0.00	632.02	100.0%
Pension Expense	1,853.89	0.00	1,853.89	100.0%
Salaries/Fringe	8,596.77	53,000.00	-44,403.23	16.2%
Total Salaries and Fringe	13,259.81	53,000.00	-39,740.19	25.0%
Total Personnel	13,259.81	53,000.00	-39,740.19	25.0%
Services				
Trans Consult/Model Services	0.00	225,000.00	-225,000.00	0.0%
Total Services	0.00	225,000.00	-225,000.00	0.0%
Total Expense	13,259.81	286,000.00	-272,740.19	4.6%
Net Ordinary Income	-13,259.81	0.00	-13,259.81	100.0%
Net Income	-13,259.81	0.00	-13,259.81	100.0%

TAB 3

BOARD OF DIRECTORS AGENDA 11/16/2023; ITEM II.B.

2025-2029 STIP Priorities

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the early 2024, MoDOT is expected to develop funding estimates for use in the 2025-2029 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects will be considered in order. The proposed list has impacts from existing projects which might delay a project from consideration while the impacts of the improvement are assessed. Please be aware that if a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

There are many different project needs in the STIP. The first and foremost is taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, bridge repair or replacement, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund the projects that are being prioritized.

FUTURE STEPS

1. OTO Board makes recommendation to MoDOT SW District (November)
2. MoDOT refines project cost estimates and proposes projects for programming in the STIP (February)
3. OTO TPC and Board review the proposed STIP and make recommendation for approval to MoDOT
4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program (July)
5. OTO adopts the Transportation Improvement Program incorporating approved STIP projects (July)
6. FHWA and FTA authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on October 18, 2023, the Technical Planning Committee was unable to make a recommendation.

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 presented list of priorities for consideration by MoDOT for inclusion in the 2025-2029 STIP.”

OR

“Move to approve the list of priorities as revised for consideration by MoDOT for inclusion in the 2025-2029 STIP.”

DRAFT
2024 TOP 10 STIP PROJECTS

PRIORITY	Roadway	Project Description
1	I-44	Capacity/Pavement rebuild from Rte. 13 (Kansas Expressway) to Rte. 65
2	MO 13 (Kansas Expressway)/I-44	Phase II interchange improvements at Interstate 44 - WB Ramp
3	Rte FF/ Weaver	Intersection Improvements
4	US 60	ITS from Route 65 to Route 125 (Rural project to extend from Rte. 125 to Rte. VV in Rogersville)
5	MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division to include hawk signal at Bolivar Road
6	Glenstone/LP 44	Intersection improvements at Glenstone Ave. and Dale Street
7	I-44	Widen to six lanes/aux lanes from Route 160 (West Bypass) to Route 13 (Kansas Expressway)
8	US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029
9	US 60	Rte 174 to Bailey Intersection Improvements as noted in study
10	MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)

FY 2025-2029 Proposed Projects for STIP Prioritization

PRIORITY	Roadway	Project Description	Associated Improve ments Planned	2023 Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi- Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
1	I-44	Capacity/Pavement rebuild from Rte. 13 (Kansas Expressway) to Rte. 65	2025/2026	49	6	12	0	14	5	4	1	2	3	0	2
2	MO 13 (Kansas Expressway)/I-44	Phase II interchange improvements at Interstate 44 - WB Ramp	44 (2026)	61	6	12	0	14	5	4	1	2	3	14	0
3	Rte FF/ Weaver	Intersection Improvements		19	2	14	0	0	0	2	1	0	0	NAN	0
4	US 60	ITS from Route 65 to Route 125 (Rural project to extend from Rte. 125 to Rte. VV in Rogersville)		61	5	14	0	14	5	2	1	2	2	14	2
5	MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division to include hawk signal at Bolivar Road		54	5	10	0	14	5	4	1	1	0	14	0
6	Glenstone/LP 44	Intersection improvements at Glenstone Ave. and Dale Street		53	5	14	0	14	5	4	1	0	0	10	0
7	I-44	Widen to six lanes/aux lanes from Route 160 (West Bypass) to Route 13		53	6	10	0	14	5	4	1	2	3	4	4
8	US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029		53	3	16	0	7	5	2	2	0	2	14	2
9	US 60	Rte 174 to Bailey Intersection Improvements as noted in study		52	5	10	0	14	5	2	1	1	0	14	0
10	MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)		52	5	14	0	11	5	2	1	0	0	14	0
WAIT	MO 13 (Kansas Expressway)/I-44	Phase III and IV interchange improvements at Interstate 44 - WB Ramp	Phase I (2027)	61	6	12	0	14	5	4	1	2	3	14	0
WAIT	MO 744	Kearney Street Phase II Safety and Intersection Improvements	Ph I (2024)	61	5	16	0	14	5	4	1	0	2	14	0
WAIT	US 60	Upgrade to freeway from Routes NN/J to west of Route 125	2023/2028	57	4	14	0	11	5	4	1	2	2	14	0
WAIT	RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements	Phase I (2025)	50	4	16	0	7	5	2	2	0	0	14	0
	MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Grand		49	6	8	0	14	5	4	1	1	0	10	0
	Rte J	Additional WB lane between Farmer Branch & 17th		49	3	14	0	14	5	2	1	0	0	10	0
	US 160/Mt Vernon	Intersection improvements		49	5	14	0	14	5	0	1	0	0	10	0
	I-44	Capacity/Operational Improvements from 125 to 65		48	6	10	0	11	5	4	1	2	3	4	2
	MO 13	Intersection improvements at Kansas Expressway and Division Street		48	4	16	0	7	5	4	1	1	0	10	0
	MO 13 (Kansas Expressway)	Context Sensitve Solution from Mt. Vernon Street to Grand Street		48	5	8	0	14	5	4	1	1	0	10	0
	MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Division		48	5	8	0	14	5	4	1	1	0	10	0
	US 60	Bailey to Rte MM		48	5	6	0	14	5	2	1	1	0	14	0
	US 65	Longview Interchange		48	6	8	0	14	5	2	1	1	1	10	0
	Campbell/JRF/Republic Rd	(Public Comment)	-2023	47	6	14	0	7	5	0	1	0	0	14	0
	Rte CC & Fremont	(Public Comment)		47	3	10	0	14	5	0	1	0	0	14	0
	Rte J/NN	2 thru lanes EB/WB at intersection		47	3	14	0	14	5	0	1	0	0	10	0
	US 60/US 65	Phase II interchange improvements at Rte. 65		47	6	10	0	14	5	2	1	2	1	4	2
	Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan		46	4	18	0	0	5	4	1	2	2	10	0
	US 160	Capacity Improvements from Plainview to AA	AA (2023)	46	6	14	0	7	5	0	1	0	1	10	2
	US 60 & Hamilton	(Public Comment)		45	4	8	0	14	5	2	1	1	0	10	0
	MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary		44	4	10	0	0	5	4	1	2	2	14	2
	Rte D/Enterprise	Change from permitted/permitted-protected to protected and pedestrian facilities /MoDOT SW Safety Plan		44	4	10	0	7	5	2	2	0	0	14	0
	US 60	Intersection improvements at Bailey Avenue		44	5	6	0	14	5	2	1	1	0	10	0
	US 60 & FR 189	New Interchange		44	5	10	0	14	5	2	1	2	1	4	0
	US 60 & Hines	Intersection improvements		44	3	12	0	11	5	2	1	0	0	10	0
	US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan		44	5	10	0	14	5	2	1	2	1	4	0
	I-44 WB at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan		43	5	14	0	7	5	2	1	2	3	4	0
	I-44/US 65	Phase II interchange improvements at Rte. 65		43	6	10	0	14	5	2	1	2	3	0	0
	Glenstone & Luster	(Public Comment)		42	5	14	0	7	5	0	1	0	0	10	0
	I-44/US 160	Ramp improvements		42	5	8	0	14	5	0	1	2	3	4	0
	US 60 & Elm	Intersection improvements		42	3	12	0	11	5	0	1	0	0	10	0
	US 60/National Ave	Interchange/Operational improvements		42	5	10	0	11	5	0	1	0	0	10	0
	Chestnut/BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements	Phase I (2024)	41	4	14	0	0	5	4	1	0	3	10	0
	MO 744	Intersection improvements at National Avenue		40	4	14	0	0	5	4	1	0	2	10	0

PRIORITY	Roadway	Project Description	Associated Improve ments Planned	2023 Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi- Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
	US 60	Intersection improvements at FR 107 and FR 107 grade crossing closure		40	4	6	5	0	5	4	1	1	0	14	0
	Glenstone/Evergreen	Intersection improvements/ped safety		39	4	14	0	0	5	4	2	0	0	10	0
	US 160	Six-Lane from AA to CC	-2023	39	5	6	0	11	5	0	1	0	1	10	0
	Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan		38	4	14	0	0	5	4	1	0	0	10	0
	MO 13 & FR 94	Add J-turn at FR 94.		38	4	8	0	0	5	4	1	2	2	10	2
	Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14		38	2	14	0	0	5	0	1	0	2	14	0
	Rte 125/OO South	Intersection Improvements		38	3	14	0	7	5	2	1	0	2	4	0
	Rte 14/Rte W	Intersection Improvements		38	3	10	0	11	5	4	1	0	0	4	0
	US 160/Division	Intersection improvements		38	4	14	0	0	5	4	1	0	0	10	0
	Campbell (South) & Plainview	(Public Comment)		37	6	16	0	0	0	0	1	0	0	14	0
	Glenstone	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill		37	3	10	0	0	5	4	1	0	0	14	0
	I-44 & Rte MM	Phase II interchange improvements at Route MM	PH I (2025)	37	2	12	0	7	5	0	1	0	0	10	0
	MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard		37	4	14	0	0	5	2	1	1	0	10	0
	US 160	Six lane from CC to 14		37	5	8	0	7	5	0	1	0	1	10	0
	Glenstone & I-44	(Public Comment)		36	4	8	0	14	5	4	1	0	0	0	0
	Rte 14	Capacity and Safety Improvements 14th Street to W		36	3	10	0	11	5	2	1	0	0	4	0
	Rte 174/Boston Ave	Intersection Improvements		36	2	14	0	0	5	0	1	0	0	14	0
	US 160/ FR146	Intersection Improvements		36	5	12	0	0	5	2	1	0	1	10	0
	US 160/Chestnut Expwy	Intersection improvements		36	4	14	0	0	5	2	1	0	0	10	0
	US 60	Intersection improvements at relocated Route MM/FR103		35	4	6	0	0	5	4	1	1	0	14	0
	US 60	Capacity and Safety Improvements west of Republic		35	3	4	0	7	5	0	1	1	0	14	0
	Chestnut Expwy	Kansas to National (City of Springfield)		34	4	10	0	0	5	4	1	0	0	10	0
	Rte 14	NN to 3rd Bridge widening		34	3	4	0	14	5	2	2	0	0	4	0
	Rte 14/Church	(City of Ozark) - including pedestrian improvements		34	3	4	0	14	5	2	2	0	0	4	0
	Rte 174/Main St	Intersection Improvements		34	2	12	0	0	5	0	1	0	0	14	0
	Rte B	Capacity improvements from 266 to I-44		34	2	12	0	0	5	0	1	0	0	14	0
	Rte MM Corridor (US 60 to I-44)	(Public Comment)		34	3	8	0	7	5	4	1	0	2	4	0
	Rte OO	Center turn lane from Rte 125 N to Rte 125 S		34	3	4	0	7	5	2	1	0	2	10	0
	US 60	JRF- Capacity Improvements Kansas to West Bypass		34	6	12	0	0	0	2	1	1	0	10	2
	Rte 125/Rte D	intersection improvements		33	2	12	0	0	0	2	1	0	2	14	0
	Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne		33	3	12	0	0	5	0	1	0	0	10	2
	Rte 14	3rd Street in Ozark		33	3	6	0	14	5	0	1	0	0	4	0
	Rte AB & Hwy 160	(Public Comment/City of Willard)		32	2	14	0	0	5	0	1	0	0	10	0
	MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements from Battlefield Road to Rte. 60 (James River Freeway)		31	4	8	0	0	5	2	1	1	0	10	0
	Rte 125/Evergreen	(City of Strafford)		31	2	14	0	0	0	2	1	0	2	10	0
	Rte 14	Capacity and Safety Improvements Cheyenne to 32nd		31	3	12	0	0	5	0	1	0	0	10	0
	Rte 744 & Mulroy	Intersection improvements		31	2	14	0	0	0	2	1	0	2	10	0
	Rte CC	Capacity and Safety Improvements Main to Cheyenne		31	3	10	0	0	5	2	1	0	0	10	0
	Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing		31	3	14	0	0	0	2	2	0	0	10	0
	US 160 (West Bypass)	Add signals and turn lanes at various locations on West Bypass from LP44 (Chestnut Exp) to Route 60 (James River Fwy.)		31	5	8	0	0	5	2	1	0	0	10	0
	US 60 (James River Freeway)	Northbound ramp improvement at Route 65		31	3	4	0	14	5	0	1	2	0	0	2
	US 60/Kansas Expwy	Interchange improvements		31	6	6	0	0	5	2	1	1	0	10	0
	Rte 413 & West Bypass	Widen dual left turn lanes NB & WB (City of Springfield)		30	5	14	0	0	0	0	1	0	0	10	0
	Rte CC	Capacity & Safety improvements From Cheyenne to Fremont		30	3	4	0	7	5	0	1	0	0	10	0
	US 160 (West Bypass)	Intersection improvements at Battlefield Road		30	3	14	0	0	0	2	1	0	0	10	0
	US 160/Nichols	Intersection improvements		30	4	6	0	0	5	4	1	0	0	10	0
	US 65	Capacity from 14 to F		30	6	10	0	0	5	2	1	1	1	0	4
	Rte 14 & 32nd	(Public Comment)		29	3	10	0	0	5	0	1	0	0	10	0
	Rte 14/Fremont	Intersection improvements		29	3	10	0	0	5	0	1	0	0	10	0

