



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

FEBRUARY 19, 2025
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, February 19, 2025 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

The public may view the meeting in-person or on Facebook:

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of December 18, 2024 Meeting and January 14, 2025 E-Meeting Minutes Tab 1

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Parsons)

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

E. Executive Director's Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(5 minutes/Miller)

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

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

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

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

(2 minutes/Thomas)

Staff will provide an update on FY 2025 obligations.

II. New Business

A. OTO Growth Trends Report..... Tab 4

(15 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUESTED – INFORMATIONAL ONLY

B. FY 2025-2028 TIP Administrative Modifications Two and Three..... Tab 5

(2 minutes/Longpine)

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

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. FY 2025-2028 TIP Amendment Four Tab 6

(2 minutes/Longpine)

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

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

D. CRP/TAP Project Schedule Extension Tab 7

(5 minutes/Thomas)

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE REVISED REASONABLE PROGRESS SCHEDULE FOR THE TRAIL OF TEARS CONNECTOR AND BLUE STEM PHASE 1 PROJECT BY THE BOARD OF DIRECTORS

E. Bicycle and Pedestrian Funding Guidebook and Application Tab 8

(5 minutes/Knaut)

An Application and associated Guidebook are available for bicycle and pedestrian infrastructure using STBG-U Set-Aside (TAP) and Carbon Reduction Program Funding.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE BICYCLE AND PEDESTRIAN FUNDING GUIDEBOOK AND APPLICATION FOR A FUNDING ROUND TO BEGIN MARCH 31, 2025

F. UPWP Subcommittee

(2 minutes/Parks)

OTO is requesting the appointment of a subcommittee to prepare the FY 2025 Unified Planning Work Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE UPWP SUBCOMMITTEE

G. TIP Subcommittee

(2 minutes/Longpine)

OTO is requesting the appointment of a subcommittee to prepare the FY 2025-2028 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE TIP SUBCOMMITTEE

H. LRTP Subcommittee

(2 minutes/Longpine)

OTO is requesting the appointment of a subcommittee to prepare the 2050 Long Range Transportation Plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE LRTP SUBCOMMITTEE

I. Technical Planning Committee Chair Rotation..... Tab 9
(5 minutes/Fields)

A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A chairman-elect for 2025 to serve as chair for 2026 is needed at this time.

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

J. FHWA/FTA Presentation

(10 minutes/Fields)

Representatives from the US Department of Transportation will be discussing the federal planning certification review for OTO that is currently being conducted.

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda

items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information..... Tab 10

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, April 16, 2025 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the December 18, 2024 meeting and January 14, 2025 e-meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee minutes for the December 18, 2024 meeting and January 14, 2025 e-meeting.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
DECEMBER 18, 2024**

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

The following members were present:

Kimberly Ader (a), MoDOT
Scott Bachman (a), City of Springfield
Eric Claussen, City of Springfield
Matt Crawford, City Utilities
Karen Haynes, City of Republic
Adam Humphrey, Greene County

Kirsty Ketchum (a), Greene County
Tristan Losh, City of Battlefield
Frank Miller, MoDOT
Jeremy Parsons, City of Ozark (Chair)
Mark Webb, Greene County

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

The following members were not present:

Keith Adams, Springfield Public Schools
Ric Ashe, Ozark Greenways
Steve Childers, City of Springfield
John Matthews, Missouri State University
Jeff Roussell, City of Nixa
Mike Ruesch, City of Willard
Mark Schenkelberg, FAA
David Schaumburg, Springfield-Branson Nat'l Airport

Tim Schowe, City of Strafford
Aishwarya Shrestha (non-voting), SMOG
Ben Vickers (non-voting), Springfield Chamber
Jeremy Wegner, BNSF
Daniel Weitkamp (non-voting), FHWA
Todd Wiesehan, Christian County
Vacant, FTA

Others present were: Doug Neidigh, Ozarks Clean Fuel Coalition; Jered Taylor, Congressman Burlison's Office; Joe DiCiolla, MoDOT; Cliff Spangler, City of Ozark; Derrick Estell, Toth & Associates; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Parsons welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Adam Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for December 18, 2024. Eric Claussen seconded the motion. The motion passed.

C. Approval of October 16, 2024 Meeting Minutes

Mark Webb made a motion to approve the minutes from the October 16, 2024 Technical Planning Committee meeting. Adam Humphrey seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

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

E. Executive Director's Report

Sara Fields provided an update of upcoming legislative activity, projects, and ongoing work at the OTO.

F. Legislative Report

Jered Taylor with Congressman Burlison's office provided a legislative update.

G. MoDOT Report

Frank Miller shared the MoDOT report.

H. Committee Reports and Grant Opportunities

David Knaut reported that the Local Coordinating Board for Transit discussed vehicle specs for the 5310 program and what the subrecipients would be interested in. Procurement for vehicles has picked up statewide.

The Bicycle and Pedestrian Advisory Committee heard a presentation from Mandy Buettgen-Quinn with the City of Springfield on the SafeAcross SGF Yields program. MoDOT has funding available to assist entities in implementing this program. The FHWA also has the program as a good example of the Safe System Approach. The Committee continues to work on the prioritization of the critical sidewalk apps and the scoring guide.

Debbie Parks shared OTO is working on a RAISE Grant application for Highway MM which is due January 30th. The Rural RAISE Grant recipients have not been announced yet. The PROTECT Grant has been announced. It is for disaster mitigation resiliency. OTO is looking at putting together a study application for planning funds. Jurisdictions are encouraged to contact OTO staff if there is an area they would like to be considered in the scope of the study. It is 100% funding and due February 24th. The BPAC will be receiving an email from OTO staff for the American Trails' Trails Capacity Program Grant. This is for mini grants between \$2,000 - \$10,000 for operations or trail education.

I. Federal Fund Status Update

Jen Thomas reported the OTO received the goals for FY 2025 from MoDOT. OTO's goal is still 120% of OTO's annual allocation. The mandated minimum was lowered to 100%. Currently, federal obligations are approximately 4%. OTO has started hosting quarterly project manager meetings with consultants and agencies. These are roundtable meetings to discuss what is working and what is not.

II. New Business

A. Ozarks Clean Fuels Coalition

Doug Neidigh with the Ozarks Clean Fuels Coalition made a presentation of their organization for the Committee.

This was informational only. No action was required.

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

Natasha Longpine presented the SS4A Action Plan *Destination Safe Streets* for member recommendation.

Scott Bachman made a motion to recommend the Board of Directors approve *Destination Safe Streets* and the Leadership Commitment Resolution. Adam Humphrey seconded the motion. The motion passed.

C. FY 2025-2028 TIP Administrative Modification One

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

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

This was informational only. No action was required.

******Meeting note – There was a loss of quorum after Agenda item II.C. was presented. ******

D. FY 2025-2028 TIP Amendment Three

Natasha Longpine shared the proposed changes to the FY 2025-228 Transportation Improvement Program.

1. *Removed* Jordan Creek Trail – Mt. Vernon to College (EN2414)
This project was funded by the Ungap the Map Raise grant and has been incorporated into SP2515.
2. *Removed* Wilson's Creek Trail – Ewing to Rutledge-Wilson (EN2417)
This project was funded by the Ungap the Map Raise grant and has been incorporated into SP2515.

3. ***Revised* Ward Branch Greenway – National to Fremont (EN2416)**
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$67,574.
4. ***Revised* Fassnight Trail from Skate Park to Fort (EN2418)**
Programmed amount revised due to decreased engineering costs, with a new total programmed amount of \$214,315.
5. ***Revised* Chadwick Jackson Street Connector (EN2419)**
Programmed amount revised due to decreased engineering costs, with a new total programmed amount of \$11,839.
6. ***Revised* Kali Springs Trail Connector (EN2420)**
Programmed amount revised due to increased engineering costs, with a new total programmed amount of \$43,459.

Due to a lack of a quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will go before the Technical Planning Committee again at a special E-meeting in January.

E. CRP/TAP Project Schedule Extension

Jen Thomas shared the requested revised schedule for reasonable progress for the Sherman Parkway, Mount Vernon & Miller sidewalks, and South Greenway projects.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the January 16, 2025 Board of Directors meeting agenda for final approval.

F. Destination 2045 Amendment Number Eight

Natasha Longpine reported that Greene County requested a change to the Major Thoroughfare Plan to remove future collector Farm Road 101 at State Highway EE.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the January 16, 2025 Board of Directors meeting agenda for final approval.

G. 2025 National Performance Targets

Natasha Longpine presented the proposed performance targets for safety, system performance, and system condition.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the January 16, 2025 Board of Directors meeting agenda for final approval.

H. Technical Planning Committee Chair Rotation

Sara Fields shared the proposed Chairman-Elect for 2025.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the February 19, 2025 Technical Planning Committee meeting agenda for final approval.

III. Other Business

A. Technical Planning Committee Member Announcements

Jeremy Parsons shared his appreciation of the OTO staff for their work on the Chadwick Flyer Trail Bridge Project and to Greg Chapman at MoDOT for his assistance on many different projects.

Eric Claussen stated that with the movement of Martin Gugel to Director of Building Development Services, the Assistant Director over the Engineering group was filled by Brett Foster. Chad Zickefoose will fill the role of City Traffic Engineer on an interim basis.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

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

Jeremy Parsons
Technical Planning Committee Chairman-Elect

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
JANUARY 14, 2025**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Tuesday, January 14, 2025, to consider recommending approval of the FY 2025-2028 Transportation Improvement Program (TIP) Amendment Three to the Board of Directors.

Chair Jeremy Parsons called the electronic meeting to order at approximately 9:30 a.m.

Beth Schaller moved the Technical Planning Committee recommend approval of the FY 2025-2028 Transportation Improvement Program (TIP) Amendment Three to the Board of Directors. Todd Wiesehan seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Ric Ashe, Paula Brookshire, Eric Claussen, Matt Crawford, Karen Haynes, Adam Humphrey, John Matthews, Jeff Roussell, Beth Schaller, David Schaumburg, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Jeff Roussell adjourned the electronic meeting at approximately 10:45 a.m.

Jeremy Parsons
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between December 18, 2024 and February 12, 2025.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Trans Ozark Trail

Area of concern: Missouri / Arkansas

Date received: 01/15/2025

Received through: US Mail

Contact Name: Ron [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

See the attached letter and documentation.

OTO Email Response:

We received your letter today. Thank you for this information. Public input is vital to the planning process. In July 2021, the OTO Board of Directors adopted *Towards a Regional Trail System* as its new regional trail plan. This plan lays out a vision for 45 by 45, or 45 miles of new trail by 2045 within the OTO MPO boundaries. More information can be found here, <https://www.ozarkstransportation.org/what-we-do/bikeped>. Please let us know if there is a connection that is within the OTO boundaries, <https://www.ozarkstransportation.org/uploads/documents/OTO-Urbanized-Area-Map.pdf>.

This information will be shared with our Technical Planning Committee and Board of Directors as well as our partner agencies Ozark Greenways and SMCOG.

To: Trail Alignment Group

Ozarks Transportation Organization:

Enclosed is the combined four editions of the information about the Trans Ozark Trail. Last edition Jan 1, 2025. This is the probable plan that needs to be put in place for the success of the Trans Ozark Trail

This just may be an opportunity for your organization and the two volunteer associations to share and or help one another with future planning and possibly develop communications and partnership of some sort. They are mentioned several times in the letters. Ozark Trail Association in Missouri, and the Ozark Highlands Trail in Arkansas. I believe sharing trail relationships is a very healthy and needed endeavor. Strength in numbers! Looks like it all about (Trails in the Ozarks)!

There is Ozark Trail just waiting to be built not that far from Springfield and can use more trail attention and involvement to continue construction of the trail.

If you can reply to either the Ozark Trail Association, and or the Ozark Highland Association would be great. I would also like to be made aware on what may be happening.

I certainly hope this information is as valuable and important as it needs to be. If too confusing, please let me know and I will fix it. Thank you very much.

Regards,

Ron



Ozark Keystone Trail markers along the trail. Barbed wire at the connection.

Connections For the 700 Mile Hiking Trail (Trans Ozark Trail)

This email has been sent to 337+ individuals and organizations. This is not just about making the connections at the border of MO/AR, it's about what it takes to make the connections with the Ozark Trail Association (OTA) & Ozark Highlands Trail Association (OHTA), so they have all the resources to get the trail complete. Meaning who is going to get involved that needs to be involved at a much greater level than currently exist.

Well Over 40 plus years ago was when the plan was put in place for a 700-mile hiking trail to be between St. Louis, MO and Fort Smith, AR. It took local, state and federal Government agencies to approve where the trail would go and get all land approvals and complete surveys. It also took money; corporations that would act as long-term sponsors with adequate funding if needed for construction purposes, and they would also get advertisement recognition. The media probably had to be involved in attempting to let people know about the long-distance hiking trail being constructed.

All of these efforts by all involved did not fulfill the completion of the trail. For whatever reasons, trail building did not get as far as it might have. Maybe it is time to repeat history to find out how the 700-mile trail was conceived and planned and what the intention and commitments were for completion of the trail from ST Louis, MO to

Fort Smith AR. It is hard to believe that the plan was designed to take over 40 plus years to complete. With still, approximately, 150 miles to go, both states combined, we could be working towards a 50-year plan, or one half a century.

Well Over 20 plus years ago, volunteers from AR and MO took over the building and maintenance of the trails. Their accomplishments are beyond belief, but could get even more done provided the government, media, and corporations take a 700-mile hiking trail a lot more seriously and make the connections and commitment to and with the OTA & OHTA. The connected supporters need to put the same emphasis about the development of the trail, just as the OTA & OHTA always have done and continue to do.

When will the (TOT) Trans Ozark Trail be completed? Need a date agreed upon by all needed supporters of when to be done. With only approximately 150 miles to go (build), including both states, it could possibly be done within 5 years' time. That's 60 months, it would be 2.5 miles per month. After 40 plus years it would be great to bring it to completion. It probably could be sooner if all the responsible parties that have to be involved, get involved and stay involved. These parties need to fully support the efforts with commitment. This would not only be beneficial to MO/AR but also for the states of the Midwest and beyond. Vacationers would not have to drive to the east and west coasts to find a long-distance trail.

With approximately 70 miles of trail yet to be built in southern MO, Springfield is in a very good position to provide major support to the unfinished trail that is only around 125 miles, plus or minus, away from Springfield. Springfield has the resources that's needed because of the size of the city and closeness to the trail. Springfield could possibly be a big supporter and provider of needs to the southern 70 miles of trail that still needs to be constructed. St. Louis better supports the Northern sections. They are already involved and making headway. Arkansas is in the process of completing the Keystone trail as well as Davids Trail that is, I believe, already in use. Currently, not too far from the AR/MO border.

The importance of all types of news media is huge. They can provide tons of interest and information to the public about the TOT's status and progress. Many people have never heard anything about the 700-mile hiking trail. My experience over the last 6 or 7 years, or even longer, about telling people about the TOT and the future completion of a 700-mile hiking trail has had the majority pretty excited about it. However, some are not interested. There are also some private landowners that do not want a trail through their property, which is their decision and legal right. But there are options. I believe they are mostly Government regulated. I am sure that there is more to it. Options may be re-routes, easements, road trails, etc. There must be answers for these gaps in the trail to be addressed. One thing for sure, if we do nothing, we will get nothing.