PRIORITY	Roadway	Project Description	Associated Improve nts Planned	2023 Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi- Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
	Rte MM/MO 360	Bridge Widening at MO 360 interchange		29	3	12	0	0	5	4	1	0	0	4	0
	Chestnut/LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan		28	3	14	0	0	0	0	1	0	0	10	0
	Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street		28	3	10	0	0	0	4	1	0	0	10	0
	I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)		28	5	12	0	0	0	0	1	2	2	4	2
	MO 413 at CRD 129	Check Clearance Interval w/ all red, Backplates with retroreflective tape/MoDOT SW Safety Plan		28	3	14	0	0	0	0	1	0	0	10	0
	US 60 & Main	Intersection improvements		28	3	14	0	0	0	0	1	0	0	10	0
	I-44	Widen to six lanes from Rte. MM to Loop 44 (Chestnut Expressway)		27	5	12	0	0	0	0	1	2	3	4	0
	Rte 14	Nicholas to OTO Western Limits		27	2	14	0	0	5	0	1	0	1	4	0
	Rte CC & Old Castle	(Public Comment/City of Nixa)		27	3	6	0	0	5	2	1	0	0	10	0
	Rte P/Miller Ave	Intersection Improvements		26	3	10	0	7	5	0	1	0	0	NAN	0
	US 160/FR 123	Intersection Improvements		26	3	12	0	0	0	0	1	0	0	10	0
	US 65/FR 94	Install J-Turn, Offset left improvements already installed/MoDOT SW Safety Plan		26	3	10	0	0	5	4	1	1	2	0	0
	I-44	Widen to six lanes from Rte. 360 to Rte. MM		25	5	10	0	0	0	0	1	2	3	4	0
	Rte 125/YY	Intersection Improvements		25	2	14	0	0	0	2	1	0	2	4	0
	US 65	6-lane 65 from F to EE		25	5	8	0	0	0	2	1	1	0	4	4
	Le Compte Rd/Rte YY	Intersection improvements		24	2	14	0	0	5	2	1	0	0	NAN	0
	Rte 413 & FR 115	(Public Comment)		24	3	10	0	0	0	0	1	0	0	10	0
	Rte CC	Widening from US 160 to Main MoDOT		24	3	10	0	0	0	0	1	0	0	10	0
	Rte CC	Extension from Main to 160		24	3	10	0	0	0	0	1	0	0	10	0
	Rte NN	Realign curve south of Route 60		24	2	14	0	0	5	2	1	0	0	NAN	0
	Rte ZZ/FR 174	Signal/Roundabout		24	2	12	0	0	5	4	1	0	0	NAN	0
	Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic		24	2	12	0	0	5	4	1	0	0	NAN	0
	US 60	Capacity improvements Rte FF to MO 360		24	5	12	0	0	0	0	1	1	1	4	0
	US 65/Rte AA	Intersection Improvements		24	3	12	0	0	5	0	1	1	2	0	0
	Division	RR seperation west of US 65		23	2	6	5	0	5	0	1	0	0	4	0
	Rte 125/DD	(City of Strafford)		23	2	6	0	0	0	2	1	0	2	10	0
	Rte 174	Capacity Improvements Main to 60		23	2	4	0	0	0	2	1	0	0	14	0
	I-44	Future Overpass by Exotic Animal Paradise		22	5	2	5	0	0	0	1	2	3	4	0
	Main/FR 168	Four way stop/Flashing light		22	2	16	0	0	0	2	1	0	1	NAN	0
	MO 413 - JRF to West Bypass	Six Lane		22	3	8	0	0	0	0	1	0	0	10	0
	Rte M/FR 168	Safety/Capacity Improvements		22	2	16	0	0	0	2	1	0	1	NAN	0
	Rte MM/Sawyer	Intersection Improvements		22	2	12	0	0	0	0	1	0	3	4	0
	US 160	Safety and Capacity 14 to OTO Southern Boundary		22	3	12	0	0	5	0	1	0	1	0	0
	US 160	Safety and operational improvements from Rte. 14 to the Finely River		22	3	12	0	0	5	0	1	0	1	0	0
	Rte 125 N. of JJ	Improve curve delineation (e.g., add or improve signage, pavement markings, etc. in response to curve-related crashes)/MoDOT SW Safety Plan		21	2	14	0	0	0	0	1	0	0	4	0
	Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves		21	2	14	0	0	0	0	1	0	0	4	0
	Rte 360	ITS Improvements from I-44 to 60		21	3	8	0	0	0	2	1	0	3	4	0
	US 65	Interchange improvements and bridge replacements at Business 65 (Chestnut Expressway)		21	6	10	0	0	0	0	1	2	0	0	2
	Rte AB	Railroad grade separation		20	2	6	5	0	5	0	1	0	1	NAN	0
	Rte NN	Capacity and Safety Improvements Weaver to Jackson		20	2	10	0	0	5	2	1	0	0	NAN	0
	Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)		20	2	8	0	0	5	4	1	0	0	NAN	0
	RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from e/o I-44 to Route 160 (West Bypass)		19	2	6	0	0	5	4	2	0	0	0	0
	US 160	Widening from Jackson to Hwy 123		19	2	6	0	0	0	0	1	0	0	10	0
	Rte AB & Rte EE	Intersection improvements		18	2	14	0	0	0	0	1	0	1	NAN	0
	Rte M/FR 101	Operational improvements		18	2	6	0	0	5	4	1	0	0	NAN	0
	Rte ZZ	Extension from M to 60 new intersection		18	2	8	0	0	5	2	1	0	0	NAN	0
	Rte ZZ/Repmo Dr	Signal/Roundabout		18	2	6	0	0	5	4	1	0	0	NAN	0

PRIORITY	Roadway	Project Description	Associated Improveme nts Planned	2023 Score	High Volume	Safety	Rail Xing	VC Current	VC Future	EJ	Multi- Modal	Freight Plan	Freight Percent	Travel Time	Bridge Condition
	US 60 & Fremont	Fremont bridge over JRF (City of Springfield)		18	3	10	0	0	0	2	1	0	0	NAN	2
	Plainview & FR 141	(Public Comment)		17	2	14	0	0	0	0	1	0	0	NAN	0
	Rte 125	Safety Improvements FR 84 to OTO North Boundary		17	2	10	0	0	0	0	1	0	0	4	0
	Rte 125/FR 132	Intersection Improvements		17	2	4	0	0	0	4	1	0	2	4	0
	Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266		17	2	6	0	0	5	0	1	0	1	NAN	2
	Rte AB	Add shoulders, realign curves, add turn lanes from Route 160 to Route B		17	2	6	0	0	5	0	1	0	1	NAN	2
	Rte EE	Safety improvements I-44 to Airport Blvd		17	2	4	0	0	0	0	1	0	0	10	0
	Rte NN	Capacity and Safety Improvements J to Pheasant		17	2	14	0	0	0	0	1	0	0	NAN	0
	Rte NN/FR 194	Intersection improvements		17	2	12	0	0	0	2	1	0	0	NAN	0
	US 160	4 lane to Pembroke/Rosedale		17	3	12	0	0	0	0	1	0	1	0	0
	Rte 14	Capacity and Safety Improvements W to JJ		16	3	4	0	0	0	4	1	0	0	4	0
	Rte 14/Oak	Intersection Improvements		16	3	4	0	0	0	4	1	0	0	4	0
	Rte AA/Owen Rd	Intersection Safety Improvements		16	2	12	0	0	0	0	1	0	1	NAN	0
	Rte O (Willard)	(Public Comment)		16	2	12	0	0	0	0	1	0	1	NAN	0
	Rte MM	Capacity and Safety Improvements 360 to FR 160		15	2	6	0	0	0	0	1	0	2	4	0
	Rte FF & US 60	(Public Comment)		14	3	8	0	0	0	2	1	0	0	0	0
	Rte M	Capacity Improvements ZZ to FF		14	3	8	0	0	0	2	1	0	0	NAN	0
	US 65/Division	Interchange (Public Comment) - Bridge Replacement may be needed by 2037		14	4	2	0	0	5	0	1	0	0	0	2
	MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)		13	3	6	0	0	0	2	1	1	0	0	0
	Rte NN/Melton	Intersection improvements		13	2	10	0	0	0	0	1	0	0	NAN	0
	Rte YY	Intersection improvements at FR 193		13	2	8	0	0	0	2	1	0	0	NAN	0
	Rte FF	Capacity Improvements through Battlefield		12	3	6	0	0	0	2	1	0	0	NAN	0
	Rte 125/FR 84	Intersection Improvements		11	2	2	0	0	0	2	1	0	0	4	0
	Rte 266	Capacity & Safety improvements Rte B to Rte AB		11	2	8	0	0	0	0	1	0	0	NAN	0
	US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)		10	3	6	0	0	0	0	1	0	0	0	0
	US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)		10	3	4	0	0	0	0	1	1	1	0	0
	Rte AB	Safety Improvements from Rte 160 to EE in Willard		9	2	6	0	0	0	0	1	0	0	NAN	0
	Rte AB & FR 84	(Public Comment/City of Willard)		9	2	6	0	0	0	0	1	0	0	NAN	0
	Rte AB & FR 94	(Public Comment/City of Willard)		9	2	6	0	0	0	0	1	0	0	NAN	0
	Rte EE & Willard S. Elementary	(Public Comment)		9	2	6	0	0	0	0	1	0	0	NAN	0
	Rte NN/Sunset	Intersection improvements		9	2	4	0	0	0	2	1	0	0	0	0
	Rte P	Center turn lane from US 60 to Lombardy		8	2	4	0	0	0	0	1	0	1	NAN	0
	I-244	Interstate Loop													

TAB 4

BOARD OF DIRECTORS AGENDA 11/16/2023; ITEM II.C.

Bylaw Amendment

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

AGENDA DESCRIPTION:

In 2021, OTO hired a project manager. The position transitioned to a Civil Engineer in 2023. The position is being paid for with federal funding. However, the 20% required match is needed. After learning of the ramifications for liability and insurance when entering into a contract with member jurisdictions for project management fees, the Executive Committee suggested that fees added to the annual dues would be preferable.

The MoDOT determination that excess fund balance accumulations were resulting in reduced August redistribution funding has served to emphasize the increasing difficulty in moving a project to obligation. For the first time in history, OTO lost \$63,675 in Transportation Alternative funding due to a statewide lapse. OTO did not have funds in excess of the MoDOT three-year lapse policy. Facing increasing pressure to spend our federal allocation, the additional position is needed more than ever to facilitate project delivery.

Each project that is programmed in the TIP is assumed to be obligated in the programmed year for planning purposes. Therefore, work must be done to either ascertain if the project will be obligated or work with MoDOT to ensure it moves forward to be obligated. Therefore, staff is proposing a fee for each project programmed in the TIP that will have federal funds obligated. A simple project count in June from the Draft TIP recommended by the TPC will serve as the basis for the number of projects. Each jurisdiction will have \$1,000 added to annual dues per project. A listing of current TIP projects is included. Invoices will be sent out at the end of June with the current project count.

The proposed bylaw amendment is included to add the \$1,000 per project fee to the annual dues statement. This is an example based on the current TIP. A new calculation would be made in June for the actual number of projects. In addition, the bylaws move the date that the annual invoices are required to be mailed.

	Current Dues @ 47 Cents	Project Fee	TOTAL
Battlefield	\$2,920.58	\$1,000.00	\$3,920.58
Christian County	\$11,632.03	\$1,000.00	\$12,632.03
Greene County	\$10,580.64	\$0.00	\$10,580.64
Ozark	\$9,272.16	\$9,000.00	\$18,272.16
Nixa	\$79,931.49	\$1,000.00	\$80,931.49
Republic	\$1,221.06	\$14,000.00	\$15,221.06
Springfield	\$3,060.17	\$2,000.00	\$5,060.17
Strafford	\$9,439.95	\$1,000.00	\$10,439.95
Willard	\$37,042.11	\$1,000.00	\$38,042.11
Total	\$165,100.19	\$30,000.00	\$195,100.19

An alternative method would be to increase the per capita rate charged from 47 cents to 55 cents.

Increase Dues
to 55 cents

Battlefield	\$3,417.70
Christian County	\$13,611.95
Greene County	\$12,381.60
Ozark	\$10,850.40
Nixa	\$93,536.85
Republic	\$1,428.90
Springfield	\$3,581.05
Strafford	\$11,046.75
Willard	\$43,347.15
Total	\$193,202.35

EXECUTIVE COMMITTEE RECOMMENDATION:

The Executive Committee recommended to the full Board of Directors approval of the bylaws change as proposed.

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 bylaw amendment as presented.”

OR

“Move to direct staff to revise the bylaws to include the following.....”

- G. Use of Missouri Department of Transportation funds that are allocated directly to MPO members that lie outside the urbanized boundary shall remain at the discretion of that jurisdiction, subject to the funds' legal requirements. These projects shall be reported for transportation planning purposes in the annual Transportation Improvement Program (TIP).
- H. Electronic communications, records and signatures may be used in connection with all matters contemplated by these Bylaws except to the extent prohibited by applicable law. Except as may be specifically set forth herein, the parties may use and rely upon electronic communications, records and signatures for all notices, waivers, consents, undertakings and other documents, communications or information of any type sent or received in connection with the matters contemplated by these Bylaws. An electronically transmitted (but not oral) document will be deemed to satisfy any requirement under these Bylaws or applicable law that such document be "written", "in writing" or the like. An electronic signature or electronically transmitted signature by any person on any document (properly authenticated) will be deemed to satisfy any requirement under these Bylaws or applicable law that such document be "signed" or "executed" by such person. An electronic transmittal or communication (but not oral) of a document will constitute delivery of such document. The Organization or any director may not contest the authorization for, or validity or enforceability of, electronic records and electronic signatures, or the admissibility of copies thereof, under any applicable law relating to whether certain agreements, files or electronic records are to be in writing or signed by the party to be bound thereby.
- I. The Organization shall keep correct and complete books and records of account and shall also keep, or cause to be kept, minutes of the proceedings of its Board of Directors.
- J. The Organization's fiscal year shall end on June 30th.

Section 5.01: Funding

- A. The MPO shall have its annual operational budget funded by federal and state grants and local dues paid by political subdivision members on an annual basis.
- B. Federal funding designated for MPO planning shall be considered before all other sources.
- C. Local dues shall be in the amount of forty-seven cents per capita population based on the latest U.S. Census Estimates (beginning with fiscal year 2021 (July 2020-June 2021)) and payable July 31st of each year, plus \$1,000 for each project that appears in the Transportation Improvement Program with federal funding programmed. (This determination shall be based on the Technical Planning Committee recommended draft annually in June.)
- D. Sub allocated Surface Transportation funds may be used for the remaining operational budget expenses. These funds will be programmed in the annual Transportation Improvement Program by a vote of the Board of Directors. Funds used for this purpose will be removed before any distribution by formula.
- E. Dues shall be pro-rated based on the number of months of a year a jurisdiction is a

member the first year of membership. Thereafter the dues shall be owed for a full twelve months. Dues shall be set, either decreased or increased, each year by ~~April 30th~~ July 1st, such that there are sufficient funds to cover all expenses including salaries of employees, benefits, if any, and reimbursement to employees for travel and work expenses. Expenses may also include office space, equipment and any other lawful expense to be incurred in furtherance of the objectives of the Organization. Any change in the per capita rate from previous year's dues shall require a seventy-five percent affirmative vote of the membership on the Board representing dues paying members. If no change is made in the amount of dues owing, the dues from the previous year shall be the dues for the following year.

- F. The annual budget of the organization shall be adopted by June 30th of each year. In the event a budget is not adopted by June 30th, the prior year's budget shall continue in full force and effect until another budget is adopted by a majority of the membership of the Board representing dues paying members.

Section 5.02: Powers

The Organization shall have all powers that are lawful for a not-for-profit corporation to possess under Missouri and federal laws including the power to contract, sue and be sued.

Section 5.03: Contracts, Checks, Deposits and Funds

- A. The Board of Directors may authorize any officer or officers, agent or agents or management employee or employees of the Organization to enter into any contract or execute and deliver any instrument in the name of and on behalf of the Organization. Such authority may be general or confined to specific instances, not incompatible with the Articles of Incorporation or Bylaws.
- B. All checks, drafts or orders for the payment of money, notes or other evidences of indebtedness issued in the name of the Organization, shall be signed by such officer or officers, agent or agents of the Organization or managing employee or employees and in such manner as shall from time to time be determined by resolution of the Board of Directors. In the absence of such determination of the Board of Directors, the Treasurer shall sign such instruments.
- C. Funds of the Organization shall be deposited from time to time to the credit of the Organization in such banks, trust companies or other depositories as the Board of Directors may select.

ARTICLE VI – BOARD OF DIRECTORS

Section 6.0: Authorization and Purpose

- A. The Board of Directors is established under the authority of Instructional Memorandum 50-3-71 from the Federal Highway Administration. This memorandum states that the

ID	Agency	Plan Revision	Title	Description	Type	County	Fund Type(s)	Total Cost	Prior	2024	2025	Federal	State	Local	Other
CC2304-23A1	Christian County	24Adopted	GREEN BRIDGE REPLACEMENT	Bridge replacement of Green Bridge in Christian County.	Asset Management - Bridge	Christian County	Local, STBG-U (FHWA)	\$3,560,000	\$0	\$0	\$3,560,000	\$0	\$450,000	\$0	\$3,110,000
EN2401-24	City of Battlefield	24Adopted	TRAIL OF TEARS CONNECTOR	Construct 8-foot wide trail through Trail of Tears Park to Cloverdale, as well as construct sidewalk on	Bicycle and Pedestrian	Greene County	Local, TAP (FHWA)	\$403,564	\$0	\$0	\$47,666	\$355,898	\$322,851	\$0	\$80,713
EN2403-24	City of Nixa	24Adopted	CHEYENNE ROAD MULTI-USE PATH	Construct 10-foot wide multi-use path between Summit Elementary and Cheyenne Valley Subdivisior	Bicycle and Pedestrian	Christian County	Local, TAP (FHWA)	\$880,238	\$0	\$0	\$127,571	\$752,667	\$704,191	\$0	\$176,047
NX2101-23AM4	City of Nixa	24Adopted	N. MAIN STREET	North Main Street widening, sidewalks, and associated improvements from north of Tracker to south	System Improvement	Christian County	Local, STBG-U (FHWA)	\$2,341,432	\$164,480	\$0	\$2,176,952	\$0	\$1,873,146	\$0	\$468,286
EN2204-23AM7	City of Ozark	24Adopted	CHADWICK FLYER PHASE II	Construction of Chadwick Flyer west of US 65 in Ozark.	Bicycle and Pedestrian	Christian County	Local, STBG-U (FHWA)	\$928,560	\$73,395	\$0	\$855,165	\$0	\$742,848	\$0	\$185,712
EN2404-24	City of Ozark	24Adopted	CHADWICK FLYER TRAILHEAD	Construct restroom facilities at trailhead for the Chadwick Flyer trail at the OC in Ozark.	Bicycle and Pedestrian	Christian County	Local, TAP (FHWA)	\$120,321	\$0	\$0	\$10,321	\$110,000	\$96,257	\$0	\$24,064
EN2405-24	City of Ozark	24Adopted	CHADWICK FLYER PHASE V	Construct 10-foot wide trail along N. 20th Street in Ozark from Biagio to Biagio.	Bicycle and Pedestrian	Christian County	CRP (FHWA), Local	\$723,500	\$0	\$0	\$55,675	\$667,825	\$578,800	\$0	\$144,700
EN2406-24	City of Ozark	24Adopted	OZARK DOWNTOWN PEDESTRIAN IMPROVEMENTS PHASE 4	Construct and rehabilitate sidewalks in downtown Ozark along 2nd and Robertson.	Bicycle and Pedestrian	Christian County	Local, TAP (FHWA)	\$362,412	\$0	\$0	\$55,824	\$306,588	\$226,165	\$0	\$136,247
EN2407-24	City of Ozark	24Adopted	FINLEY RIVER TRAIL EXTENSION	Construct 10-foot wide trail under Jackson St., from the Finley River to 9th Street, and from Jackson t	Bicycle and Pedestrian	Christian County	CRP (FHWA), Local	\$242,105	\$0	\$0	\$0	\$242,105	\$193,684	\$0	\$48,421
EN2408-24	City of Ozark	24Adopted	GARRISON SPRINGS TRAILHEAD	Create trailhead with parking for the Garrison Springs trail, including a 10-foot wide connector trail.	Bicycle and Pedestrian	Christian County	Local, TAP (FHWA)	\$70,321	\$0	\$0	\$10,321	\$60,000	\$48,000	\$0	\$22,321
OK2302-23A3	City of Ozark	24Adopted	CHADWICK FLYER SPUR TO OHS	Construction of 10-foot wide trail connecting the Chadwick Flyer and the Ozark High School.	Bicycle and Pedestrian	Christian County	Local, TAP (FHWA)	\$155,250	\$0	\$0	\$155,250	\$0	\$124,200	\$0	\$31,050
OK2303-23AM4	City of Ozark	24Adopted	GARRISON SPRINGS TRAIL	Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.	Bicycle and Pedestrian	Christian County	Local, TAP (FHWA)	\$550,000	\$0	\$0	\$550,000	\$0	\$440,000	\$0	\$110,000
OK2304-23AM6	City of Ozark	24Adopted	CHADWICK FLYER US 65 CROSSING	Crossing US 65 with the Chadwick Flyer Trail in Ozark	Bicycle and Pedestrian	Christian County	Local, MO-ARPA, Other,	\$3,750,000	\$0	\$0	\$3,750,000	\$0	\$1,875,000	\$0	\$450,000
EN2010-22AM3	City of Republic	24Adopted	SHUYLER CREEK TRAIL	Design, right-of-way acquisition, and construction for approximately 1.7 miles of trail. Project will allc	Bicycle and Pedestrian	Greene County	Local, STBG-U (FHWA), T	\$2,654,771	\$223,711	\$0	\$2,431,060	\$0	\$2,123,817	\$0	\$530,954
EN1803-20A6	City of Springfield	24Adopted	JEFFERSON AVENUE FOOTBRIDGE	Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient memb	Bicycle and Pedestrian	Greene County	Local, STBG-U (FHWA)	\$3,200,000	\$0	\$0	\$3,200,000	\$0	\$2,560,000	\$0	\$640,000
EN2410-24	City of Springfield	24Adopted	JORDAN CREEK TRAIL THROUGH SMITH PARK	Construct 10-foot wide multi-use path through Smith Park to Division Street, including the addition o	Bicycle and Pedestrian	Greene County	Local, TAP (FHWA)	\$144,053	\$0	\$0	\$18,790	\$125,263	\$115,242	\$0	\$28,811
EN2411-24	City of Springfield	24Adopted	SHERMAN PARKWAY LINK	Construct The Link along Sherman Parkway from Jordan Valley Park to Chestnut Expressway, includir	Bicycle and Pedestrian	Greene County	CRP (FHWA), Local	\$587,413	\$0	\$0	\$76,619	\$510,794	\$469,930	\$0	\$117,483
EN2412-24	City of Springfield	24Adopted	MOUNT VERNON AND MILLER SIDEWALKS	Pedestrian and associated improvements along Mt. Vernon Street and Miller Avenue in Springfield.	Bicycle and Pedestrian	Greene County	Local, TAP (FHWA)	\$1,249,526	\$0	\$0	\$162,981	\$1,086,545	\$999,621	\$0	\$249,905
EN2413-24	City of Springfield	24Adopted	SOUTH CREEK GREENWAY FREMONT TO GLENSTONE	Construct pedestrian pathway from Fremont to Glenstone.	Bicycle and Pedestrian	Greene County	CRP (FHWA), Local	\$926,139	\$0	\$0	\$120,801	\$805,338	\$740,911	\$0	\$185,228
SP2104-23A2	City of Springfield	24Adopted	WALNUT STREET BRIDGE	Replacement of Walnut Street Bridge over Jordan Creek and incorporate a future trail under the brid	Asset Management - Bridge	Greene County	BRO (FHWA), Local, STBG	\$2,700,338	\$300,000	\$0	\$2,400,338	\$0	\$2,160,270	\$0	\$540,068
SP2202-23AM2	City of Springfield	24Adopted	TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS	Signal replacements at various locations in the City of Springfield.	Asset Management - Other	Greene County	Local, STBG-U (FHWA)	\$1,500,000	\$156,537	\$0	\$1,343,463	\$0	\$1,200,000	\$0	\$300,000
SP2313-23A3	City of Springfield	24Adopted	LECOMPTÉ/EASTGATE TRAIL	Construction of Trail along LeCompte/Eastgate from Division north to BNSF RR.	Bicycle and Pedestrian	Greene County	Local, TAP (FHWA)	\$478,950	\$0	\$0	\$478,950	\$0	\$383,160	\$0	\$95,790
SP2314-24A1	City of Springfield	24A1	GRAND STREET TRAIL	Design for Bicycle and Pedestrian Improvements along the Grand Street Corridor from Kansas Expres	Bicycle and Pedestrian	Greene County	CRP (FHWA), Local	\$300,000	\$0	\$0	\$300,000	\$0	\$240,000	\$0	\$60,000
SP2402-24	City of Springfield	24Adopted	MAIN AVENUE BRIDGE OVER JORDAN CREEK	Replacement of the Main Avenue Bridge over Jordan Creek	Asset Management - Bridge	Greene County	Local, STBG-U (FHWA)	\$7,500,000	\$0	\$0	\$2,500,000	\$5,000,000	\$6,000,000	\$0	\$1,500,000
SP2404-24	City of Springfield	24Adopted	TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS	Transportation management system improvements in Springfield at various locations, including traffi	ITS	Greene County	Local, STBG-U (FHWA)	\$3,062,500	\$0	\$0	\$3,062,500	\$0	\$2,450,000	\$0	\$612,500
SP2405-24	City of Springfield	24Adopted	SPRINGFIELD PAVEMENT RESURFACING, VARIOUS ROUTES	Resurfacing of various Primary Arterial, Secondary Arterial, and Collector streets in Springfield on the	Asset Management - Pavement	Greene County	Local, STBG-U (FHWA)	\$4,856,250	\$0	\$0	\$4,856,250	\$0	\$3,885,000	\$0	\$971,250
SP2406-24	City of Springfield	24Adopted	SPRINGFIELD ADA IMPROVEMENTS, VARIOUS ROUTES	Sidewalk and intersection sidewalk ramp improvements on various Primary Arterial, Secondary Arter	Bicycle and Pedestrian	Greene County	Local, STBG-U (FHWA)	\$1,456,250	\$0	\$0	\$1,456,250	\$0	\$1,165,000	\$0	\$291,250
SP2501-22	City of Springfield	24Adopted	GRAND STREET SAFETY AND PEDESTRIAN IMPROVEMENTS	Safety and pedestrian improvements on Grand Street from John Q. Hammons Avenue to National Av	Bicycle and Pedestrian	Greene County	Local, STBG-U (FHWA)	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$1,600,000	\$0	\$400,000
ST2202-20A10	City of Strafford	24Adopted	N. OLD ORCHARD ROAD IMPROVEMENTS	Capacity improvements to N. Old Orchard Road from E. Evergreen to E. Farm Road 84.	System Improvement	Greene County	Local, STBG-U (FHWA)	\$601,703	\$0	\$0	\$601,703	\$0	\$481,362	\$0	\$120,341
ST2302-23A4	City of Strafford	24Adopted	ROUTE OO EAST SIDEWALKS	Sidewalk along Route OO from Route 125 to just east of Dollar General.	Bicycle and Pedestrian	Greene County	Local, TAP (FHWA)	\$245,008	\$0	\$0	\$245,008	\$0	\$196,006	\$0	\$49,002
WI2301-23	City of Willard	24Adopted	JACKSON STREET RESURFACING	Resurface Jackson Street in Willard from Highway 160 to Tower Road.	Asset Management - Pavement	Greene County	Local, STBG-U (FHWA)	\$446,641	\$0	\$0	\$446,641	\$0	\$357,313	\$0	\$89,328

PROJECTS		
Christian County	1	\$ 1,000.00
City of Battlefield	1	\$ 1,000.00
City of Nixa	2	\$ 2,000.00
City of Ozark	9	\$ 9,000.00
City of Republic	1	\$ 1,000.00
City of Springfield	14	\$ 14,000.00
City of Strafford	2	\$ 2,000.00
Willard	1	\$ 1,000.00

TAB 5

BOARD OF DIRECTORS AGENDA 11/16/2023; ITEM II.D.