The connection answer.

There are approximately 7 or 8 gaps to still close to complete the TOT. For more information about how you can get involved, please visit David's Trail at www.davidstrail.org, the Ozark Trail Association at www.ozarktrail.com, as well as the Ozark Highland Trail Association at www.ozarkhighlandstrail.com. Contact information is listed below.

David's Trail

Website: www.davidstrail.org

Facebook: www.facebook.com/davidstrail/

Ozark Trail Association

Website: www.ozarktrail.com

Facebook:

www.facebook.com/ozarktrailassociation

Via USPS:

Via phone:

Via email:

406 West High Street

(573)436-0540

admin@ozarktrail.com

Potosi, MO 63664

Ozark Highland Trail Association

Website: www.ozarkhighlandstrail.com

Facebook:

www.facebook.com/ozarkhighlandstrail

Via USPS:

Via phone:

Via email:

**P.O. Box 4065
ohta@ohtrail.emberden.com**

Fayetteville, AR 72702

In addition to more information about the Ozark Trail and the Ozark Highland Trail, both Associations use Facebook as the most current activities occur. Can easily monitor the events as they happen.

To learn even more, the OTA & OHTA have the listing of the (FAQ) FREQUENTLY ASKED QUESTIONS! Answers a lot of stuff. Tells some big stories. Don't miss out!

The Ozark Trail Association and the Ozark Highland Association Volunteers are as good as any trail caretakers that you can find. Their relentless involvement provides all that is necessary to make sure we all have great hiking trails to use. Their dedication is unmatched.



The Truth

Time for a super thank you from all that read this to both associations and make connections with them to get this trail done. Be a part of a 700-mile dream and support their efforts. Hopefully this can be the beginning of the end of completing the TOT before 50 years in the making arrives.



Border monument by the lakeside; approximately 50 feet down from the trail.



Trans Ozark Trail

*Time to Build,
Ron Koskovich*

(RERUN)
2nd Edition Nov 13th, 2024
Plan, Date and Goal
Future Trans Ozark Trail
History in the Making

2nd Edition to encourage all that can help does help. Also, with the people that are required with the authority to make the decisions outlined in the article. Government Media, News Media, Corporate sponsors, etc. The initial article needs to be shared with as many contacts as possible by the interested, about the Trans Ozark Trail. Also marketing parties fit nicely into the overall TOT plan required for success. There are no limits of sharing this article and getting more involved with the TOT. Improving networking systems is imperative! Because of the long read of the article, the contacts to make connections with the trail keepers, is listed below, to continue and support the interest and enthusiasm that has begun.

What is the plan, date and goal to complete the Trans Ozark Trail by January 1st, 2030? That needs to be answered. Without a plan and without a date, there is no incentive to complete the Trans Ozark Trail and without a goal, no effort to reach it. I have had some very positive reports about the article, meaning that the information is meaningful. Please continue the efforts and share this article in any manner you can!

Thank you!!

Ron

The pilot light has been lit. It is time to stoke the fire and keep the flame burning!!



Family and Friends at the Arkansas/Missouri Border. October 5th, 2024





Please re-read this entire article, respond and get involved. The people and/or organizations that have ever been involved with any trail systems take the building, construction, maintenance, oversight, care and use of trails very seriously. Simply said, the OTA and OTHA = TOT. TOT not only wants more but also needs your help. Please don't be shy. Help stop the government Red Tape and help build the TOT! Please contact them. I sincerely thank you for the support of a future great 700-mile hiking trail, which can become a worldly attraction for the Midwest. Just do it!

Ron K.

Future Trans Ozark Trail

History in the Making



Monument at the shoreline of the MO/AR border.

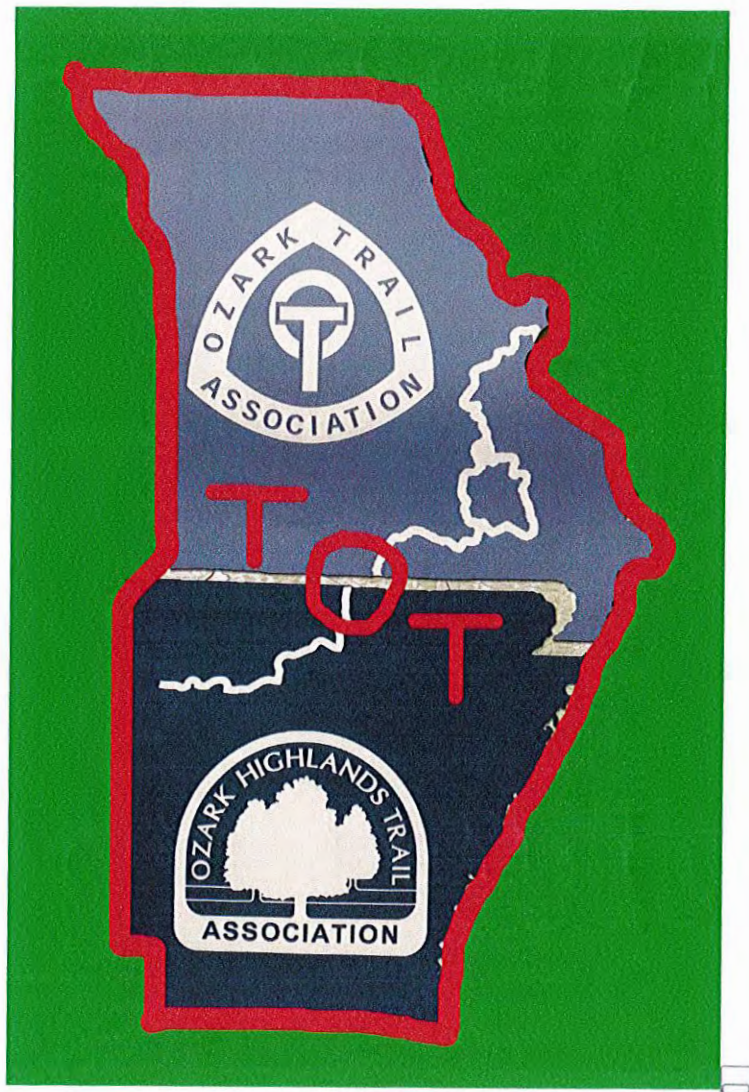
The Story----

From: Ronald Koskovich (raj2@att.net)

To: raj2@att.net

Date: Wednesday, December 25, 2024 at 12:08 PM CST

*Trans Ozark Trail New Year's Resolution.
Complete Construction Before Jan.01, 2030.
1825 Days to Go!
150 Miles to Go!*



I continue to get positive feedback about a plan to complete the 700-mile Tran Ozark Trail. I have not received any negative feedback or comments. However, there is more to be done. Even though this is the fourth time the article has been sent to all of you, this reminder remains important to get as many as possible involved in this effort. The return on investment will be huge. The beauty of it all is that it will be used for many, many years to come which will make many outdoor enthusiasts very happy!

I do not believe that taking 50 years to complete the TOT is acceptable by anyone's standards. I believe that the most important thing that we all need to do is make sure to make contact with as many Government officials as possible to let them know this trail is wanted by many. This includes the federal, state, local cities, counties, town ships, etc. It is difficult to understand the makings of the government systems, laws, rules, regulations, and so forth. Being somewhat complicated to the average person should remind us that the Government on all levels are public servants and that is why no one needs to be hesitant in making contact with them. They are here to help us and will help when the need is explained about the importance and rewards of a completed 700-mile hiking trail. Any official statements at all coming from the necessary government officials are beneficial and needed to shed light on when they will get involved at a much higher level than they are currently. There is not an easy answer, but any kind of public statement would cause great, Hope for many, to fulfill the Dream! Even a best guess is better than nothing.

So, the big question is? What Government authority has to make a final commitment as to when the Trans Ozark Trail will be completed? What may be standing in the way of what still needs to be done before a commitment is made? This question is a very important piece of the overall plan for the Trans Ozark Trail and needs to be answered goal. Close to taking 50 years to build and to use is just way too long with only approx. 150 miles left to finish. This is an achievable goal.

Please read and heed and share this information. Use the OTA and OHTA web sites as well as their Face Book. These have the most current daily information about the trails. Both volunteer associations will appreciate your interest and involvement, and contributions.

Let us not forget the importance of the news media and the corporate sponsors to assist and support the governments involvements and reasonability's. Because of the size and nearness of the Ozark Trail to Springfield MO, Springfield has all the necessary resources needed to be the other major contributor to the southern sections of approved available trail that is yet to be built in southern Missouri, close to the Arkansas border.

Much gratitude to all that are participating. Thanks!

Make it a good New Year!

Ron

(RERUN)
3rd Edition Nov 24, 2024
Complete the Trans Ozark Trail By Jan 1, 2030



PUBLIC COMMENT



Area of concern: Suburban Development Pattern / Urban Sprawl

City/County of concern: OTO MPO Area

Date received: 12/11/2024

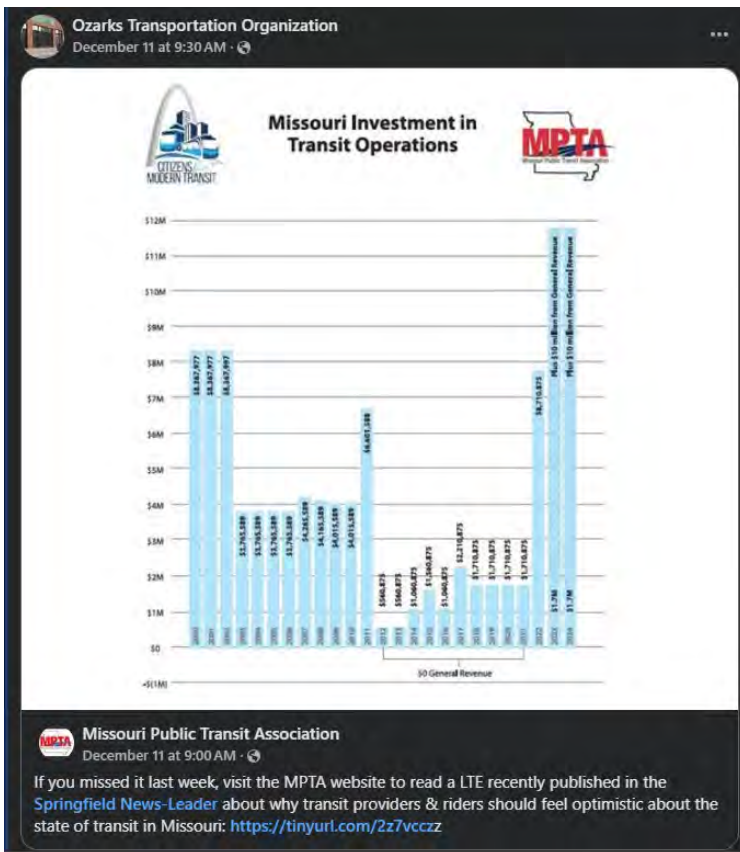
Received through: Facebook

Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Shared Posting

Facebook Comments



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

2d Like Reply Send message Hide



PUBLIC COMMENT



Area of concern: Kansas Expressway & Republic Road – Striping

City/County of concern: Springfield/Greene County

Date received: 12/13/2024

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

Contact Name: Matt

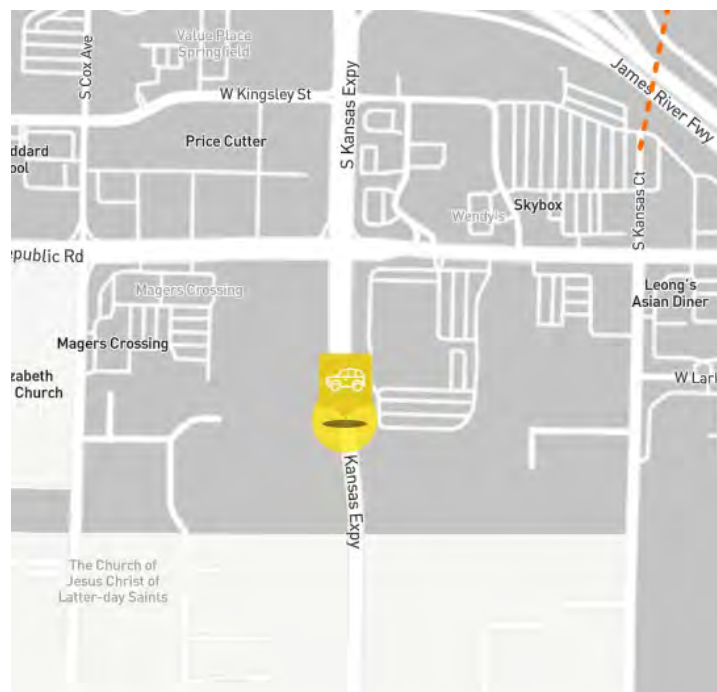
Contact Email/Ph #: N/A

Comment:

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

Original comment received 10/28/24: This needs to be restrapped or proper turning lane put in because it's a rear end accident waiting cuz the new striping they did at Kansas expressway stoplight were stringing down to one lane going through

Map



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



PUBLIC COMMENT



Area of concern: 2300 Block of S Maryland Avenue - Sidewalks

City/County of concern: Springfield/Greene

Date received: 12/18/2024

Received through: Email

Contact Name: Cessi [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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

OTO Response:

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

Commentor's Response:

2300 block of s Maryland Avenue



PUBLIC COMMENT



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

City/County of concern: Springfield/Greene

Date received: 12/20/2024

Received through: Email

Contact Name: Alex [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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

OTO Response:

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

MoDOT 2007 Study:

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

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



PUBLIC COMMENT



Area of concern: Main Street and Aldersgate Bike Lanes

City/County of concern: Nixa/Christian County

Date received: 12/23/2024

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

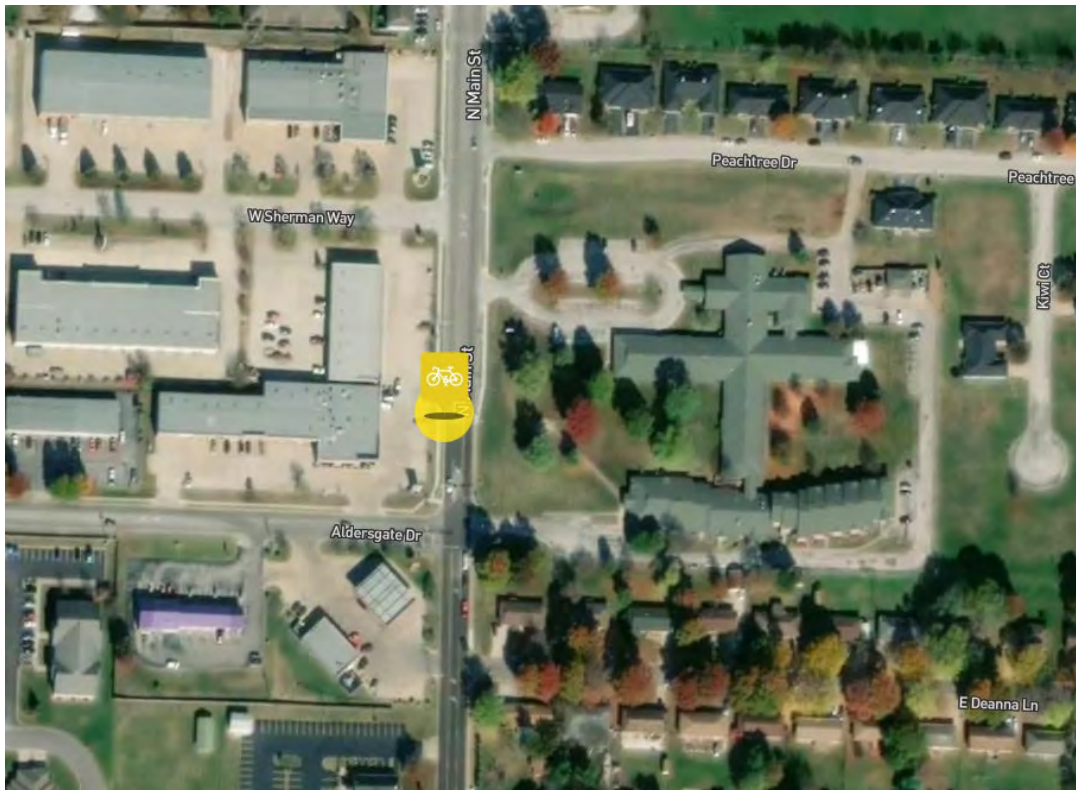
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



Area of concern: Massey Blvd and Aldersgate Drive Pedestrian Crossing

City/County of concern: Nixa/Christian County

Date received: 12/23/2024

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

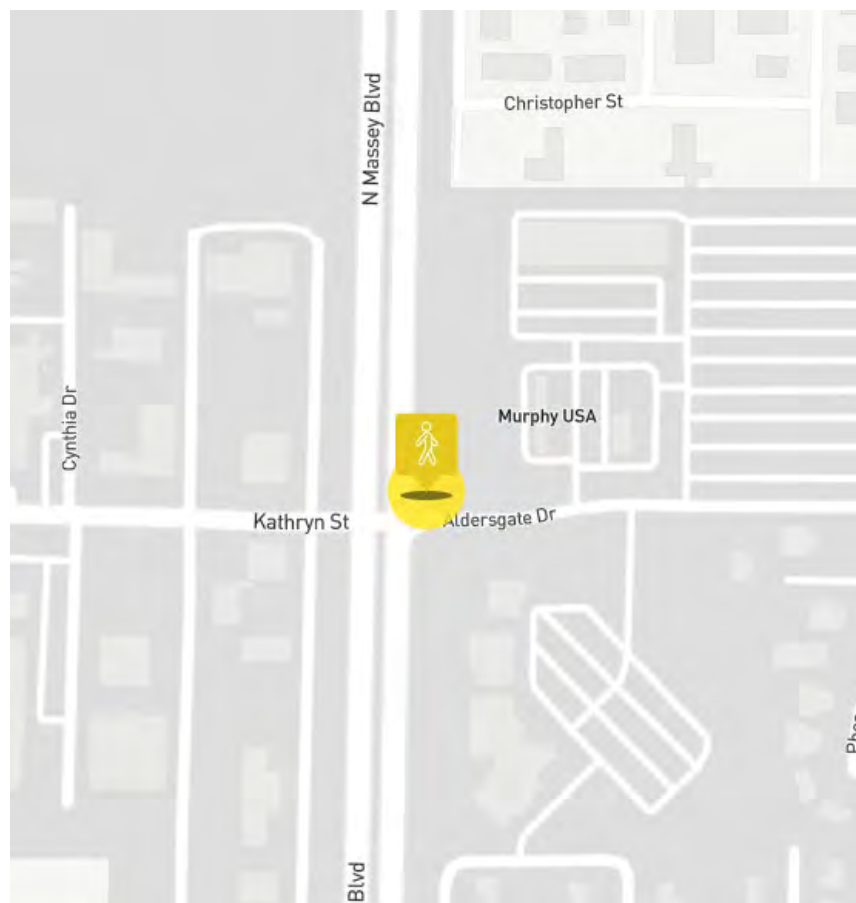
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



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

City/County of concern: Nixa/Christian County

Date received: 12/23/2024

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

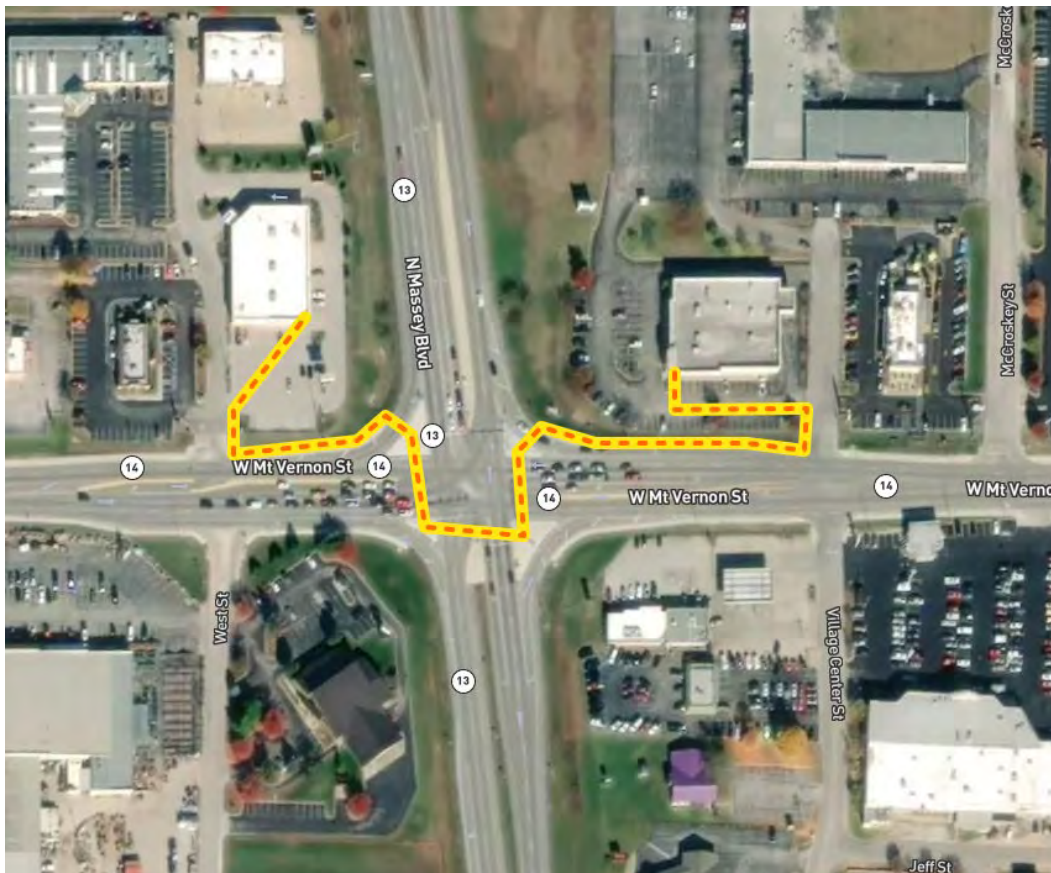
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



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

City/County of concern: Nixa/Christian County

Date received: 12/23/2024

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

Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



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

City/County of concern: Springfield/Greene County

Date received: 12/23/2024

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

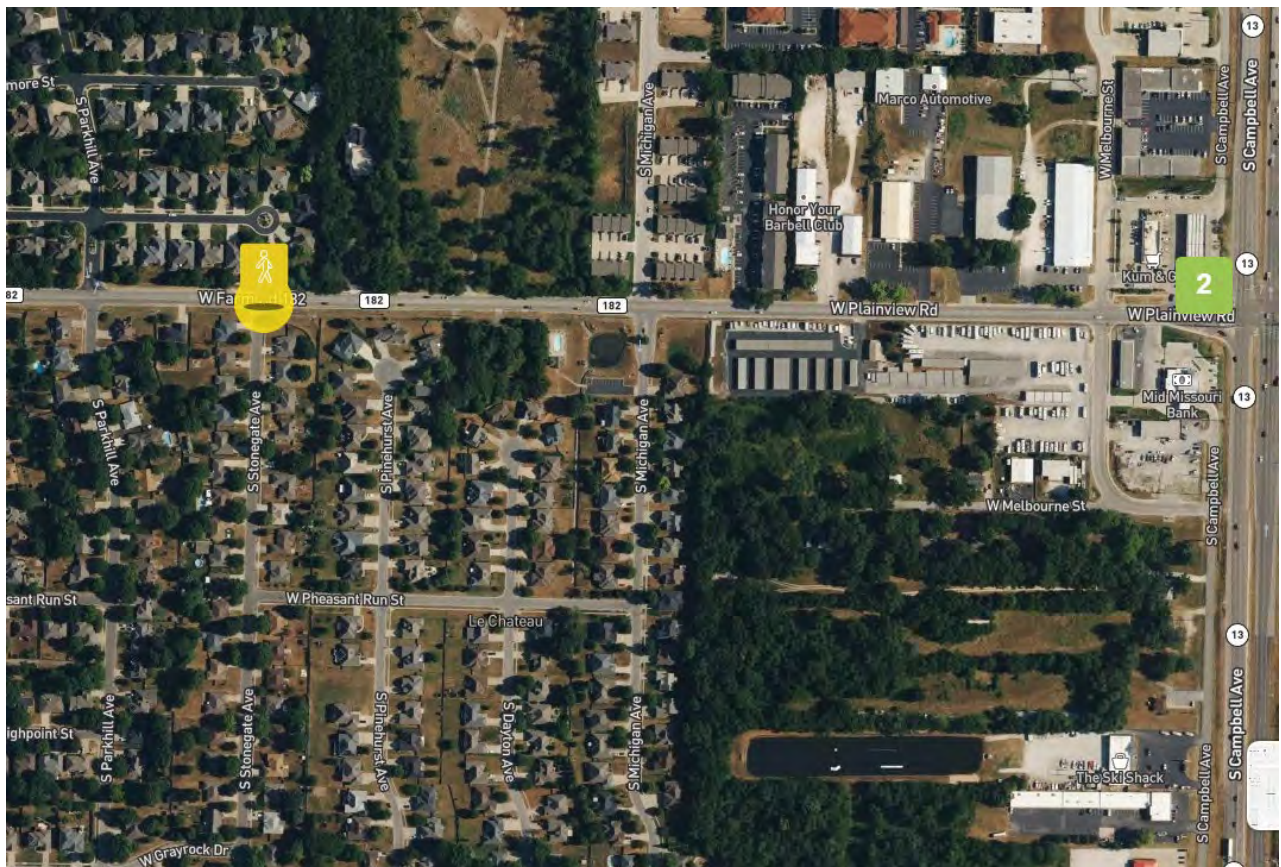
Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



Area of concern: Brentwood Neighborhood - Sidewalks

City/County of concern: Springfield/Greene County

Date received: 01/02/2025

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

Contact Name: Mac Rost

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



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

City/County of concern: Springfield/Greene

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

Received through: Email

Contact Name: Ramona [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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

Additional Comment Received 01/04/2025:

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

OTO Response:

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



PUBLIC COMMENT



Area of concern: Bicycle Infrastructure

City/County of concern: OTO MPO Area

Date received: 01/05/2025

Received through: Email

Contact Name: Mark [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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

OTO Response:

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



PUBLIC COMMENT



Area of concern: Bus Route Request

City/County of concern: Springfield/Greene County

Date received: 01/06/2025

Received through: Email

Contact Name: Marcel [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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

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

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

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

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

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

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

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

OTO Response:

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



PUBLIC COMMENT



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

City/County of concern: Springfield/Greene

Date received: 12/25/2024

Received through: Email

Contact Name: Joseph [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,
Joe

OTO Response:

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

Reply Comment:

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



PUBLIC COMMENT



Area of concern: Division and Kansas Traffic Lights

City/County of concern: Springfield/Greene County

Date received: 01/08/2025

Received through: Email

Contact Name: Sarah [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello, I contacted MoDot about a suggested improvement for the traffic lights at Division and Kansas Expressway and was referred to OTO.

I travel through that intersection during morning and evening rush hours and routinely have to sit through the light in the morning waiting to turn left from Division onto southbound KE while no or limited traffic moves through the intersection coming from the west. I believe traffic would move more efficiently through the intersection with the addition of flashing yellow lights for left turns.

The MoDot rep explained that the sight lines through the intersection do not allow for that and that additional right away would be needed to create the angled left turn lanes that we're seeing in some of the revamped intersections. They indicated that a project needing additional right away starts with you as the planning organization for the area. I'm writing to request that OTO consider looking at this intersection and placing it on the list of priorities.

Thank you for your time and consideration. Sarah [REDACTED]

OTO Response:

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



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 01/02/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

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

Public Input Opportunity: Safety Action Plan - Destination Safe Streets

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

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

OZARKSTRANSPORTATION.ORG

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

Facebook Comments

Carolyn McGhee

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



PUBLIC COMMENT



Area of concern: Massey Blvd and Rosedale Road

City/County of concern: Nixa/Christian County

Date received: 01/13/2025

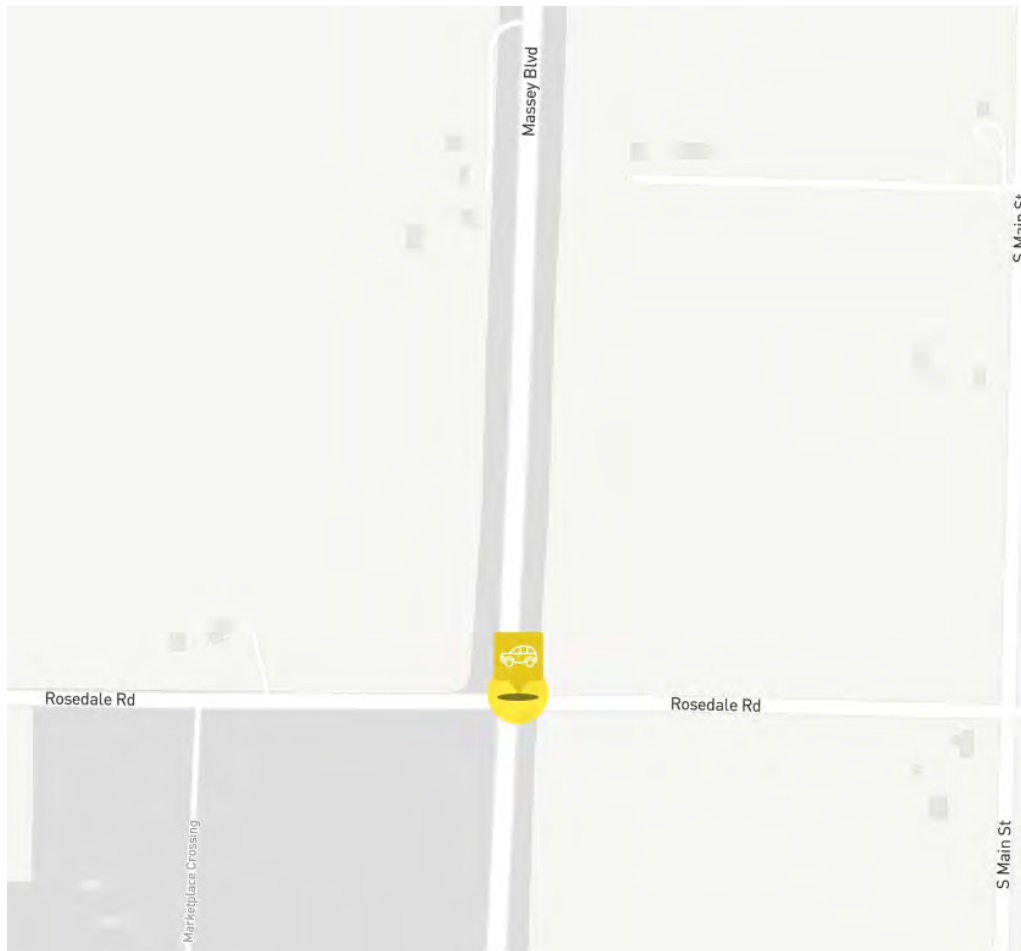
Received through: Map-A-Concern (OTO website)