Administrative Modification 1 to the FY 2024-2027 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is 1 item included as part of Administrative Modification 1 to the FY 2024-2027 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

1. ADA Improvements at Various Locations (EN2002-24AM1)

Added \$15,000 for ROW in FY 2024 for a total programmed amount of \$3,875,000.

Basis for Administrative Modification

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

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

15 September 2023

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

Dear Ms. O'Connor:

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

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Project Overview
1 Projects Listed

EN2002-24AM1 - ADA IMPROVEMENTS AT VARIOUS LOCATIONS

Plan Revision 24AM1	Section Sponsored by MoDOT	Project Type Bicycle and Pedestrian	Lead Agency MoDOT
County Area Wide	Municipality Area Wide	Status Programmed	Total Cost \$4,287,000
MoDoT ID J8P3192	Federal ID S603085	Project From -	Project To -

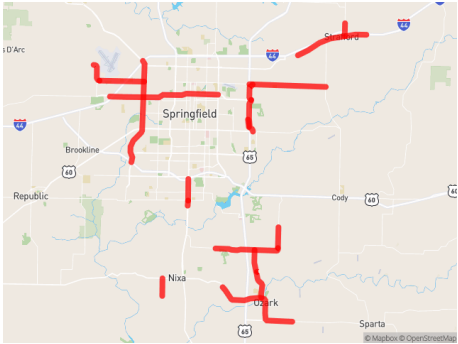
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority, Advance
Construction

Project Description
Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Loop 44, Rte. EE, Rte. YY, Outer Road 65, Rte. 160 in Springfield, Rte. 14, Rte. CC, Rte. J and Rte. NN in Ozark, Rte. M in Nixa and Rte. OO in Strafford.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	MoDOT-AC	\$317,600	\$1,018,400	-	-	-	-	\$1,336,000
Engineering	MoDOT	\$79,400	\$254,600	-	-	-	-	\$334,000
Total Engineering		\$397,000	\$1,273,000	-	-	-	-	\$1,670,000
ROW	MoDOT	\$3,000	\$3,000	-	-	-	-	\$6,000
ROW	MoDOT-AC	\$12,000	\$12,000	-	-	-	-	\$24,000
Total ROW		\$15,000	\$15,000	-	-	-	-	\$30,000
Construction	MoDOT-AC	-	\$2,069,600	-	-	-	-	\$2,069,600
Construction	MoDOT	-	\$517,400	-	-	-	-	\$517,400
Total Construction		-	\$2,587,000	-	-	-	-	\$2,587,000
Total Programmed		\$412,000	\$3,875,000	-	-	-	-	\$4,287,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000)
PROJECT CHANGES	ID changed from "EN2002-20A5" to "EN2002-24AM1" Plan Revision Name changed from "24Adopted" to "24AM1"
FUNDING CHANGES	MoDOT + Increase funds in FY 2024 in ROW from \$0 to \$3,000 MoDOT-AC + Increase funds in FY 2024 in ROW from \$0 to \$12,000
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$4,272,000 to \$4,287,000 (0.35%)



REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,451,993)	(\$3,199,946)	(\$1,195,005)	(\$191,355)	(\$23,038,299)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$61,905,179	\$77,248,450	\$79,347,078	\$80,446,945	\$298,947,652

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$1,192,476	\$1,780,849	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$27,245,300	\$38,789,600	\$47,853,700	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$33,669,766	\$8,443,653	\$740,019	\$761,419
TAP (FHWA)	\$4,550,734	\$2,438,753	\$0	\$0
Federal Subtotal	\$85,590,048	\$73,217,355	\$49,194,719	\$42,559,219
STATE				
MoDOT	\$16,495,551	\$20,756,810	\$7,800,900	\$12,307,400
MoDOT-AC	\$18,521,800	\$23,635,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$40,521,439	\$50,045,150	\$16,136,622	\$24,514,265
LOCAL/OTHER				
Local	\$18,451,993	\$3,199,946	\$1,195,005	\$191,355
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355
Total	\$148,950,490	\$126,462,451	\$66,526,346	\$67,264,839

Green is Pending
Amendment 1

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,839,003	\$3,199,946	\$1,195,005	\$191,355	\$27,425,309
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,793,495	\$144,986,632	\$81,966,520	\$83,080,580	\$469,613,315
Carryover		\$40,786,088	\$10,629,092	\$29,153,273	\$44,593,448	--
Programmed State and Federal Funding		(\$148,950,490)	(\$126,462,451)	(\$66,526,346)	(\$67,264,839)	(\$409,204,126)
TOTAL REMAINING	\$40,786,088	\$10,629,092	\$29,153,273	\$44,593,448	\$60,409,188	\$60,409,188

TAB 6

BOARD OF DIRECTORS AGENDA 11/16/2023; ITEM II.E.

2024 Performance Targets

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

AGENDA DESCRIPTION:

MAP-21 established and subsequent surface transportation authorizations maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year safety targets will be reviewed. Transit asset management and transit safety targets did not change from last year, so no additional action is required. So far, OTO has elected to plan and program in support of the MoDOT targets, rather than set OTO-level targets. The requirements for these targets are different than those that will be set during the Safe Streets and Roads for All planning process. The MoDOT targets are described below.

Safety

Five individual targets comprise the Safety Targets:

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

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

Performance Measure	Statewide Target for CY2024
Number of Fatalities	972.4
Fatality Rate per 100 Million VMT	1.258
Number of Serious Injuries	4,861.8
Serious Injury Rate per 100 Million VMT	6.227
Number of Non-Motorized Fatalities and Serious Injuries	523.0

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on October 18, 2023, the Technical Planning Committee recommended the Board of Directors support the statewide targets.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to support the statewide targets.”

OR

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

MoDOT Statewide Safety Targets

August 2023 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2020-2024:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2018-2022)	5-year Rolling Average Statewide Target CY2024
	2021 Final	2022 Preliminary	2023 (Using Target Setting Methodology)	2024 (Using Target Setting Methodology)		
Number of Fatalities*	1016	1057	998	918	972.4	~972.4
Fatality Rate per 100 Million VMT*	1.273	1.340	1.253	1.141	1.258	~1.258
Number of Serious Injuries*	5268	5047	4766	4486	4861.8	~4861.8
Serious Injury Rate per 100 Million VMT^	6.602	6.398	5.982	5.575	6.281	6.227
Number of Non-Motorized Fatalities and Serious Injuries^	530	594	561	525	523.0	~523.0

*Performance Measures to be reported in the 2023 Highway Safety Plan.

^Performance Measures to be reported in the 2023 Highway Safety Improvement Program Annual Report.

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

~The Number of Fatalities, Fatality Rate per 100 Million VMT, Number of Serious Injuries and the Number of Non-Motorized Fatalities and Serious Injuries using the target setting methodology resulted in a target above the baseline.



Missouri DOT/ FHWA/ NHTSA/ Planning Partner Annual Safety Target Setting Coordination January 2023

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

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

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

SIGNIFICANT PROGRESS:

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

Annual Safety Target Setting Collaboration with Partners:

Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the safety target setting coordination process during the monthly partner collaboration webinars.
Feb. 2023	MoDOT Safety staff calculates data for each performance measure statewide and meets with MoDOT Executive Team.
Mar. 13, 2023	MoDOT calculates 2018-2022 data trends for each safety performance measure statewide. MoDOT shares data with MPOs, FHWA, and NHTSA with discussion on data, assumptions and challenges for targets during the monthly partner collaboration webinar.
Mar - Apr. 2023	MoDOT solicits target setting assumption feedback from partners by email.
Apr. 10, 2023	MoDOT and MPOs finalize assumptions to use for CY2024 targets during the monthly partner collaboration webinar.
By July 1, 2023	MoDOT applies assumptions to safety data for three safety performance measures and submits targets to NHTSA through HSP.
By Aug. 31, 2023	MoDOT applies assumptions to safety data for final two safety performance measures and submits targets for five measures to FHWA through HSIP. MoDOT shares targets with planning partners through email and monthly partner collaboration webinars.
By Feb. 27, 2024	MPOs email MoDOT their board documentation indicating whether the MPO determined to support the state target or the MPO targets, if they established their own.

TAB 7

BOARD OF DIRECTORS AGENDA 11/16/2023; ITEM II.F.

Urban Area Smoothing

Ozarks Transportation Organization (Springfield, MO Area MPO)

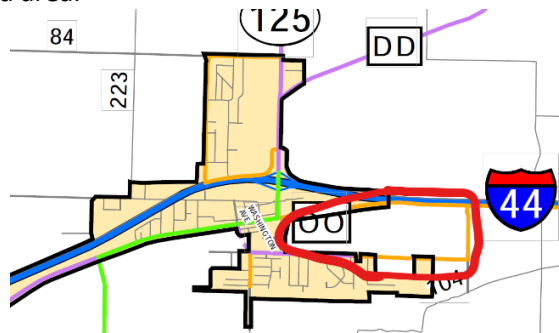
AGENDA DESCRIPTION:

The federal-aid highway system is based on the federal functional classification system. Federal funds can be spent on roadways that are identified as Major Collectors or above, as well as Minor Collectors and above within Urban Areas. This is all separate from OTO's Major Thoroughfare Plan, which looks at how a roadway will operate in the future.

The US Census Bureau establishes the Urban Area after each Census based on a series of factors, including population density. After the 2020 Census, the new Urban Areas in the OTO region have been split between Republic, Springfield, and Willard. The Urban Area is different than the MPO planning area, which is OTO's boundary.

While many programs rely on the exact boundaries of the Urban Area as established by the Census Bureau, the federal functional classification system can be adjusted based on a "smoothed" Urban Area. This means the boundaries can be adjusted to better match the transportation system, affecting the ability to spend federal funds on various roadways. MoDOT has kicked off this process by proposing the combination of the new and old boundaries.

OTO members met and discussed these proposed boundaries on October 5, 2023 and it was recommended to move forward with the boundaries as proposed by MoDOT, with one change to include more of the Strafford area.



This feedback has been shared with MoDOT. Any additional feedback from OTO members is requested.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on October 18, 2023, the Technical Planning Committee recommended the Board of Directors adjust the urban areas within the OTO boundary as proposed.