Contact Name: Wade

Contact Email/Ph #: N/A

Comment: This should be traffic circle? People turn left to go to Nixa. That is them going uphill. Trying to see traffic is clear. It's a bit of a blind spot because I was almost hit in the side when someone was pulling out and also a slow down traffic before getting to Nixa when it reduces to 45 mph

Map



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



PUBLIC COMMENT



Area of concern: Massey Blvd and Aldersgate Drive

City/County of concern: Nixa/Christian County

Date received: 01/13/2024

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

Contact Name: Wade

Contact Email/Ph #: N/A

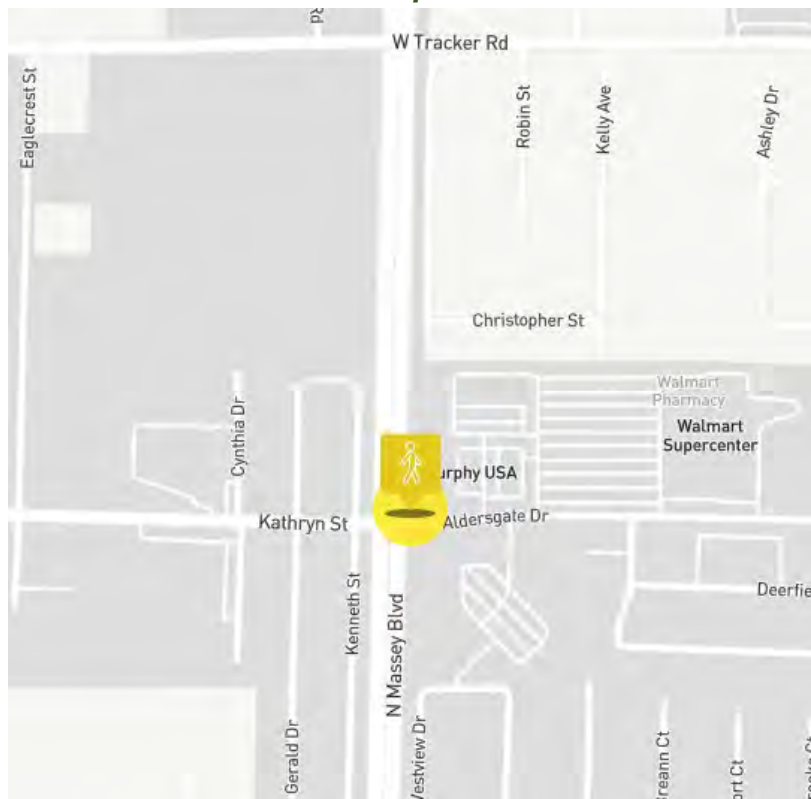
Additional Comment to Original Comment Below:

I also see kids walking up to tracker road too in the grass by Kenneth St

Original Comment:

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

Map



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



PUBLIC COMMENT



Area of concern: Speeding – Road Design

City/County of concern: OTO MPO Area

Date received: 01/16/2025

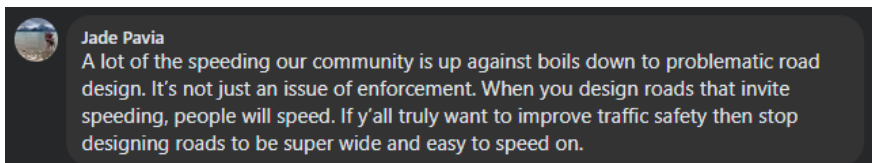
Received through: Facebook

Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Original Shared Posting

Facebook Comments





PUBLIC COMMENT



Area of concern: Independence Street and Weller Avenue

City/County of concern: Springfield/Greene County

Date received: 01/25/2025

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

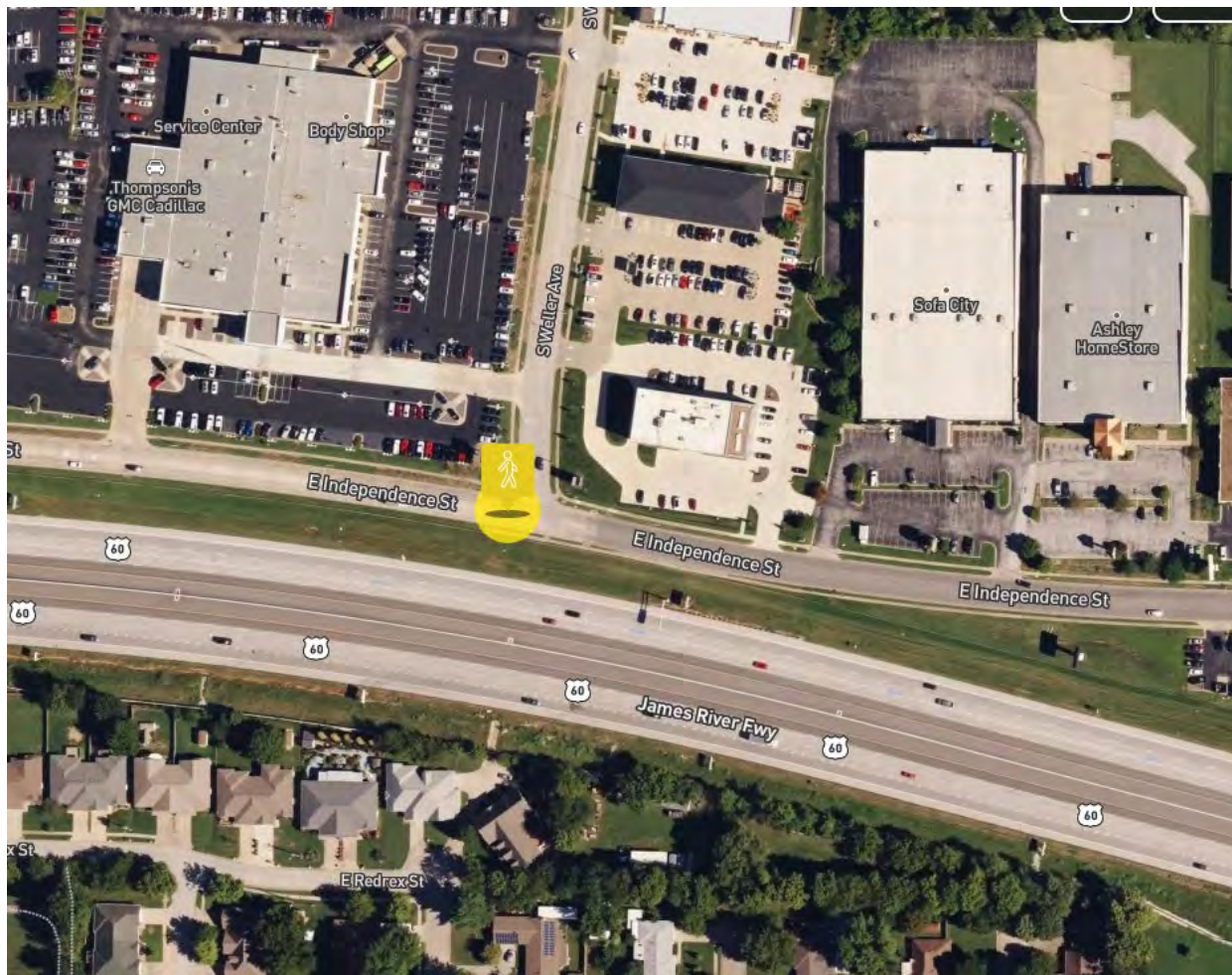
Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 01/28/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting

Ozarks Transportation Organization
16h · 🌐

PHONE DOWN. It's the law.
Effective August 28, 2022

PER 304.822 RSMO, ALL DRIVERS ON MISSOURI ROADWAYS SHALL NOT:

1. Hold or support a cell phone or other wireless device while driving. Drivers can use Bluetooth or voice-activated features while driving.
2. Manually type, write, send, or read any text-based communications on an electronic communication device.
3. Watch, record, post, send, or broadcast a video or movie.

*Features include GPS and other hands-free apps.

PENALTIES:

- 1st Conviction: Up to \$150 fine
- 2nd Conviction: Up to \$250 fine
- 3rd Conviction: Up to \$500 fine

Drivers can face criminal charges for traffic crashes that result in property damage, injury, or death.

Drivers can still report a crime, medical emergency, or traffic crash.

SCAN TO READ LAW

Missouri State Highway Patrol
Yesterday at 8:37 AM · 🌐

Keep Missouri's roads safe. Put your phone down and do your part to help everyone get home safely. #HandsFreeLaw

Facebook Comments

Carolyn McGhee

It's messed up: it's gotten to the point because of this that blind pedestrians are more aware of their surroundings than drivers. I wasn't told in mobility class I'd ever encounter a situation where I had to watch out for drivers but in St. Louis the school for the blind is pretty well known: we don't have much here as far as visibility or recognition despite our chapter being pretty large.

16h Like Reply [Send message](#) Hide



PUBLIC COMMENT



Area of concern: Urban Sprawl

City/County of concern: OTO MPO Area

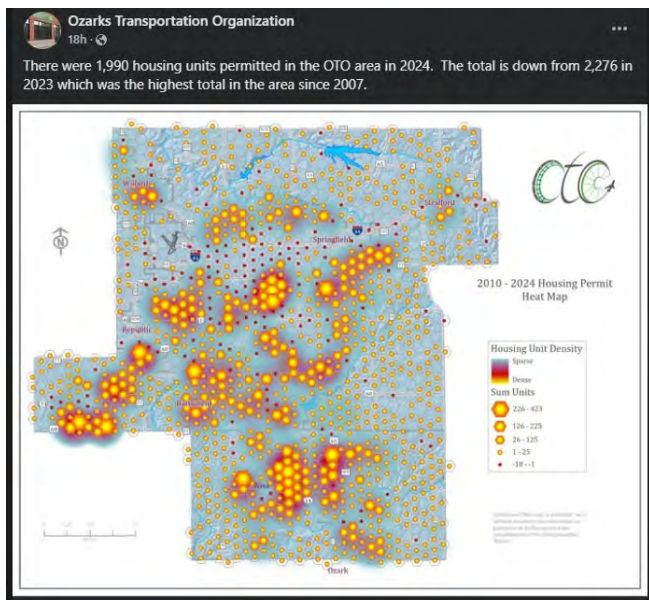
Date received: 01/28/2025

Received through: Facebook

Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comments

Jade Pavia
Now That's What I Call Sprawl!



PUBLIC COMMENT



Area of concern: Independence Street and Weller Avenue

City/County of concern: Springfield/Greene County

Date received: 01/25/2025

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

Contact Name: Allen

Contact Email/Ph #: N/A

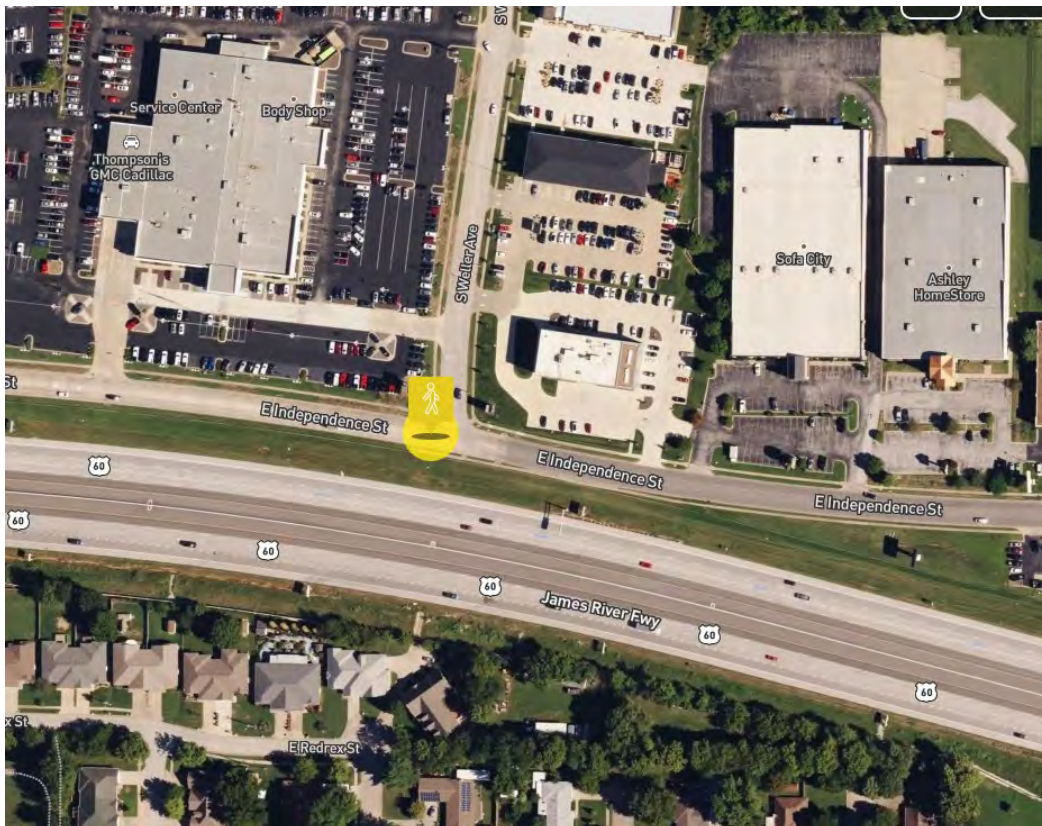
Additional comment for this area:

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

First comment for this area:

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

Map



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



PUBLIC COMMENT



Area of concern: Kansas Expressway near Republic Road

City/County of concern: Springfield/Greene County

Date received: 01/29/2025

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

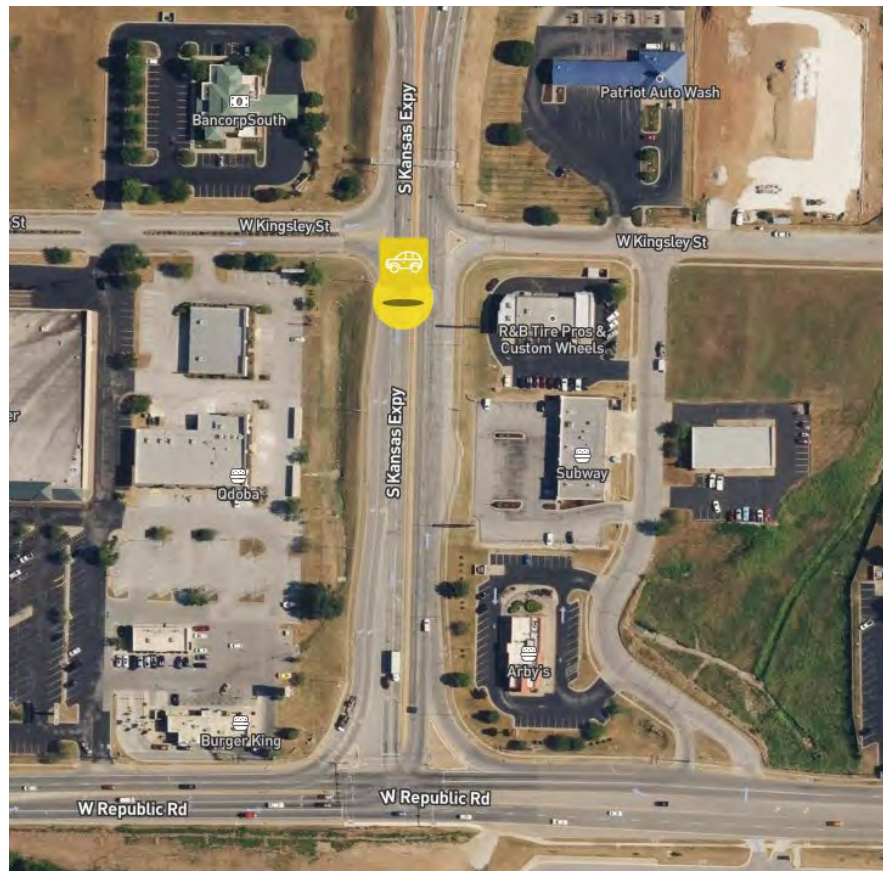
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



Area of concern: FF Extension

City/County of concern: Nixa/Christian County

Date received: 01/30/2025

Received through: Email

Contact Name: Sonia [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

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

OTO Response:

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



PUBLIC COMMENT



Area of concern: Luster Ave and Glenstone

City/County of concern: Springfield/Greene County

Date received: 02/11/2025

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

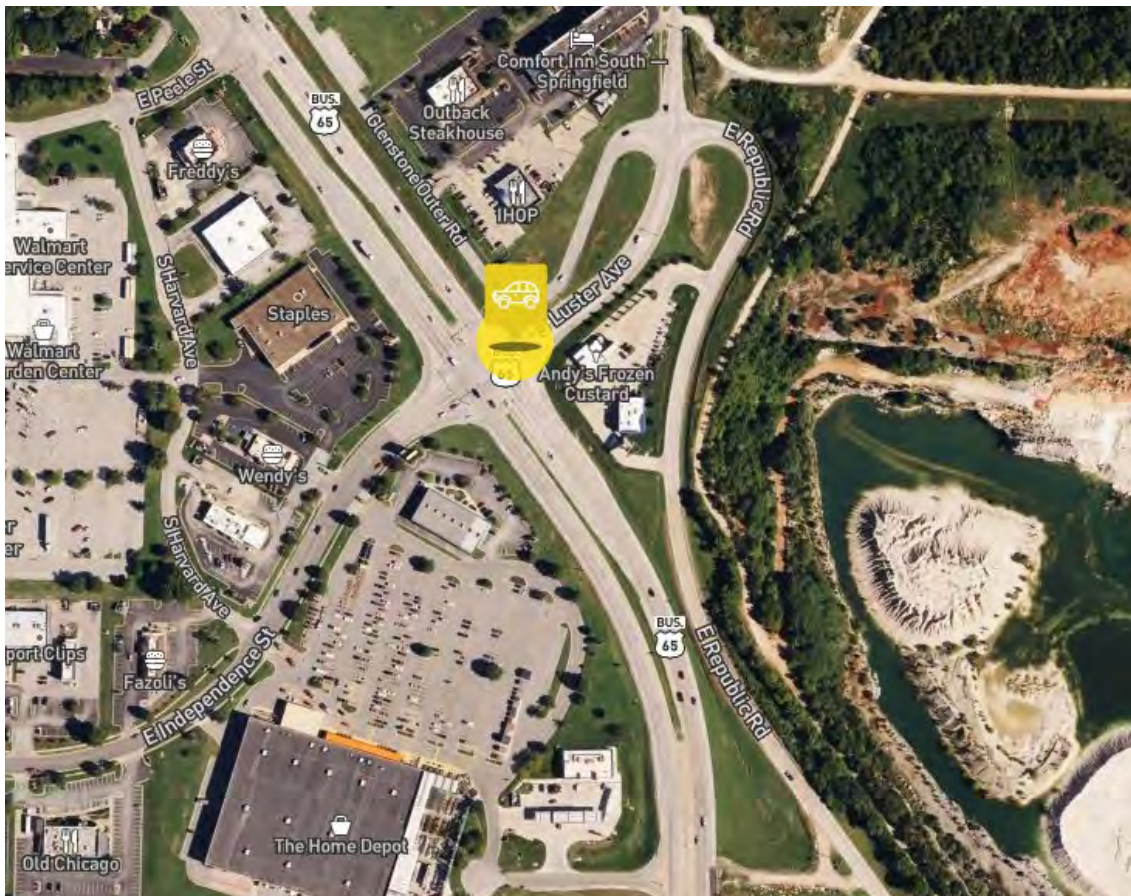
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

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

Map



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



PUBLIC COMMENT



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

City/County of concern: Springfield/Greene County

Date received: 02/11/2025

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

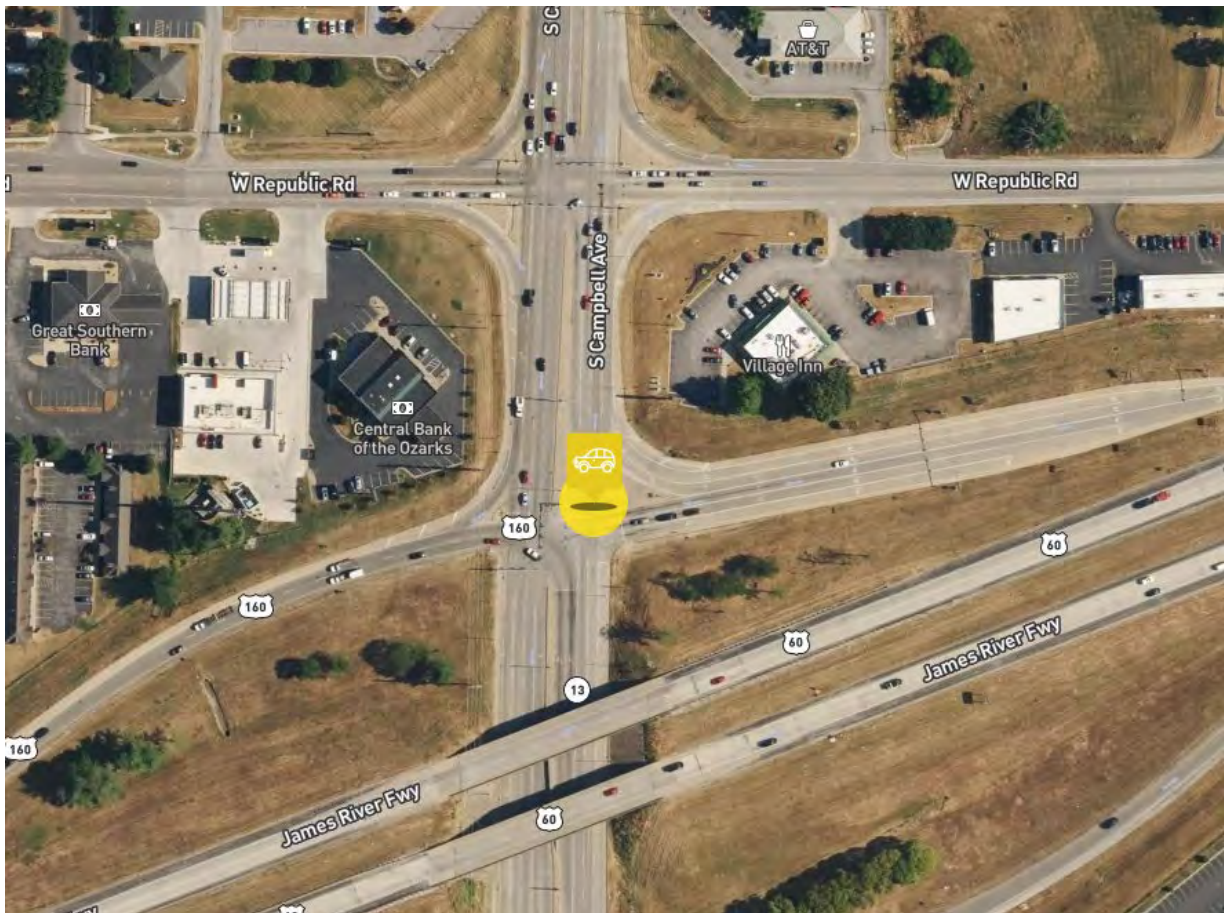
Contact Name: Evan [REDACTED]

Contact Email/Ph #: N/A

Comment:

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

Map



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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM I.I.

Federal Funds Obligation Status – February 2025

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

AGENDA DESCRIPTION:

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

THE OTO AREA MUST OBLIGATE ANOTHER \$7.3 MILLION BY SEPTEMBER 30, 2025 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. To meet the 120 percent goal, OTO must obligate another \$7.3 million by September 30, 2025.

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

Federal Funds Balance Report

FY 2025 Status

FY 2024 Ending Balance inc. Correction	All Funds	1,324,458.98
FY 2025 Allocations (100%)	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(3,365,587.36)
Balance as of 2/11/2025	All Funds	8,649,566.74
Pending Obligations/Deobligations		(858,695.85)
Pending Balance		7,790,870.89
Percent Obligated	All Funds	31%

List of FY 2025 Obligations/Deobligations

9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)
5900851 Pavement Resurfacing	STBG-U	476,268.40
9901849 Chadwick Flyer Overpass	STBG-U	(208,093.28)
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)
00FY823 OTO Operations	STBG-U	62,359.47
5910811 TMC Salaries 2024	STBG-U	(23,461.33)
9901878 Finley River Trail West	CRP	(89,714.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(158,369.50)
0442344 I-44 Kansas to Glenstone	STBG-U	50,000.01
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)
1602076 Kearney and West Bypass	STBG-U	26,449.00
1602076 Kearney and West Bypass	STBG-U	(49,295.35)
S604089 New Melville over I-44	STBG-U	(409,721.11)
9901837 Chadwick Flyer Phase II	STBG-U	(29,920.27)
9901862 Chadwick Phase V	CRP	34,682.77
S603067 E. Sunshine SW	STBG-U	(125,200.00)
5900852 ADA Improvements	STBG-U	(1,144,400.00)
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.00)
0652084/S603067 E. Sunshine SW	TAP	(626,000.00)
0141029 Jackson and NN	STBG-U	55,988.58
9901849 Chadwick Flyer Overpass	TAP	(668,256.26)
Amount subtracted from balance		(3,365,587.36)

MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(3,365,587.36)
100% Goal Obligations Remaining	All Funds	7,325,107.76

MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	(3,365,587.36)
120% Goal Obligations Remaining	All Funds	9,211,700.24

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING (DE)OBLIGATIONS			
S604064 Strafford 125 West SW	Strafford	(32,041.60)	(32,041.60)
S605063 N. Main Street	Nixa	(177,911.61)	(209,953.21)
5901822 Chadwick Flyer Phase III	OTO	189,843.63	(20,109.58)
1602076 Kearney/West Bypass	MoDOT	26,449.00	6,339.42
7441012 Kearney/Packer	MoDOT	69,522.96	75,862.38
9901827 ChadwickFlyr Jackson/Clay	Ozark	41.57	75,903.95
00FY824 OTO Operations/Planning	OTO	140,170.20	216,074.15
5901824 TMC Signal Replacements	Springfield	(1,074,770.00)	(858,695.85)
PLANNED CRITICAL OBLIGATIONS			
5901827 Jordan Creek Trail Smith Park	Springfield	(100,441.23)	(959,137.08)
RP2503 Hines and ZZ	Republic	(336,000.00)	(1,295,137.08)
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(1,579,855.08)
EN2502 South Crk at Glenstone	Springfield	(46,633.00)	(1,626,488.08)
9901858 Route OO East Sidewalks	Strafford	(175,223.35)	(1,801,711.43)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(869,236.00)	(2,670,947.43)
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)	(2,897,112.43)
9901860 Nixa Multi-Use Path	Nixa	(602,134.00)	(3,499,246.43)
S605047 Weaver Road Improvements	Battlefield	136,518.00	(3,362,728.43)
9901867 Lost Hill Park Bridge CON	Greene Parks	(107,000.00)	(3,469,728.43)
MO2604 FY 2026 TMC Staff	Springfield	(496,000.00)	(3,965,728.43)
OT1901-19A5 (UPWP FY 2026)	OTO	(268,019.00)	(4,233,747.43)
S602092 MM Shared Use Path/Underpass	Republic	(496,697.00)	(4,730,444.43)
9901838 N. Old Orchard	Strafford	(481,362.00)	(5,211,806.43)
9901864 Finley River Trail Extension	Ozark	(114,175.54)	(5,325,981.97)
5901830 South Ck Fremont/Glenstone	Springfield	(644,270.00)	(5,970,251.97)
5919806 Grant Avenue Viaduct	Springfield	(2,022,339.00)	(7,992,590.97)
5901838 MLK Jr. Bridge	Springfield	(935,284.00)	(8,927,874.97)
S605031 CC Cost Share	Ozark	(2,128,397.00)	(11,056,271.97)
5901826 LeCompte Trail	Springfield	(383,160.00)	(11,439,431.97)
<i>Total Critical Obligations</i>			(11,439,431.97)

MODOT MANDATED MINIMUM

100% Goal Obligations Remaining	All Funds	7,325,107.76
Critical Obligations	All Funds	(11,439,431.97)
Obligations over MoDOT Mandated Minimum		(4,114,324.21)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	9,211,700.24
Critical Obligations	All Funds	(11,439,431.97)
Obligations over MoDOT Mandated Goal		(2,227,731.73)

At-Risk Projects

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

Name	Responsible Agency	Programmed	TOTAL
S602093 MM I-44 to 360	Republic	(2,296,000.00)	(2,296,000.00)
9901839 Downtown N. Main Street	Nixa	(200,000.00)	(2,496,000.00)
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(2,907,207.14)
5900853 Main Bridge over Jordan	Springfield	(2,000,000.00)	(4,907,207.14)
5900853 Main Bridge over Jordan	Programmed	(4,000,000.00)	(8,907,207.14)
Total FY 2025 At-Risk Projects			(8,907,207.14)

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM II.A.

OTO Growth Trends Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

<https://www.ozarkstransportation.org/uploads/documents/2024-Growth-Trends-Report.pdf>.

Conclusions from the report include:

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

If there is additional information that the Technical Planning Committee is interested in seeing in the annual growth trends report, members are asked to let staff know.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

2024 Growth Trends Report

The Ozarks Transportation Organization



OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

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

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

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

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Introduction

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

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

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD), MoDOT, The Missouri Census Data Center (MCDC), and 2023 – 2019 American Community Survey Five-Year Estimates.

• Residential Units Added

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

• Growth Trend Maps

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

• Demographics & Employment

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

Residential Units

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

For the purpose of this report, single-family structures represent one residential unit. Any structures divided into more than one residence, including duplexes, are counted as multi-family units.