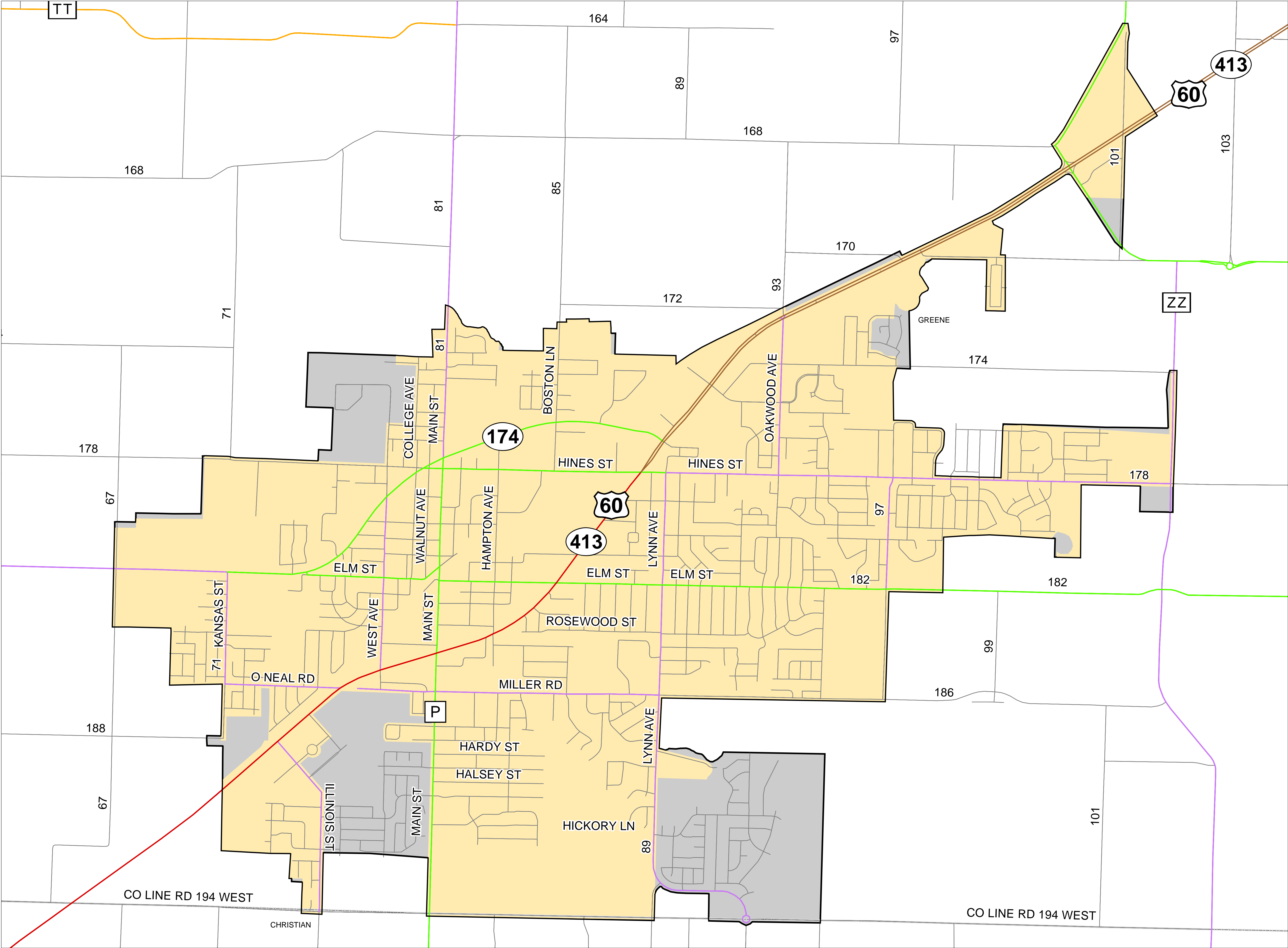
BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to adjust the urban areas within the OTO boundary as proposed.”

OR

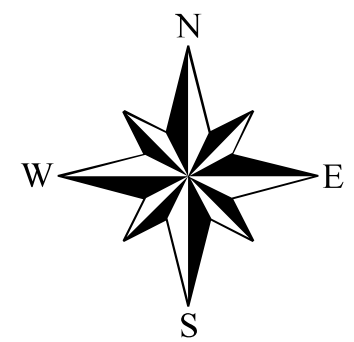
“Move the urban areas are adjusted with the following considerations...”



FUNCTIONAL CLASSIFICATION
SYSTEM

REPUBLIC

Missouri



Functional Class

- INTERSTATE
- FREEWAY; EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

*Future routes are indicated by a dashed line

- County Boundary
- Current Urban Area
- New Urban Area (draft)

DRAFT



Transportation Planning

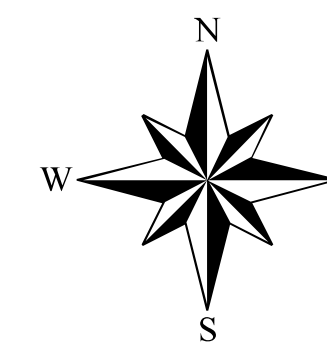
105 W. Capitol Ave.
Jefferson City, MO 65102
Phone (573) 526-8055
Fax (573) 526-8052

Date: Friday, June 2, 2023

FUNCTIONAL CLASSIFICATION SYSTEM

SPRINGFIELD




Missouri



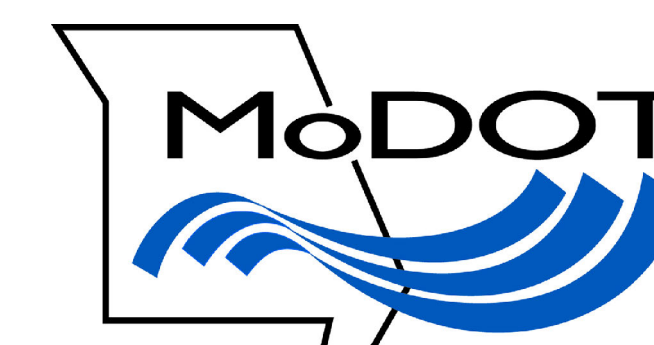
Functional Class

- INTERSTATE
- FREEWAY; EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

*Future routes are indicated by a dashed line

-  County Boundary
 Current Urban Area
 New Urban Area (draft)

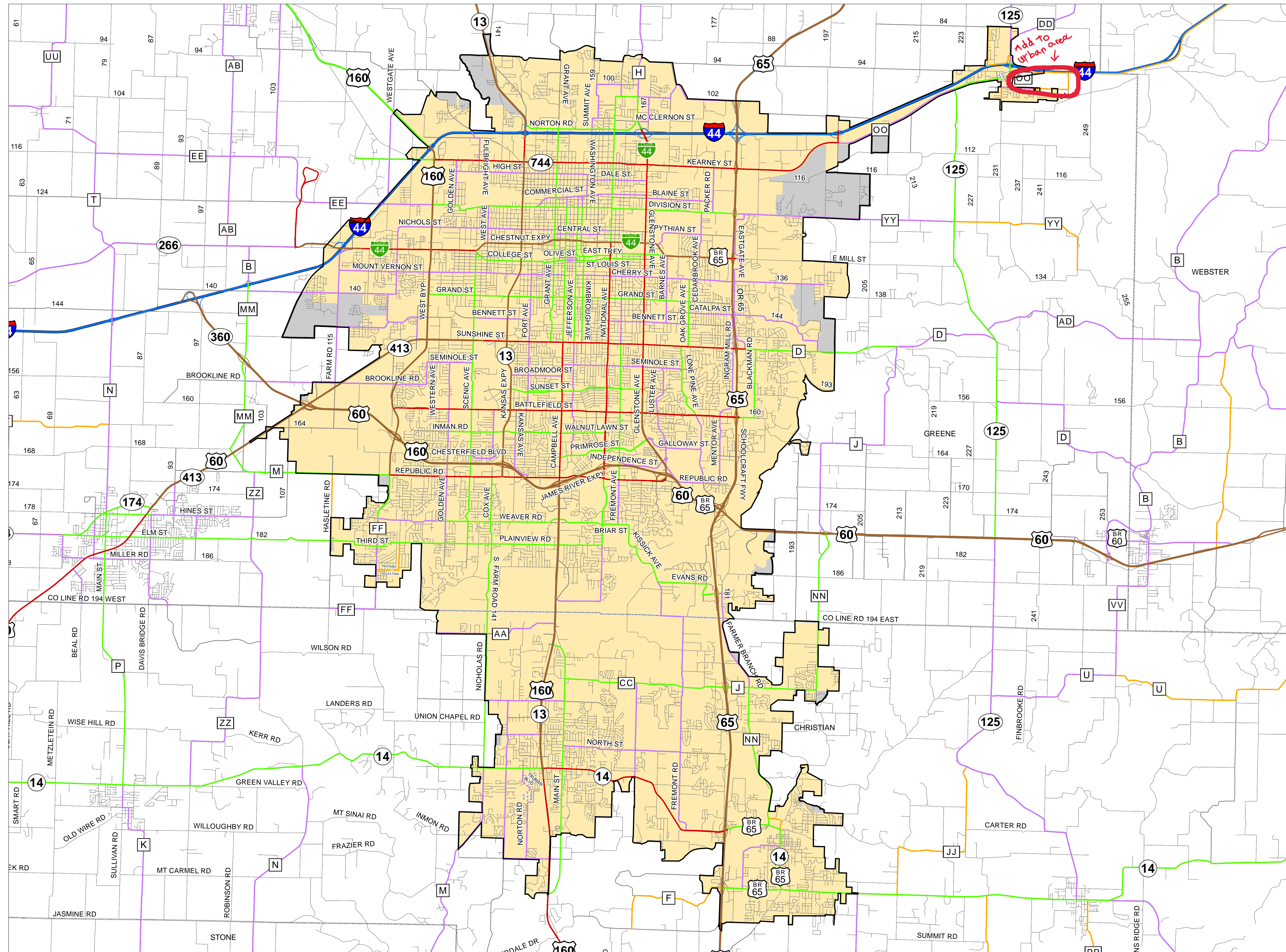
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Transportation Planning

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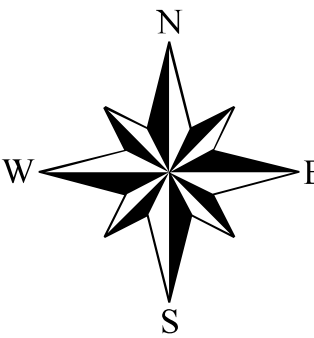
Date: Friday, June 2, 2023



FUNCTIONAL CLASSIFICATION
SYSTEM

WILLARD

Missouri



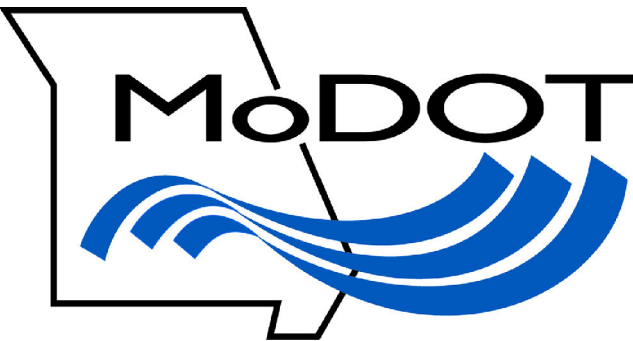
Functional Class

- INTERSTATE
- FREEWAY; EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

*Future routes are indicated by a dashed line

- County Boundary
- Current Urban Area
- New Urban Area (draft)

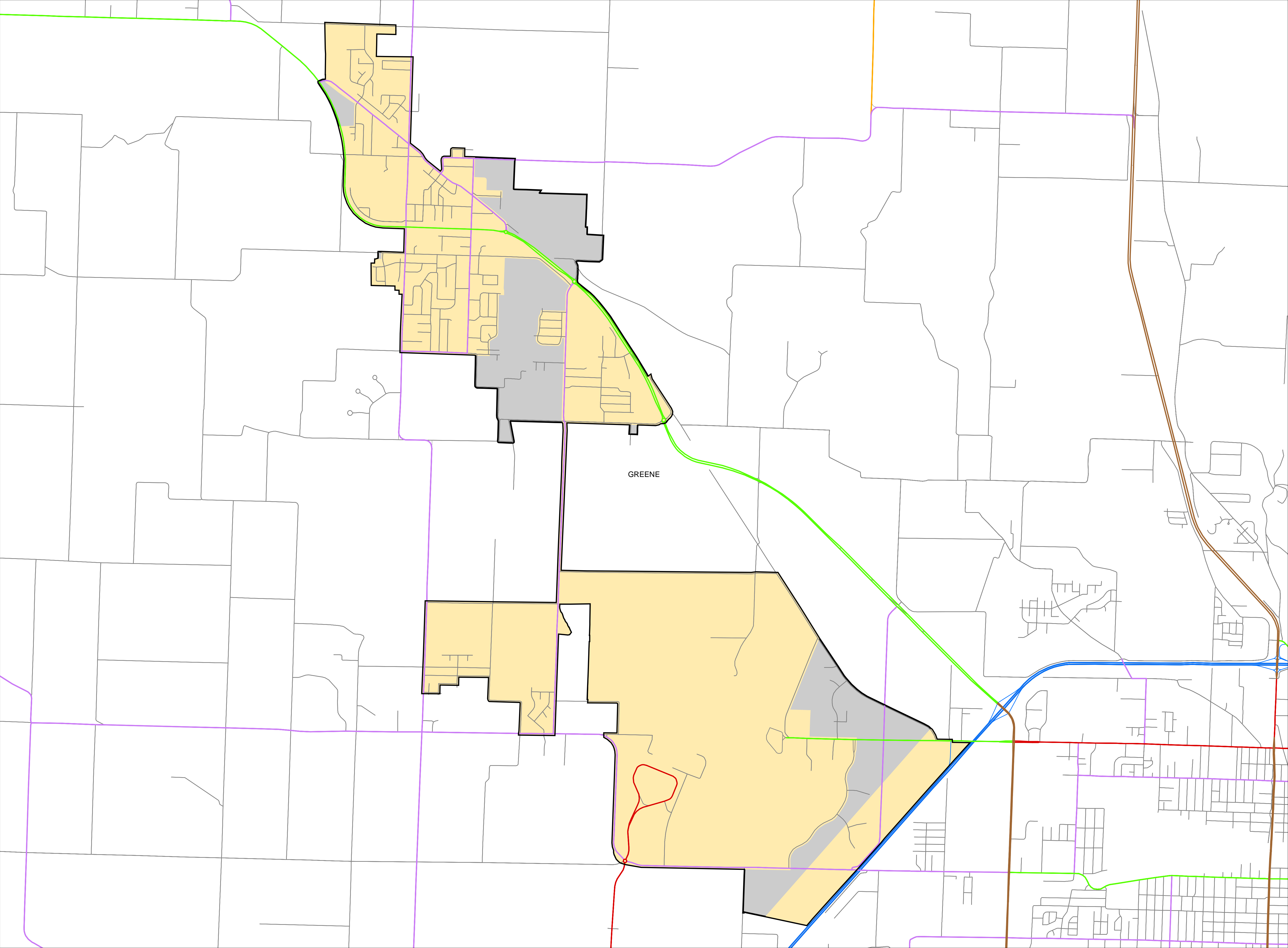
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Transportation Planning

105 W. Capitol Ave.
Jefferson City, MO 65102
Phone (573) 526-8055
Fax (573) 526-8052

Date: Friday, June 2, 2023



TAB 8

BOARD OF DIRECTORS AGENDA 11/16/2023; ITEM II.G.

Appointment of 2024 OTO Officers

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Pursuant to OTO By-Laws, the OTO Board of Directors is required to appoint the Chairman, Vice-Chairman, Secretary, and Treasurer for the 2024 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

The 2024 Nominating Committee is made up of the following three Board Members of OTO:

Chuck Branch, Christian County Citizen-at-Large
Travis Cossey, Assistant Director of Public Works, City of Nixa
Brian Weiler, Director, Springfield-Branson National Airport

The Nominating Committee will present the following slate of officers at the November Board meeting. The Chair and Vice Chair is prescribed in the bylaws as a rotation between Greene County, Christian County/Nixa/Ozark, and the City of Springfield. Nominations from the floor may also be made at this Board meeting prior to electing each officer.

2024 Slate of Officers/Executive Committee

Position	2023 Current	2024 Nominated	Affiliation
Chairman	Steve Childers, Ozark	Derek Lee	City of Springfield
Vice-Chairman	Derek Lee, Springfield	John Russell	Greene County
Secretary	Martha Smartt, Strafford	Martha Smartt	City of Strafford
Treasurer	Travis Cossey, Nixa	Travis Cossey	City of Nixa
Past Chairman	John Russell, Greene Co	Steve Childers	City of Ozark
Executive Committee	Jerry Compton, Citizen-at-Large	Jerry Compton	Citizen-at-Large
Executive Committee	Brian Weiler, Airport	Brian Weiler	Airport

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to appoint the 2024 OTO Officers and Executive Committee as presented.”

OR

“Move to appoint the 2024 OTO Officers and Executive Committee with the following changes...”

TAB 9



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors 2024 Meeting Schedule

Meetings are held every other month on the third Thursday from
12:00 to 1:30 pm in the Ozarks Transportation Organization's Conference Room:
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

January 18, 2024

March 21, 2024

May 16, 2024

July 18, 2024

September 19, 2024

November 21, 2024

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

TAB 10

BOARD OF DIRECTORS AGENDA 11/16/2023; 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 September 21, 2023 and November 14, 2023. Any additional public comment received by November 15, 2023 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: W Seminole Street - Sidewalk

City/County of concern: Springfield/Greene County

Date received: 09/22/2023

Received through: Comment Email

Contact Name: Matt [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

The section of W Seminole St between S Scenic Ave to West Bypass is in desperate need of a sidewalk along the entire stretch. It is a major connection road for many of the surrounding residential streets. It connects many of these homes to the new Springfield Plaza developments at West Bypass and W Sunshine, Battlefield Rd, Horton Smith Golf Course, Nathaniel Green Park, and many bus stops both on Scenic and at the Springfield Plaza.

But most importantly, it is the only way for many kids to walk or cycle to Sherwood Elementary and Carver Middle school. The streets both schools are on, Battlefield and Golden, both have sidewalks for their sections near the schools, but walking on Seminole is required to reach them from many homes.

Pedestrians and cyclists can often be found on Seminole because of its importance to the nearby neighborhoods, but it's quite dangerous for all parties because of the narrowness of the road and the lack of a sidewalk. Especially so for children who are harder to or might not be exercising caution.

The new section of Seminole between Western and West Bypass actually does have a sidewalk, but it does not extend any further than the new construction.

I believe the yards on both sides of the street have ample room for an easement, and I would not expect homeowners to object, as it would improve their access to amenities, improve the curb-appeal of their homes, and potentially increase property values.

Thank you for considering this improvement.

(Note, I attempted to add this onto the interactive comment map, but repeatedly received an error when submitting.)

OTO Response:

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



PUBLIC COMMENT



Area of concern: Highway 14 and Truman - Crosswalk

City/County of concern: Nixa/Christian County

Date received: 09/25/2023

Received through: Comment Email

Contact Name: Bruce [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I live on the south side of MO14 (Mount Vernon) in Nixa and am wheelchair bound. I use my wheelchair to get around Nixa for everything, stores, government service, banking, etc.

At present the only marked crosswalk on MO14 is at the intersection of MO14 and 160 (is it still Campbell Ave. here?).

If I use this crosswalk I am at 1/2 mile east of City Hall, bank, utilities, police, etc. That is a long way in a wheelchair, especially without a sidewalk, which forces me into the street, with the traffic coming at me from the rear where I cannot even see if I may be getting into trouble.

I request that a marked crosswalk be installed at the intersection of MO14 and Truman, right in front of the Nixa City Hall. Further, the sidewalk on the north side of MO14 should be extended to the west to intersect the new crosswalk at Truman.

Thank you for your consideration.

Bruce [REDACTED]
[REDACTED]
[REDACTED]

OTO Response:

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

This comment was sent to MoDOT and the City of Nixa on September 25, 2023.



PUBLIC COMMENT



Area of concern: Highway 13 & Kansas Expressway

City/County of concern: Springfield/Greene County

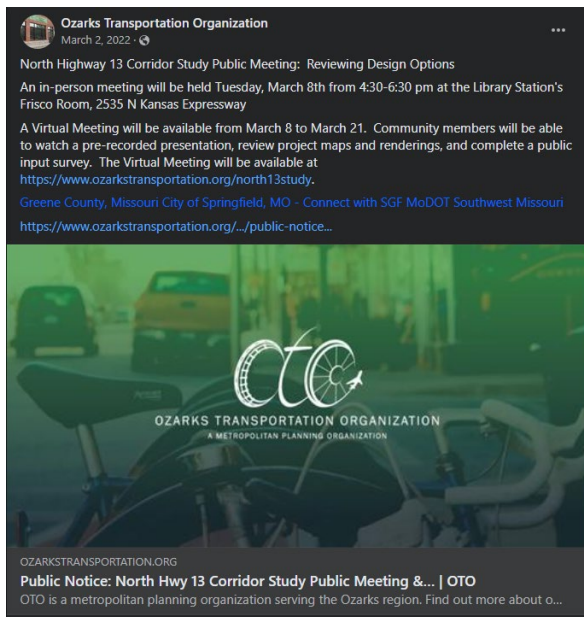
Date received: 09/30/2023 & 10/10/2023

Received through: Facebook

Contact Name: Anand David

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment

- Anand David**
[Ozarks Transportation Organization](#) in one of your email updates you said : "The interchange with Highway13/Kansas Expressway should still include the flyover installed for southbound to eastbound traffic." Do you know yet if there will be access from K... [See more](#)
- Like Reply Hide 1w
- Ozarks Transportation Organization**
[Anand David](#) In the proposed design alternative the signal at Norton would be removed and an underpass would be constructed to facilitate access to Norton. Here is a rendering: <https://www.ozarkstransportation.org/.../Flyover...>
- Like Reply Hide 1w
- Anand David**
[Ozarks Transportation Organization](#) great! Is it just the flyover approved as of now or is the signal removal at Norton also approved (would like clarity on what was approved by the governor).
- Like Reply Hide 1w Edited
- Ozarks Transportation Organization**
[Anand David](#) Phase I of the interchange is currently in the Statewide Transportation Improvement Program in 2027. Phase I includes the improvements to Norton. Future phases that are not funded include the replacement of the Highway 13 bridge over Interstate 44 and ramp improvements.
- Like Reply Hide 1m
- Anand David**
[Ozarks Transportation Organization](#) where can I find the details for phase 1? Thank you.
- Like Reply Hide [Send message](#) 58m
- Ozarks Transportation Organization**
[Anand David](#) The final project will not be fully developed until the environmental studies and approvals have been finalized. The engineering has not been completed. If you have more questions, please call our office at 417-865-3042. Thank you!
- Like Reply Hide 7m



PUBLIC COMMENT



Area of concern: HAWK Signal

City/County of concern: Springfield/Greene County

Date received: 10/02/2023

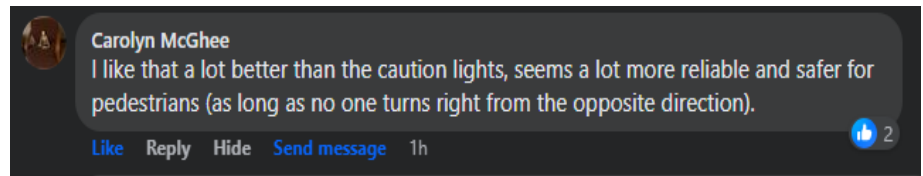
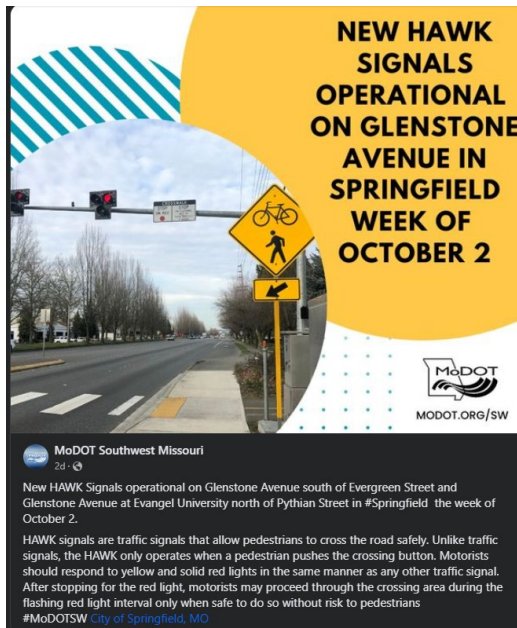
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comment





PUBLIC COMMENT



Area of concern: Bike Trail – Lake Springfield over Highway 60

City/County of concern: Springfield/Greene County

Date received: 10/13/2023

Received through: Email

Contact Name: Curtis [REDACTED]

Contact Email/Ph #: [REDACTED]

Email comment sent to Ozark Greenways

Hi Mary,

I would like to propose a bike trail, pedestrian trail, greenway corridor--

From Lake Springfield, over highway 60--through parts of the city (basically following the high voltage power lines)--parallel charleston from Lake Springfield Park--safely cross Republic Rd. a bike/pedestrian bridge over James River Expressway--connections to surrounding neighborhoods--and continuing onward to either the mall--or east-- past glenstone--to sequiota park.

Please connect--and let me know, how to suggest such a project, it would tie in to the Lake Springfield redevelopment,

Curtis [REDACTED]

Ozark Greenways Response

Hello,

Thanks for sharing your ideas!

I am happy to pass this along to the Bicycle Pedestrian Committee of Ozarks Transportation Organization. I've included the OTO Staffer, David, on this email. You may also submit your proposal directly to OTO here: Give Us Your Input | OTO (ozarkstransportation.org)

In the meantime, see below for some additional information you may find helpful and interesting.

Click here for some more information: Plans, Reports, and Studies | OTO (ozarkstransportation.org)

Partners in this service area are currently working off the OTO Regional Trail Study, Parks & Recreation Plan, and Forward SGF.

Components of what you suggest are currently part of the planned/built trail system.

One trail corridor is the Chadwick Flyer Trail which will connect from Sunshine Street in Springfield to the OC in Ozark, MO, intersecting/connecting with the Lake Springfield Plan, James River Greenway, Galloway Creek Greenway, Finley River Greenway, Nature Center Trail Connector, and the future Galloway Rd. trail.

One exploratory trail alignment not currently in the adopted plans includes extending the Fassnight Creek Greenway trail over to Enterprise along Bennett St. for future connection to the Chadwick Flyer Trail.

The South Creek Greenway trail will also be extended from where it ends now to Meador Park/Mall entrance. Additionally, It is being studied how to connect via a trail from Glenstone over to the Galloway Creek Greenway trail.

The Ward Branch Greenway trail is still fragmented but does provide an underpass of Republic Rd and James River Expressway. We are working with partners to extend this from where it ends now behind Cox Health over to Fremont Avenue, where it can tie into the future Fremont Ave Trail (multi-use sidepath.) The planned Fremont Ave Trail will connect to the South Creek Greenway trail on the north and the Ward Branch Greenway Trail on the south.

Thanks for your enthusiasm for seeing our community connected by trails so that folks can walk and bicycle comfortably.

Sincerely,
Mary



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 10/13/2023

Received through: Facebook

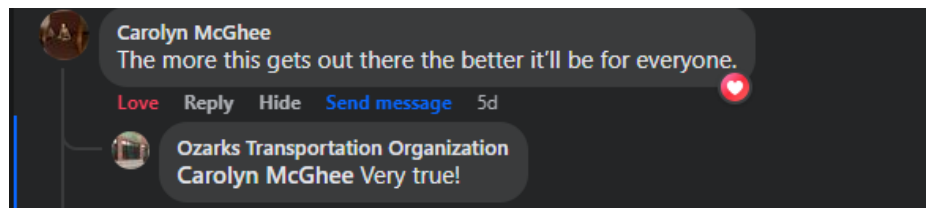
Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment





PUBLIC COMMENT



Area of concern: MM & 60 Intersection

City/County of concern: Republic/Greene County

Date received: 10/17/2023

Received through: From the Republic

Contact Name: Austin [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello,

I wanted to ask the City to consider some solutions for helping traffic flow at mm and 60 intersection, particularly about west bound MM Highway where west bound traffic wants to turn left into the K&G gas station.