In addition, permits for demolition of existing residential units were subtracted from the total of newly constructed residential structures and existing structures converted to residential use to produce the net total

housing units added in each city or county within the OTO area in 2024.

Permit activity in unincorporated portions of counties that lie within the OTO boundary is included in this report.

In this section of the report, the new housing units added in 2024 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units.

A table of permit activity in the OTO area from 2001 – 2024 is included as an appendix.



Residential Units

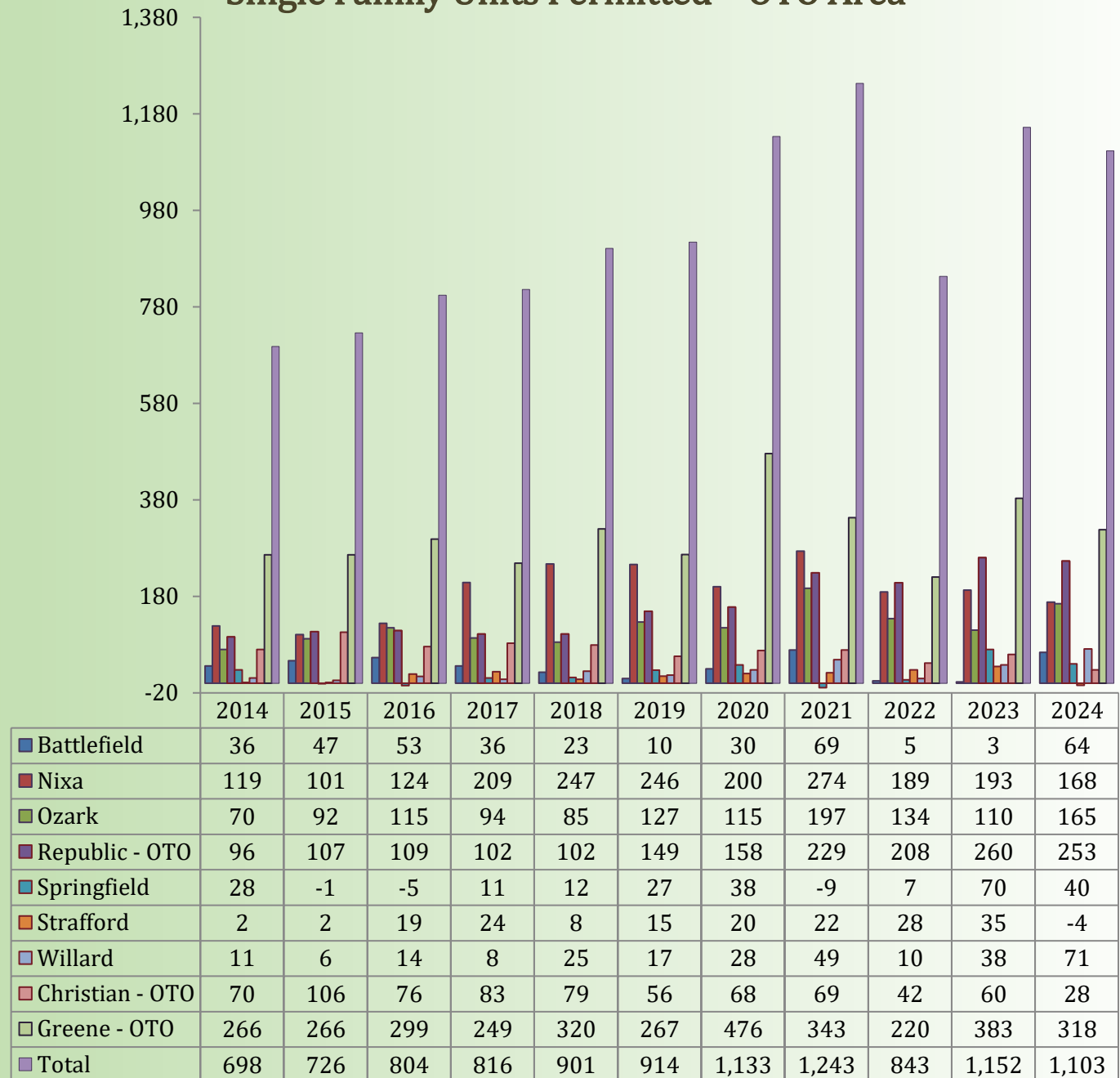
Single-Family

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

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

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

Single Family Units Permitted – OTO Area



Residential Units

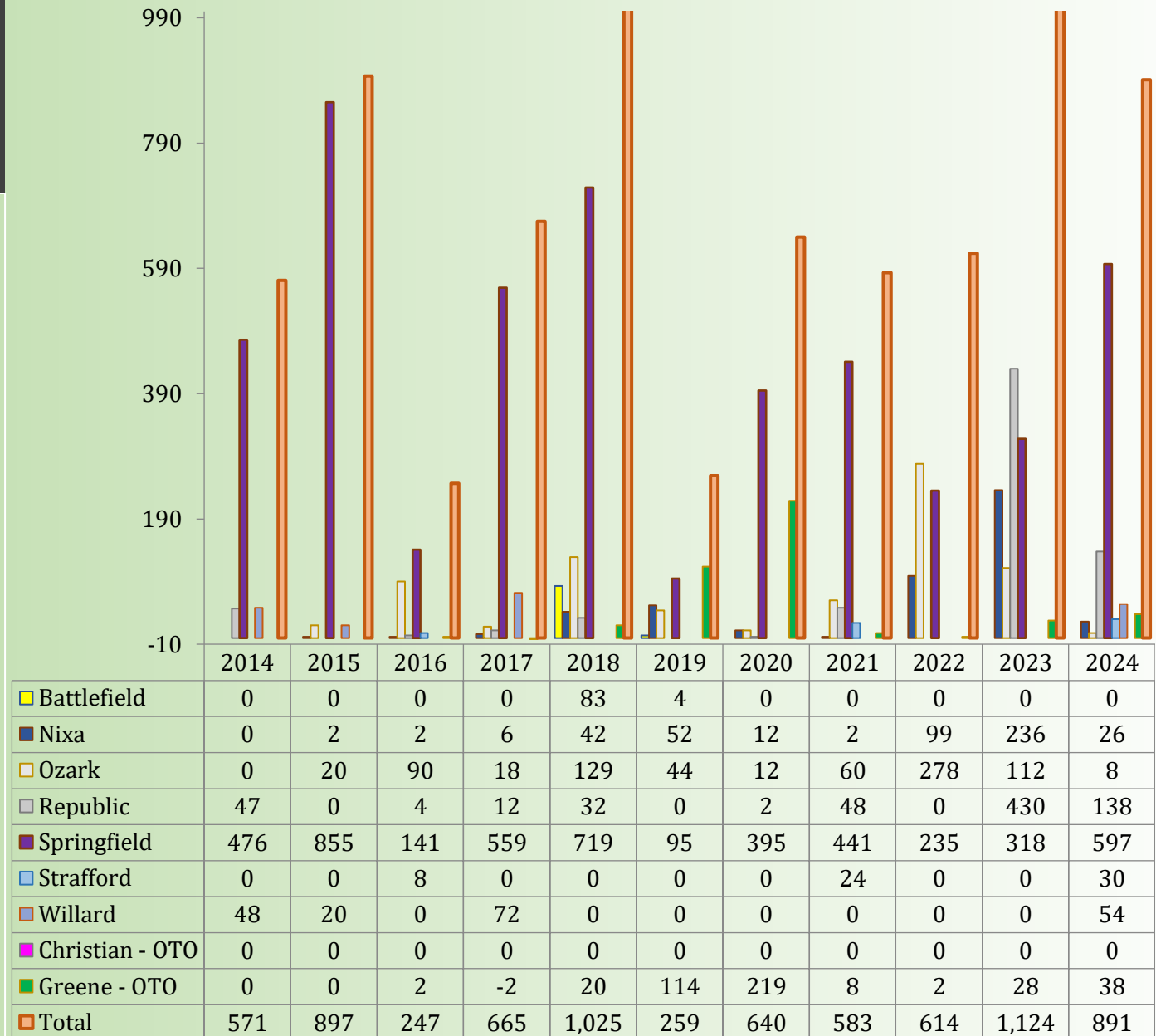
Multi-Family

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

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

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

Multi-Family Units Permitted - OTO Area



Residential Units Totals

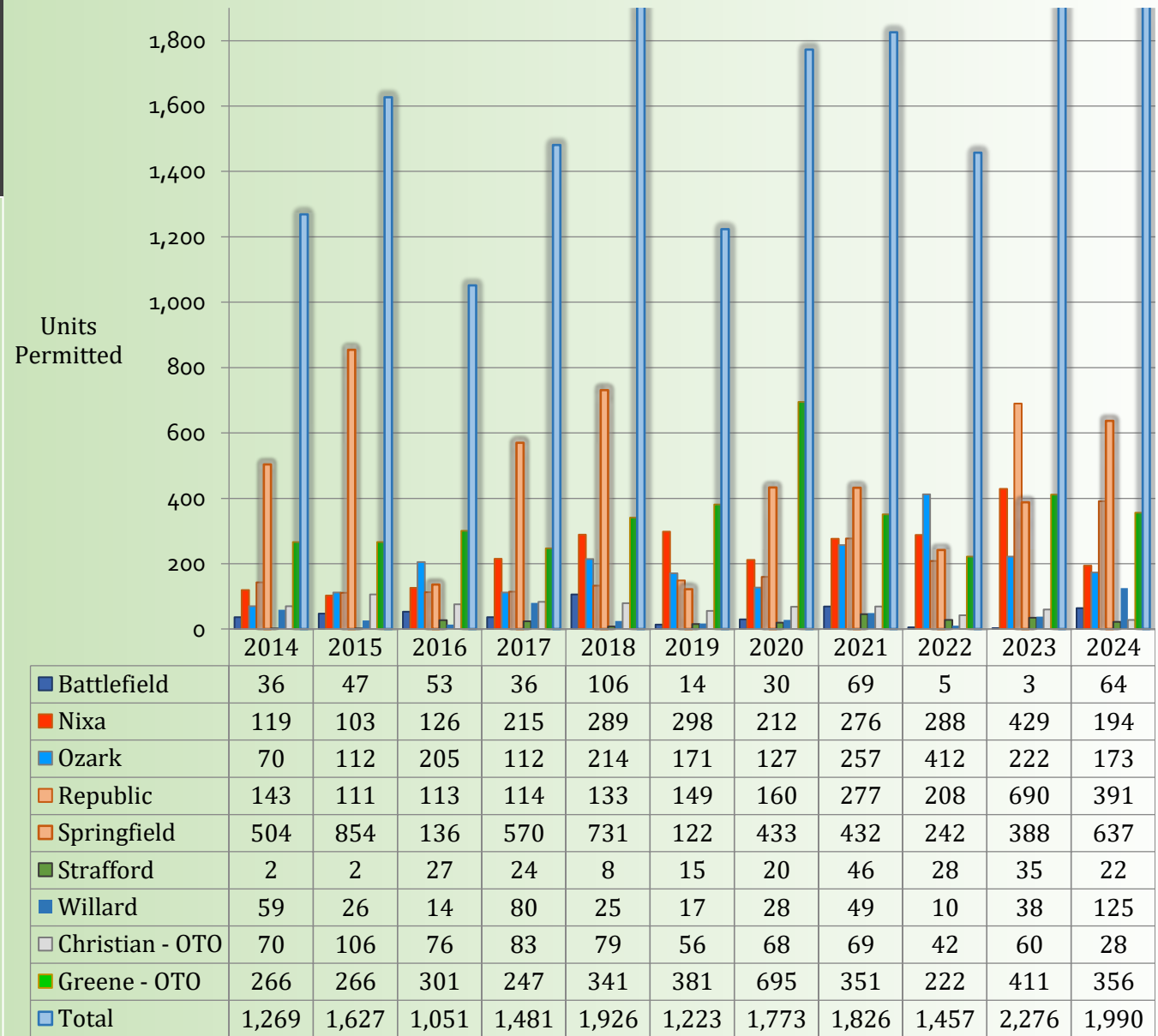
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2024 and the prior ten years.

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

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

After a dip in 2022, the number of permits issued in 2024 has recovered to be the second highest in this ten-year range.

OTO Area Total Residential Units Permitted



Growth Trend Maps

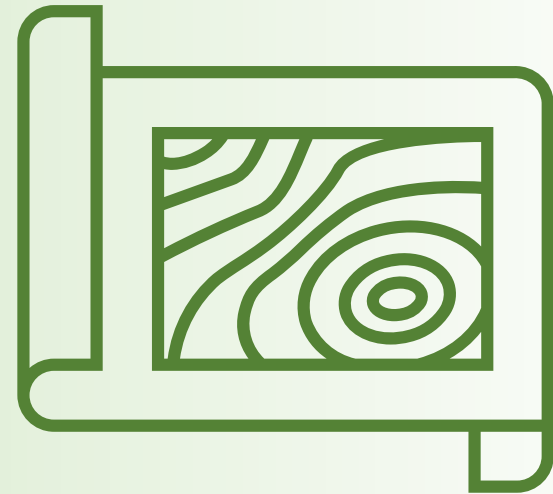
Changes in Housing Units

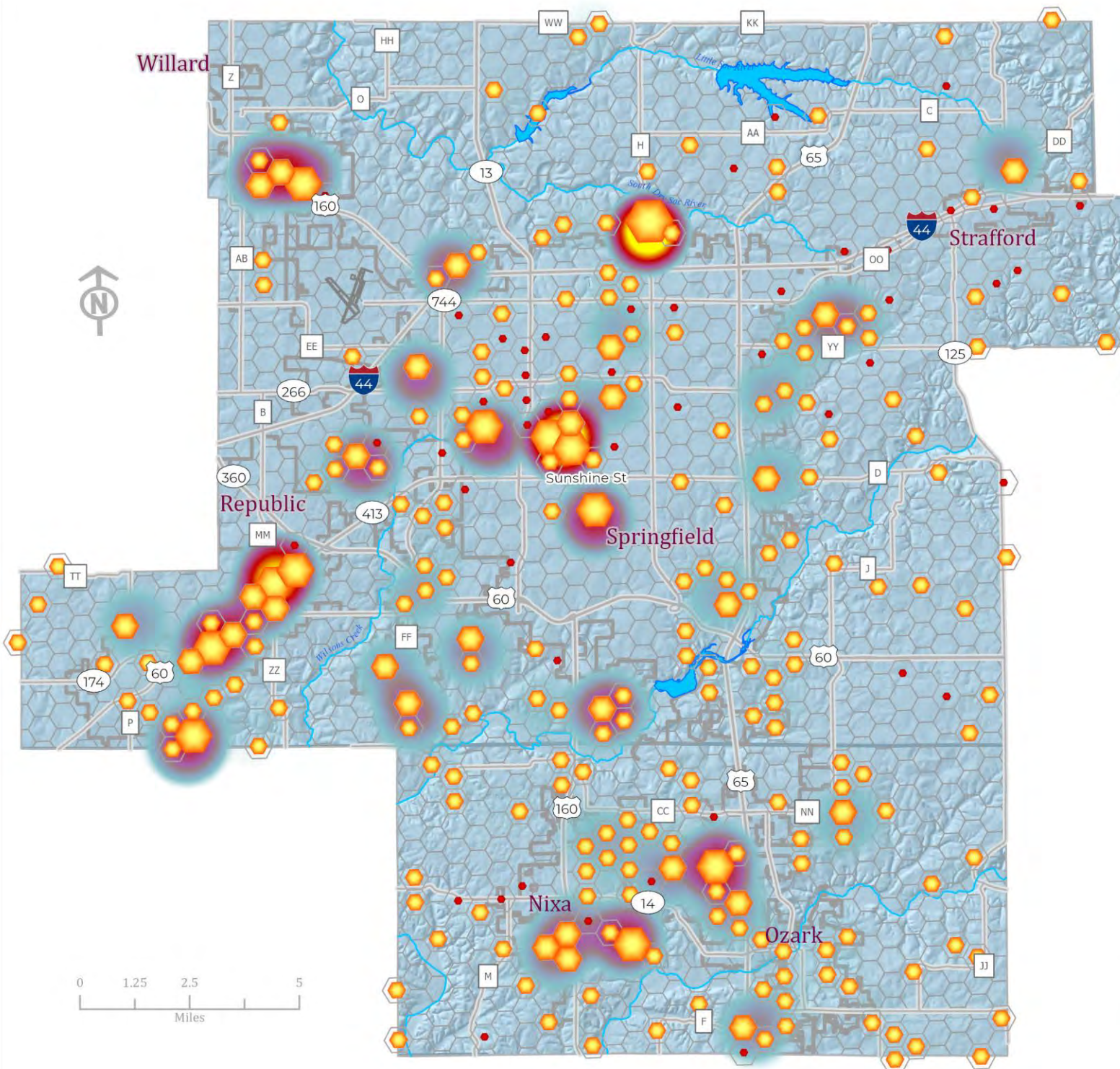
The maps on the following pages illustrate the locations of housing units added in 2024 as well as the period from 2014 to 2024.