That entrance to the gas station regularly inhibits traffic flow, and even safety at times, by two primary issues:

1. The entrance is blocked by waiting east bound vehicles and someone wanting to turn left into the gas station in the west bound lane will stop and wait for an opening and traffic backs up, often to 60. Sometimes traffic is kept from getting through the light because the west bound lane backed up so far and cars can even block part of south bound 60 traffic.
2. East bound MM traffic is moving, but busy, and a west bound traveler wants to turn into the station and must wait for traffic to clear. This results in the same problems mentioned above.

Some solutions I request you to consider is:

1. Paint a do not block intersection pattern and words on the road in the east bound lane at that entrance and post signs that fines or tickets can be levied for violations.
2. Prohibit people from turning left in that gas station, or at least from stopping traffic during certain hours if they are unable to immediately turn left into it. West bound traffic crossing 60 could turn left at the light and then right into the gas station, and there is an Eagle stop a mile further down MM Highway. People on south bound 60 can turn right on the gas station entrance that's on 60.

Thank you,

Austin [REDACTED]



PUBLIC COMMENT



Area of concern: Bus to the Airport

City/County of concern: Springfield/Greene County

Date received: 10/18/2023

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comment

The screenshot shows a Facebook post from the "Ozarks Transportation Organization" (16h · 🌐). The post text reads: "The Springfield-Branson National Airport is seeking public comment on it's Master Plan. For more information, follow the link below." Below the text is a link titled "Springfield-Branson Airport Master Plan – Project Meeting Online" with the URL "PROJECTMEETINGONLINE.COM". The link description says: "The last Master Plan Update at Springfield-Branson National Airport (Sponsor or SGF) was completed in 2013. Since then, the Airport has seen significant development and shifting landscapes, including, but not limited..." To the left of the link is a logo for "Springfield-Branson National Airport" with the text "ASTER PLA".

Below the post is a comment thread. The first comment is from Carolyn McGhee (16h): "Haven't been able to get anywhere near it via transit for years. Thought 35 might get close but nope." Below her comment are the options "Like", "Reply", "Hide", and "Send message". The second comment is a reply from the "Ozarks Transportation Organization" (1m): "Thank you, Carolyn McGhee!" Below this reply are the options "Like", "Reply", and "1m".



PUBLIC COMMENT



Area of concern: Highway 13 & Norton Road

City/County of concern: Springfield/Greene County

Date received: 11/01/2023

Received through: Phone Call

Contact Name: Debra [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment

Debra [REDACTED] called regarding an incident that happened 10/31/2023 in the evening. She was traveling south on Highway 13 to Kansas Expressway in the left lane. As she was approaching the Norton Road intersection the light was green. She observed a semi in the right light completely stopped at the light, not proceeding. She slowed down and a pedestrian crossed right in front of her. This was on the north side of the intersection in the dark. She had a green light and could not see the pedestrian coming due to the semi. She stated that if the semi had not caught her eye, she probably would have ended up hitting the pedestrian. The incident scared her and her children. She wanted to share her story to draw attention to the need for a better pedestrian crossing (possibly over the road).

OTO Response: (Call taken by Nicole) Caller was advised of the Highway 13 Corridor study and that improvements will be made in the future. Also, shared that this information will be shared with the OTO Board of Directors and Technical Planning Committee. The caller appreciated the opportunity to share her experience.



PUBLIC COMMENT



Area of concern: Light Timing

City/County of concern: Springfield/Greene County

Date received: 11/06/2023

Received through: Comment Email

Contact Name: Glenda Sharp

Contact Email/Ph #: [REDACTED]

Comment:

Another thing that causes a lot of accidents is whenever you make a left hand turn it will only let two cars through people gets aggravated having a set through the cycle all over again. And there's also such as Fremont going north getting on the sunshine that light will only let three cars through at a time and then you have to wait for the whole cycle to be start all over again. People gets impatient they don't want to sit through two or three cycles just to get through.

OTO Response:

Thank you for your comments! Public input is vital to the planning process. This information will be shared with the OTO Board of Directors and Technical Planning Committee. It will also be shared with the City of Springfield. Thank you!

TAB 11

Missouri Department of Transportation
Patrick K. McKenna, Director

1.888.ASK MODOT (275.6636)

October 16, 2023

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

Dear Ms. Fields:

Over the past several months, MoDOT, our planning partners, and our local entities have come together with a focus on the obligation of federal funds through the August Redistribution process. The anticipated LPA obligations through the August Redistribution process was approximately 91 million dollars. Through the hard work of many, including yourselves, that goal was met. I want to personally thank you for those efforts and delivering results.

This momentum and focus will need to continue. Even with the successes of this year, there exists a balance of available funds along with a new year of federal dollars available. Our team will be reaching out to you in the coming weeks to schedule another partnering meeting to discuss the status of our short-term and long-term action items created during our partnering meeting earlier this year in May and next steps.

We look forward to continuing to work with you to deliver needed projects to your communities and obligate federal funds to ensure that Missouri maximizes its total federal share.

Sincerely,


Patrick K. McKenna
Director



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

www.modot.org



[> Articles](#) [> Weeks of October 9 and 16, 2023](#) [>](#)

Running on Empty: The Highway Trust Fund

Running on Empty: The Highway Trust Fund

[Budget](#) [Fuel tax](#) [Highway Trust Fund](#)

OCTOBER 20, 2023 | GARETT SHRODE AND SOHAIL HUSAIN

On Wednesday, October 18th, the U.S. House Transportation and Infrastructure subcommittee on Highways and Transit met to discuss the solvency challenges associated with the Highway Trust Fund (HTF).

The committee called on several witnesses to provide insight on HTF challenges and opportunities for improvement of transportation funding to ensure a sustainable and reliable surface transportation system.

List of Witnesses:

Mr. Kris Strickler, Director, Oregon Department of Transportation

Dr. Chad Shirley, Ph.D., Principal Analyst, Microeconomics Studies Division, Congressional Budget Office

Mr. Jeff Davis, Senior Fellow, Eno Center for Transportation

Ms. Reema Griffith, Executive Director, Washington State Transportation Commission

In his testimony, Eno's own Jeff Davis urged policy makers to consider three buckets of questions regarding the future of the HTF, which he lists separately in an *ETW* op-ed [here](#):

History of the Trust Fund

The Highway Trust Fund (HTF) was created in 1956 as a means to finance government spending for federal highways, mass transit, highway safety, and motor carrier safety programs. The HTF was established to be a separate source of spending from the General Fund. Revenue for the HTF comes from federal transportation excise taxes on gasoline, diesel fuel, heavy truck and trailer sales, heavy truck tires, and heavy vehicle use. Gasoline and diesel fuel taxes comprise 84 percent of HTF revenues.

The HTF saw structural change with the Surface Transportation Assistance Act of 1982, which saw the

motor fuel tax increase from 4 cents to 9 cents per gallon.

The legislation also divided the HTF into two accounts: the Highway Account receiving 80 percent and the Mass Transit account receiving 20 percent of the 1982 tax increase and subsequent gas tax increases (although, since the pre-1982 fuel taxes and the trucking taxes are not split 80-20, over the past ten years, the Mass Transit account has only received around 13 percent of total tax revenues).

In 2022, federal government spending on highways totaled \$52 billion. In the 67 years of its existence, the HTF has received \$1.316 trillion in net tax receipts and has paid \$1.489 trillion in highway and transit projects. Historically, the HTF was seen as a dedicated and predictable source of funding, that has provided certainty to state and local governments in maintaining good quality highways and transit.

Why is it failing?

In recent years, the solvency of the HTF has come into question because of an imbalance between spending and revenue generation. According to the Congressional Budget Office, the current rates of funding for the HTF will not be sufficient to keep it afloat past 2028. The gap between spending and funding between FY2027 and FY2031 will reach \$40 billion annually, or about \$200 billion total. The imbalance in the HTF has been around since the early 2000s, and Jeff Davis goes into detail about the HTF woes and lessons from that time.

The HTF's maintenance light has been flashing for almost 20 years. There are multiple reasons that explain the HTF's struggle. Subcommittee ranking member Eleanor Holmes-Norton (D-DC) noted that the fuel tax rate has

remained unchanged since 1993, and the tax is not tied to inflation. While the fuel tax remains unchanged, prices have risen and the 18.4 cent per gallon tax bought 51 percent less in 2021.

Another reason comes from the increase in fuel-efficient vehicles, which allow more miles to be driven—more roadway to be ‘used’—on a gallon of gas. Hybrid and electric vehicles use little to no gasoline, so the revenue generated from the gas tax is reduced. Mr. Davis noted that U.S. energy policy has been focused on reducing the number of gallons used, but transportation policy has been focused on spending based on number of gallons used, creating a constant tension between environmental goals and funding goals.

Since 2008, when the HTF ran out of money, the federal government has transferred \$275 billion from the General Fund to the HTF, including \$118 billion authorized by the Infrastructure Investments and Jobs Act (IIJA). These transfers allow the HTF to remain solvent in the short term, but Chairman Rick Crawford (R-AR) and full committee ranking member Rick Larsen (D-WA) both cited concerns about the sustainability of continued transfers to the HTF. With increasing population and freight movements, Larsen noted that Congress must decide how to adjust HTF revenue sources accordingly.

The current environment of infrastructure investment creates an opportunity to discuss the future of the HTF. Politicians and transportation stakeholders have been exploring solutions and revenue alternatives for almost two decades. The “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) of 2005 created the National Surface

Transportation Policy and Revenue Study Commission, whose final report in 2008 recommended raising the rates of existing taxes being deposited into the highway trust fund and the long-term pursuit of a mileage-based user fee. Additional revenue alternatives to gasoline and diesel taxes that are being considered include kilowatt hour fees and annual electric vehicle registration fees.

Charging Drivers by the Mile: MBUF/RUC/VMT Fee

A mileage-based user fee (MBUF), also known as a road usage charge (RUC), or a vehicle-miles travelled (VMT) fee, would charge drivers by the mile they drove instead of by the gallon of fuel, as fuel is no longer an accurate proxy of road usage; it is the option most prevalently being explored at the federal level and was thoroughly discussed at Wednesday's hearing. Thirteen states have piloted RUCs or have legislation implementing an optional RUC program. Two such states— Washington and Oregon —were represented on the witness panel. Griffith leads the RUC pilot program and research in Washington State, while Stickler's department of transportation operates Oregon's optional RUC program, OReGo. Implemented in 2015, OReGo was the first fully implemented program in the United States.

As both Griffith and Stickler brought to light in their testimony, a RUC is fairer than the gas tax because it makes sure each road user pays proportionally for their usage, regardless of the fuel efficiency of their vehicle. Federal investments through various grant programs, including the Surface Transportation System Funding Alternatives (STSFA) program from the FAST Act (2015) and the upcoming Strategic Innovation for Revenue Collection (SIRC) program from the IIJA (2021) have allowed state and regional entities to pilot RUC across the

country; coincidentally, the SIRC program got its second mention in the federal register on Wednesday (the first being in the [request for nominations](#) for the Federal System Funding Alternative Advisory Board for the subsequently mentioned National Pilot) in a [Request for Comments](#) in the federal register. The IIJA appropriated \$50 million for a ‘National Per-Mile User Fee Pilot’ to test the concept at a federal level—13 years after it was recommended by the commission in 2008. To learn more about the national pilot, check out the Eno report that made recommendations on pilot implementation, [here](#).

Road Usage Charging Concerns

While many in the room were optimistic about the prospects of RUC, a handful of concerns were raised about RUC, most notably those surrounding privacy and data collection, undue burden on the trucking industry, and equity.

Privacy

Representative Chris Pappas (D-NH) pressed the witnesses on privacy concerns. Griffith indicated how important it was that drivers are offered a choice of reporting methods in Washington State (including self-reporting miles driven). As of the publishing of Eno’s report on the National Pilot in July, all pilots and programs have offered more than one reporting option, at least one of which has been location agnostic. Regardless, privacy concerns still remain. Author’s note: According to Nate Bryer, the senior director of RUC development at WSP, voluntary participants opt for GPS reporting methods about 60 percent of the time, on average, typically through an OBD-II port plug-in device or a GPS-enabled mobile phone app. Privacy concerns are often red-

herrings, and the implementation of GPS technologies is often misunderstood. Existing programs have strict data rules that protect participant privacy. In the typical RUC program, a GPS enabled device samples a vehicle's location at a regular interval, typically every thirty seconds, and the information is sent via cellular technology to a private commercial account manager. That location point is assigned a 'segment' so a rate can be applied. That segment data is what is retained, not the exact location data. Any location data that is shared with the government program manager is anonymized. Data retention is also regulated. In Oregon, for example, data is deleted by the account manager no later than 30 days after the payment is reconciled, as required by law. Theoretically, technology improvements and the use of on-board telematics systems in cars could lead to this rate assessment 'on-device,' meaning that location data would not even have to leave a vehicle. This author also notes that in a federal system, those with privacy concerns could still opt out of GPS collection methods and manually report their miles, or even if that was concerning to them, pay an annual opt out fee altogether, which might be a less accurate measure of their road usage (they may pay less if they opt to do it by the mile), but the participant then would not need to be concerned about their data. Program design can alleviate many of these concerns.

Undue burden on the trucking industry

Representatives Mike Collins (R-GA) and Doug LaMalfa (R-CA) expressed concerns about RUC for the trucking industry. Collins, who owns a trucking company in Georgia, indicated that companies like his already pay thousands of dollars each year in taxes and fees and he does not want to see this burden increased. This author

notes that all trucking RUCs that have been tested and proposed have been as a replacement to the diesel tax, and not as an additional tax. RUC has the ability to simplify the fee and reporting structures for trucking, which currently causes great administrative cost for the trucking industry, by replacing all the separate fees and excise taxes, with one uniform RUC.

Equity Impacts

The witnesses also discussed equity impacts. Chairman Crawford (R-AR) asked about the impacts on low-income drivers. Griffith indicated that low-income drivers were included in the Washington state pilot so the impacts could be explored. For households that make less than \$30,000 a year, transportation accounts for about 40 percent of household costs. While the current gas tax or a replacement RUC is a very small percentage of that annually (currently, the average driver pays about \$110 in federal fuel taxes each year), discount rates could be offered to drivers of lower incomes to make the program more equitable. Concerns about the impacts of a RUC on rural drivers were raised by Representative Burgess Owens (R-UT). Strickler indicated that rural drivers pay more in gas taxes than urban drivers because they typically drive more miles and have less fuel-efficient vehicles. A RUC would be more equitable for these drivers, as pilots have shown they pay less under a RUC than existing gas taxes. Suburban drivers typically drive as many miles as rural drivers because rural drivers couple their trips together, saving miles over time.

EV Registration Fees

33 states currently impose registration fees on electric vehicles as EV drivers do not pay for their road usage

through the fuel tax. Representative Rudy Yakym (R-IN) wondered if these fees were being pushed for by “big oil,” which the witnesses could not speak to. Griffith indicated that to the best of her knowledge, the Washington State legislature implemented an EV registration fee to ensure drivers paid their fair share. Benefits of an EV registration fee include simplicity and the use of an already existing system at the state level—at the federal level there is no vehicle registry that could be used—however, a RUC would be more equitable as it would more accurately reflect road usage.

Kilowatt Hour Fees

Representative Dusty Johnson (R-SD) wondered the merits of Kilowatt Hour (KwHr) fees, as they would retain the fuel-based pay structure of the gas tax. KwHr fees would be implemented at charging stations. As Davis pointed out, the problem with KwHr fees is that currently about 80 percent of vehicle charging happens at home. Implementing a fee for this charging would require the installation of expensive submeters at private residences, which is unlikely. KwHr fees do, however, have potential to capture the road usage of out of state drivers, especially at fast chargers along interstate highways. This would be especially beneficial for states with a lot of tourist traffic, such as Florida. At the federal level, out of state drivers are not a concern, but these fees would be a proxy for long distance highway usage.

Key Questions Related to the HTF

The role of a federal infrastructure bank

Representatives Daniel Webster (R-FL) and Salud Carbajal (D-CA) asked about the role of a federal

infrastructure bank in providing funding for transportation projects. The purpose of a federal infrastructure bank would be to facilitate long-term financing for infrastructure projects in the United States. Such a bank would prioritize infrastructure projects and provide a source of funding separate from the general fund (ideally to lessen the burden on the federal government). The two have introduced legislation (H.R. 3360) creating a “National Infrastructure Investment Corporation.”

In response to the idea of a federal infrastructure bank, Davis noted that all loans from a bank must be repaid from somewhere, and that conversations about a federal bank must consider higher interest rates that can impact borrowing. Additionally, Shirley noted that with a federal infrastructure bank, the decision-making responsibility shifts away from government at all levels; the infrastructure bank would determine which projects should receive funding.

Transit Funding

Representative Holmes-Norton in her opening statement expressed the importance of public transit investments and expressed concerns that cutting public transit funding would be a detriment. In response to representative Holmes-Norton, Strickler pointed out that each part of the transportation network is linked and a reduction in funding for transit would hurt highway and transit users. Representative Jesús “Chuy” García (D-IL) asked about the impact of shifting the funding split of the HTF more towards public transit, touching on the 80/20 split of the HTF into the highway and mass transit accounts. In response, Griffith suggested that the decision to split funding is up to Congress. She added that while there will

Springfield News-Leader

LOCAL

More than half of Ozarks vehicle fatalities in 2023 didn't include a buckled seatbelt



Ryan Collingwood

Springfield News-Leader

Published 4:01 p.m. CT Oct. 25, 2023 | Updated 4:01 p.m. CT Oct. 25, 2023

A string of recent deaths on southwest Missouri highways have had one glaring similarity: The deceased wasn't wearing a seatbelt.

The most recent tragedy in the Missouri State Highway Patrol's Troop D coverage area occurred Sunday night when Fair Grove resident Cary Cave was ejected from a vehicle after it left a rural roadway on Route CC and overturned.

The patrol said Cave, 58, wasn't wearing a seatbelt in his 2003 Chevrolet Monte Carlo. He was the fourth southwest Missourian in a week to die after being ejected from a vehicle.

MSHP Troop D spokesman Mike McClure has noticed the issue.

"It is a state law, but more importantly it is a life-saving habit affording any occupant the best safety device available in any vehicle," McClure said. "It only works when you use it."

According to MSHP data that was last updated Oct. 1, there have been 153 deaths this year on southwest Missouri highways.

Of those deaths, 115 were in vehicles that offer seatbelts (the other 38 were from motorcycles). Investigations determined that 57 didn't wear a seatbelt and seven others either didn't wear the seatbelt properly or its use was undetermined.

This month, according to MSHP data compiled by the News-Leader on Wednesday, nine deaths occurred in Troop D in vehicles that offer seatbelts. Only three appear to have worn a seatbelt.

Missouri has relatively lax seatbelt laws. Drivers age 16 and over can only be ticketed for not wearing a seatbelt as a secondary offense, meaning an officer would need another reason to pull over a driver before issuing a potential seatbelt ticket.

Fines for most adult seatbelt violations range from \$10 and can jump to \$50 if a child is unbuckled.



PROVIDED BY OZARKS TECHNICAL COMMUNITY COLLEGE

The building will be used for OTC's airframe and powerplant program, which is scheduled to debut in 2025.



OTC breaks ground on \$13M aviation center at Springfield airport



BY: SBJ STAFF | sbj@sbj.net (mailto:sbj@sbj.net)

Posted online October 24, 2023 | 1:01 pm

Ozarks Technical Community College yesterday broke ground on a \$13.2 million aviation center at the Springfield-Branson National Airport.

The training facility is slated to be used for OTC's airframe and powerplant program, which will teach students about aviation maintenance, according to a news release. The program is scheduled to launch in 2025.

"This airframe and powerplant program is another example of a training program that leads to a lucrative career, but doesn't require a bachelor's degree," said Paula Adams, OTC Board of Trustees vice chair, in the release. "In just two years, our students will be qualified for high-paying jobs that are in great demand."

The project is funded, in part, by \$5 million from the state of Missouri, \$3 million from a U.S. Department of Labor grant, and \$750,000 apiece from the city of Springfield and Greene County. The remaining total is coming from OTC general funds.

"This is a great example of institutional cooperation in the service of economic development," said Brian Weiler, Springfield airport director of aviation, in the release. "Five different public organizations, from the local level all the way to the federal government, came together to develop this aviation maintenance and repair facility, which will attract private industry. No one worried about who received the credit, and, ultimately, the community wins."

The airframe and powerplant program will have an initial 25 slots available per class.

Read more about the OTC project in the Oct. 30 print edition of Springfield Business Journal.



PROVIDED BY SPRINGFIELD-GREENE COUNTY PARK BOARD

Springfield City Council approved a grant to build missing sections of the Jordan Creek Trail near the intersection of Division Street and Fremont Avenue through Smith Park.

Council looks to grants for adding bike, walking trails within city



BY: KAREN CRAIGO, REPORTER | kcraigo@sbj.net (mailto:kcraigo@sbj.net)

Posted online October 17, 2023 | 12:41 pm

A trio of agenda items at last night's meeting of Springfield City Council aim to connect portions of the city's greenways trail system.

Council voted to accept one grant and held public hearings on the acceptance of two others.

Council accepted \$115,242 in federal transportation enhancement grant funds through the Missouri Highways and Transportation Commission to build a multiuse path through Smith Park, 1536 E. Division St.

Grady Porter, a traffic engineer with the Public Works department, said the federal funding would fund most of the design and construction of the project, joining the existing Jordan Creek Trail to the newly constructed 10-foot path along Division Street.

The grant also funds safety enhancements in the form of flashing pedestrian warning signs at Division Street and Weller Avenue.

The grant provides 80% funding for the project, and the city's 20% match of \$28,810 includes \$25,600 from the Springfield-Greene County Park Board and the rest from the walkability program of the city's eighth-cent transportation sales tax.

Two additional bills, to be voted on at the Nov. 6 council meeting, would allow the city to enter into a federal carbon reduction program agreement with Missouri Highways and Transportation Commission for the design portion of trailways construction.

A \$61,295 MHTC grant would provide 80% of the design costs for the \$76,619 project to construct a pedestrian and bike path along Sherman Parkway from Jordan Valley Park to Chestnut Expressway, according to the explanation of the bill from Public Works officials.

The report notes the connection would improve walkability and bikeability from downtown venues to Ozarks Technical Community College, Drury University and other amenities on the Jordan Valley Trail. The 20% match of \$15,324 would come from the city's walkability program of the eighth-cent transportation sales tax.

Evan Clark, a city resident who said he commutes by bike along the Sherman Parkway route five days a week, spoke in favor of the measure.

“Seeing a new pathway here is very exciting for me,” he said. “There’s also going to be significant safety changes – positive safety changes.”

He said as the bike pathway exists now, it is necessary to dive across a merging lane from Chestnut Expressway to cross.

“I’m aware of all the dangers there, but I don’t expect everyone to be,” he said.

Another \$96,641 MHTC grant would provide 80% of the design costs for a \$120,801 project to build a pedestrian pathway along Sunset Street from Fremont to Glenstone avenues. This project would connect the South Creek Trail to the Battlefield Mall and Glenstone corridor. For this project, the city’s match, amounting to \$24,160, would also come from the walkability program of the eighth-cent transportation sales tax.

The two pending projects clear the way for federal funds to be used for the construction phases through the Transportation Alternative Programs of the Federal Highways Administration. The funds are not guaranteed, but they would be in the amounts of \$408,636 and \$644,270, respectively, according to the explanations of the bills.

One of the top 10 initiatives of the city’s Forward SGF 20-year comprehensive plan, adopted by Springfield City Council in November 2022, is to close gaps in the greenways trail network, dubbed UnGap the Map.

That effort is already underway on the part of the city, the Park Board and the Ozark Greenways Inc. nonprofit to build on 77 miles of trails that exist in the city and expand the network to over 140 miles, according to the Forward SGF plan.

In the Forward SGF planning process, residents expressed a desire for more connections among the trail system and neighborhoods, according to past Springfield Business Journal reporting (<https://sbj.net/stories/ungapping-the-map-forward-sgf-calls-for-improved-connections-in-city-trail-system,81190>).

In another walkability measure, council accepted \$130,385 in federal transportation enhancement funds through the MHTC to support design of sidewalks along Mount Vernon Street and Miller Avenue. The total design cost is \$162,981, with the city’s 20% share to come from the walkability program of the eighth-cent transportation sales tax.

The city has prepared a transportation improvement program project to allow the use of \$869,236 in federal Transportation Alternatives Program funds that could become available for the construction phase.



FUTURESTRUCTURE

EV Charging Should Be Accessible to All, Experts Say

As electric vehicle charging infrastructure is built out, public agencies and private developers should keep in mind accessibility requirements and design these facilities for all users.

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Electric vehicle charging stations made more accessible for people with disabilities can improve everyone's experience with these new forms of infrastructure, experts in the space say.

"Once the public, more broadly, starts to see which charger points are easier to use — regardless of whether they have a disability or not — those are going to be the go-to sites," said Chloe Livingstone, deputy head of stakeholder engagement at the U.K. Office for Zero Emission Vehicles.

Livingstone pointed out the need to keep in mind all groups of drivers when designing charging locations. Those could be groups like the elderly population, or a parent holding a child while they try to manage a charger.

"This is about inclusivity. It's not just about disability," Livingstone added, in some of her comments during a webinar to discuss the accessibility of EV chargers. The webinar was organized by Forth Mobility, an EV policy and advocacy group in Portland, Ore. October is National Disability Employment Awareness Month.

But to be clear, "everyone" especially includes those people with mobility limitations, hearing impairment, as well as less obvious disabilities like attention deficit disorders. And charging locations should be designed and built for these users, say experts, who add that for the most part, today's chargers tend to fall short.

"It's really not there at this point, and we need to improve," said Jeff Dion, senior product director at EV public charging network FLO.

The Office of Technical and Information Services at the U.S. Access Board recently published its [design recommendations](#) for the design

of EV charging stations to assist public-sector agencies and private-sector companies in ensuring that charging stations include features to make them accessible for all users. It is described as a best practices document, and is not enforceable under the Americans with Disabilities Act.

“It points out the different components of an EV charging space that you need to consider in order to make sure that it is accessible to people with disabilities,” said Juliet Shoultz, transportation system engineer, with the Office of Technical and Information Services at the U.S. Access Board.

The guidelines point out specifics like the size of parking spaces serving EV chargers, and the height for accessing the charging cable and viewing information screens. For example, the charger plug, as well as screens, should be 15 to 48 inches off the ground. The charger should include a visual as well as audible indicator for the status of charge.

The movement of charging cables should also include motorized mechanisms, said Dion, to limit the force needed by the person plugging it in.

“As we get into the high-power range, these cables become very big, very hard to manipulate for any type of EV driver. So having that assistance can certainly help,” he explained.

Speakers on the panel dismissed the higher costs which many associated with making EV charging stations more accessible, saying an accessible station is a highly used station, making the business case for accessibility.

“You design for the edge, and you get the middle for free. So the investment it takes that really is feasible and meets accessibility standards, you’re going to see the benefit, time and time again,” said Alan Hejl, lead accessibility consultant at Spark Access, a disability consulting firm.

Tags: [Electric Vehicles](#), [Infrastructure](#), [FutureStructure](#), [Transportation](#)



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