Additionally, heat map symbology has been added to demonstrate densities of new residential structure development. A layer of geocoded permit address points aggregated into a grid of hexagons was added as an overlay to provide more information about the location and magnitude of residential development in 2024 as well as 2014 - 2024.

Migration Flows

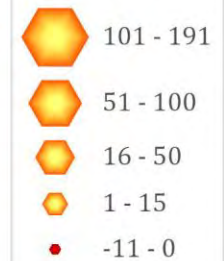
County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2021 – 2022 are included.





2024 Housing Permit Heat Map

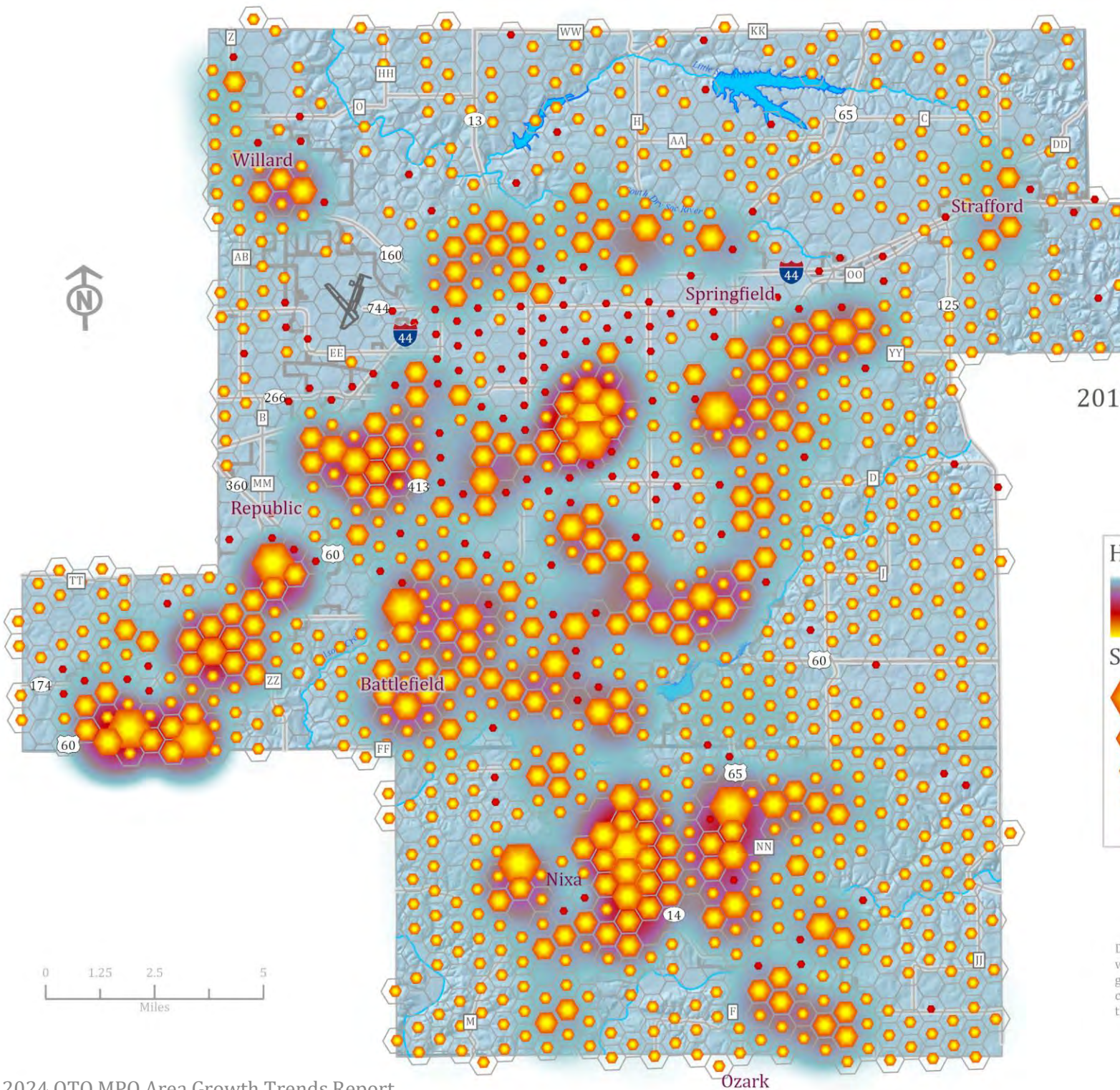
Sum Units



Units



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

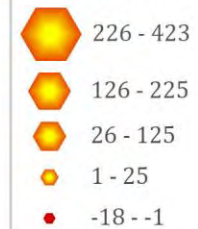


2010 - 2024 Housing Permit
Heat Map

Housing Unit Density



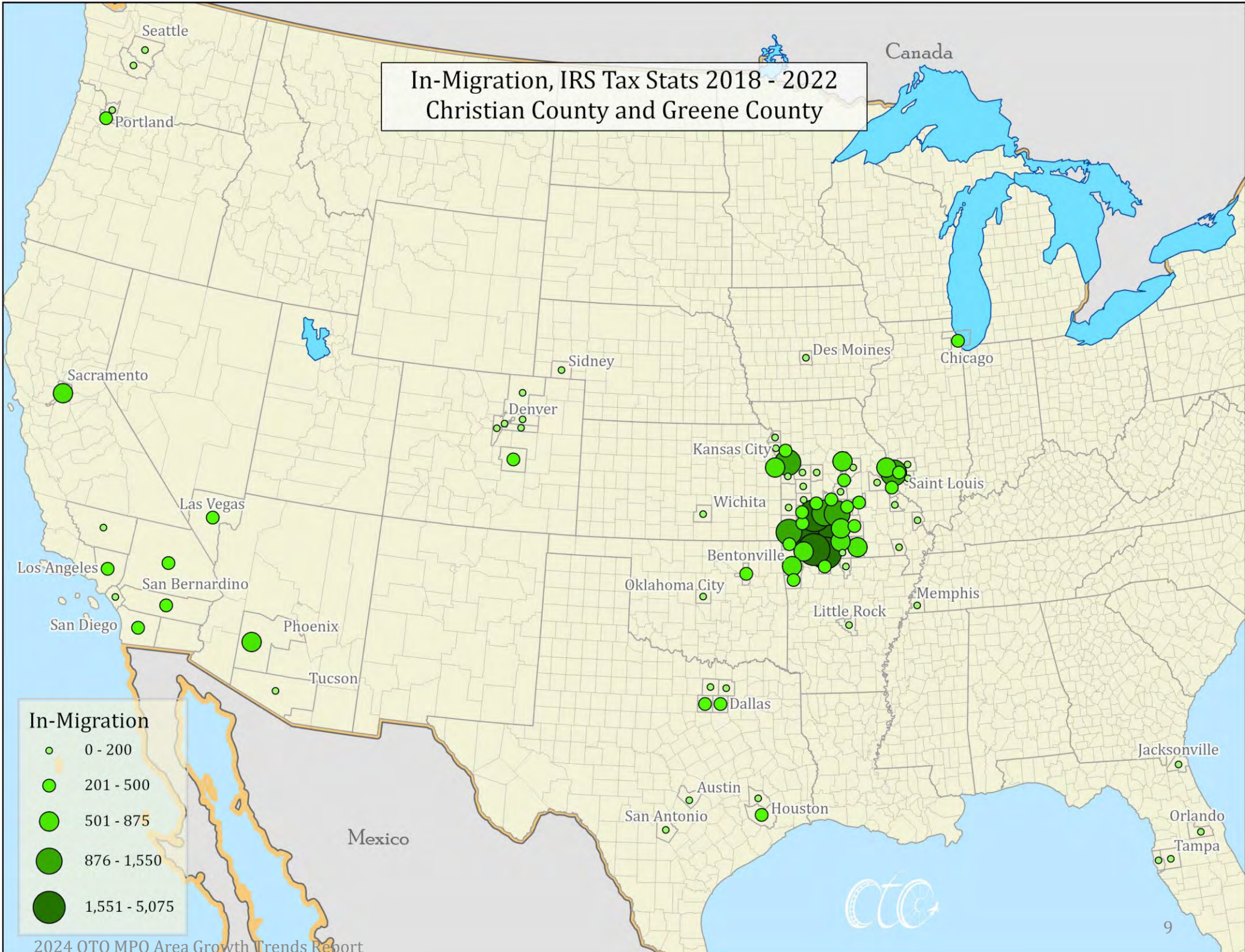
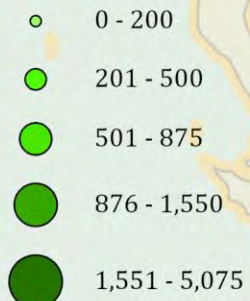
Sum Units



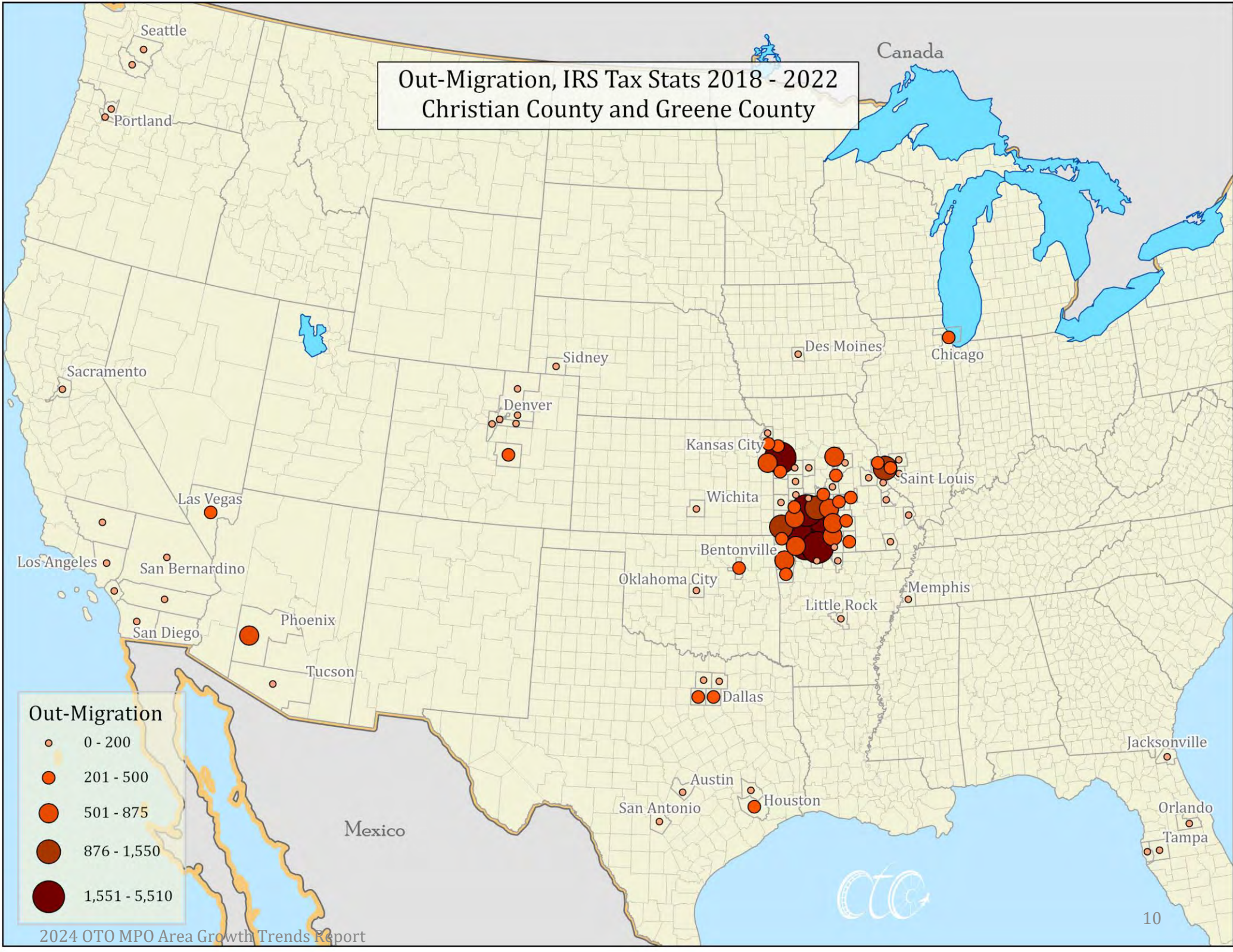
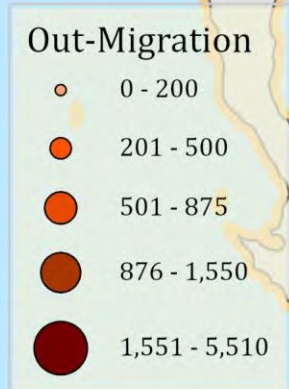
Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented therein.

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

In-Migration

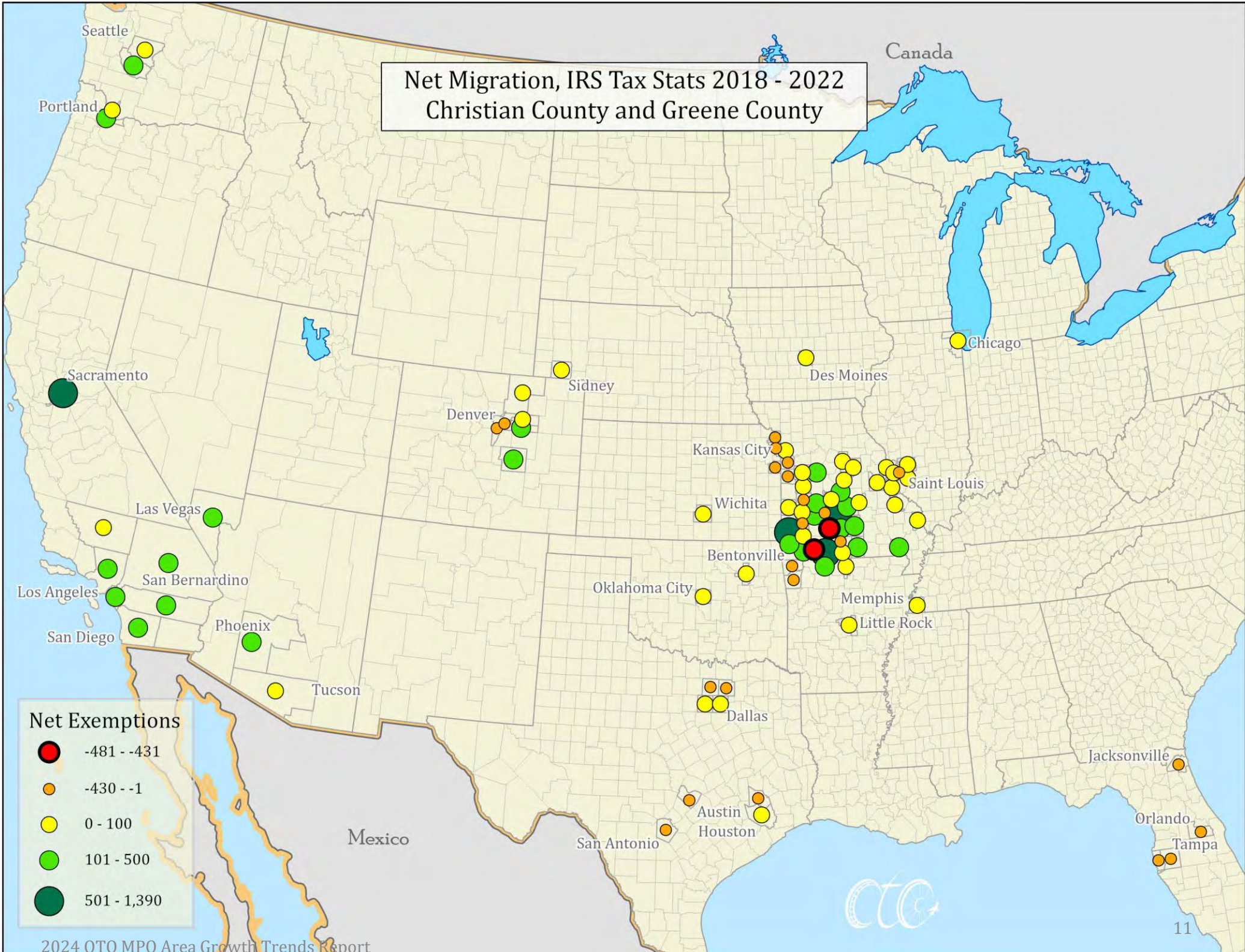
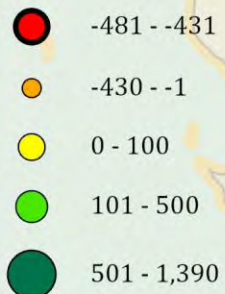


Out-Migration, IRS Tax Stats 2018 - 2022
Christian County and Greene County



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

Net Exemptions



Demographics & Employment

Population Change

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

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

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



Springfield MSA

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

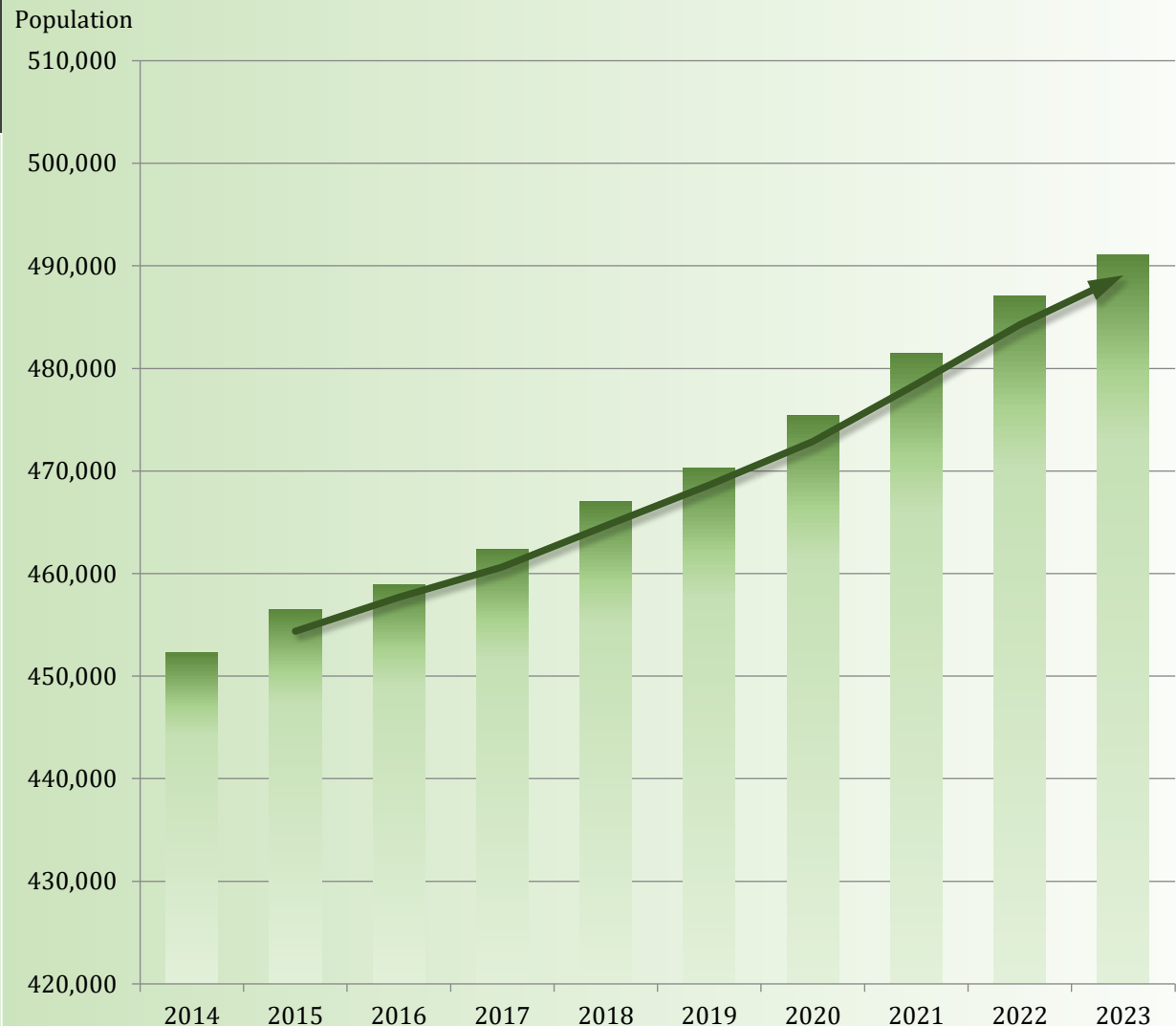
The chart on this page shows the steady increase of the combined MSA county populations.

From 2014 to 2023, the MSA population has increased from 487,061 to 491,053. This is an increase of 8.5%, equaling a 0.85% annual rate of growth.

Using the rule of 70, at an annual growth percent of 0.82, it will take the Springfield MSA 85 years to double in population to 982,122 by 2109.

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

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



Springfield MSA

Continued

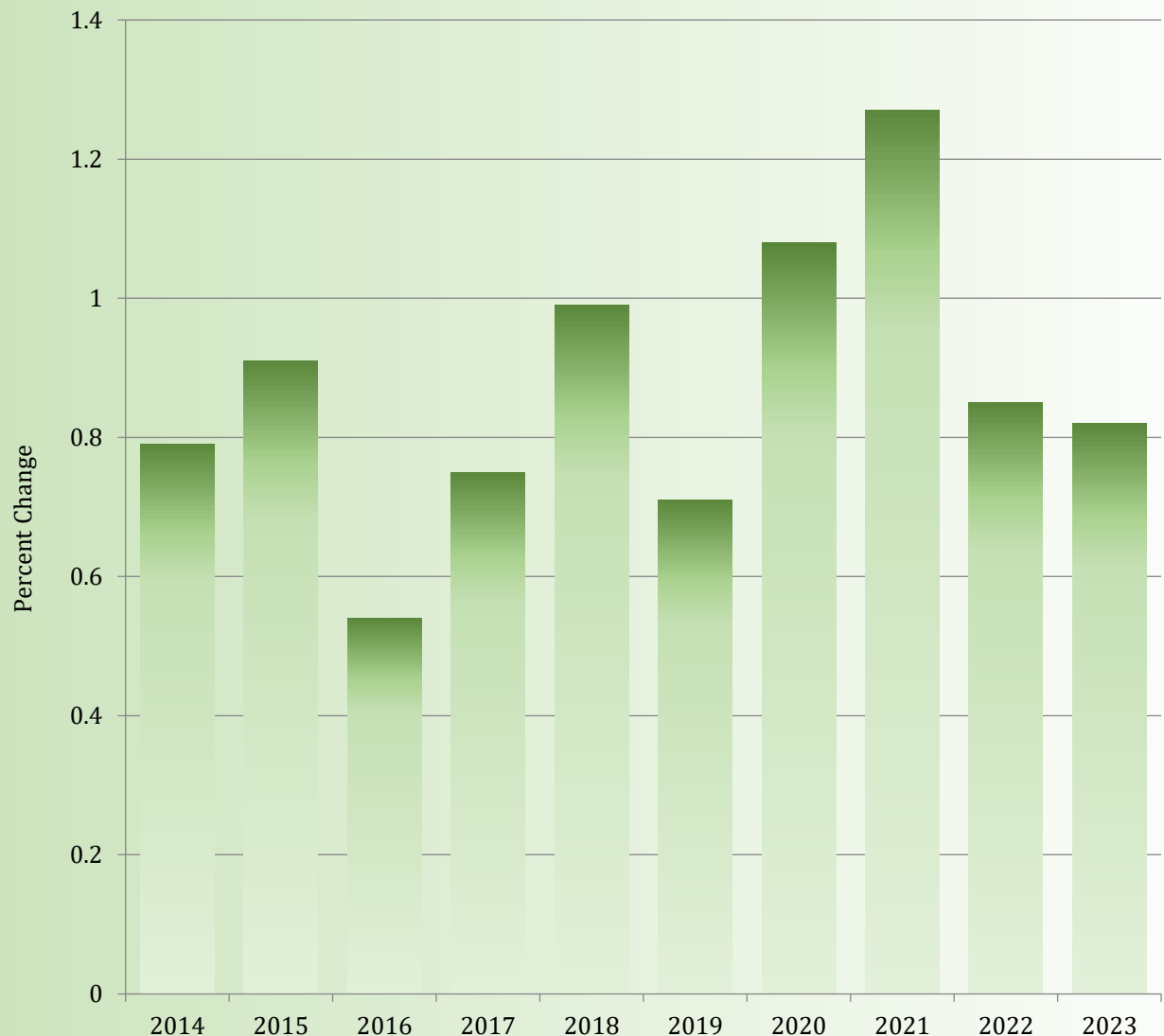
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 10-year period from 2014 to 2023 was from 2020 to 2021.

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

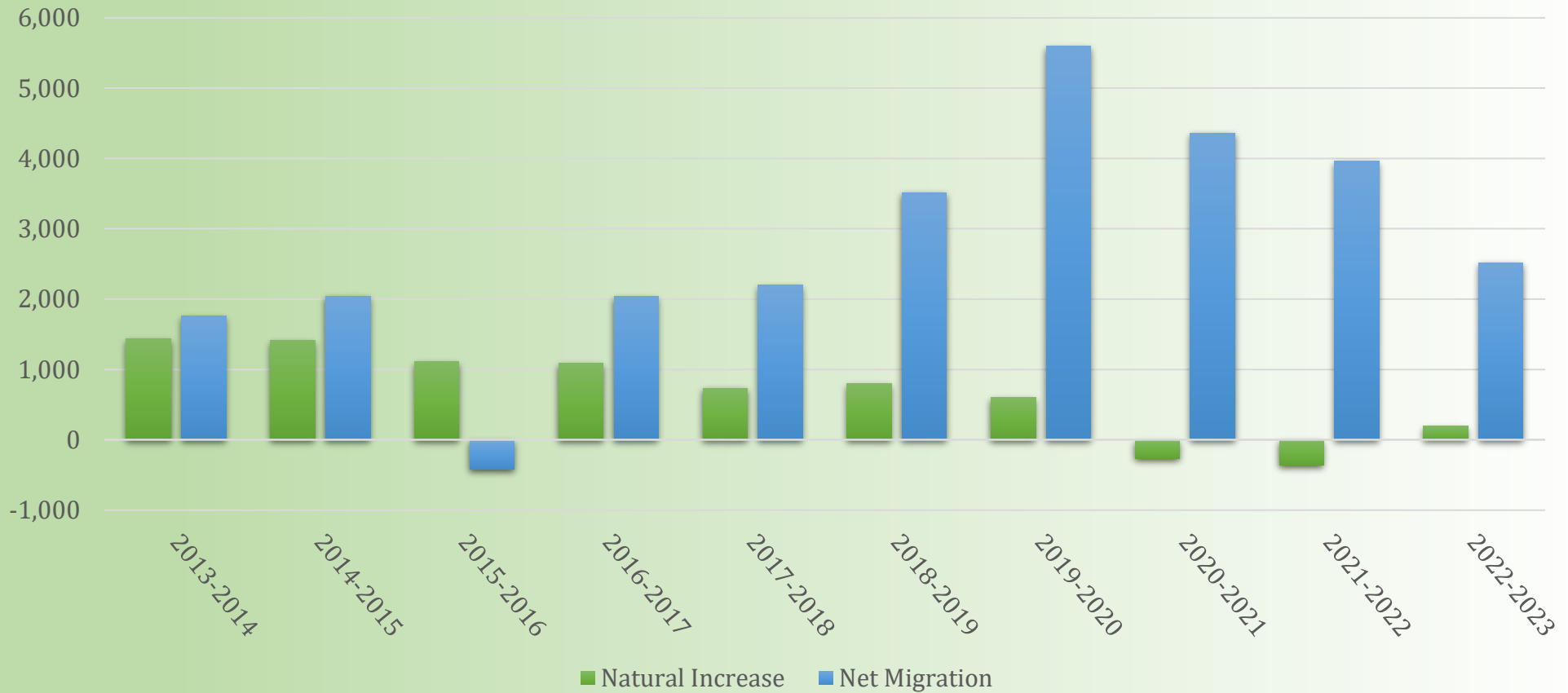
Year-over-Year Population Percent Change Springfield MSA

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



Components of Population Change

US Census Bureau Population and Housing Estimates Program



Natural Increase & Net Migration

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

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

Median Household Income

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

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

A comparison of survey estimates between survey years indicates that the rise in median household incomes is statistically different in 2023. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2013 & 2018 estimates and even outpace the rate of inflation.

Median Household Income

Source: American Community Survey 5-Year Estimates



Median Household Income

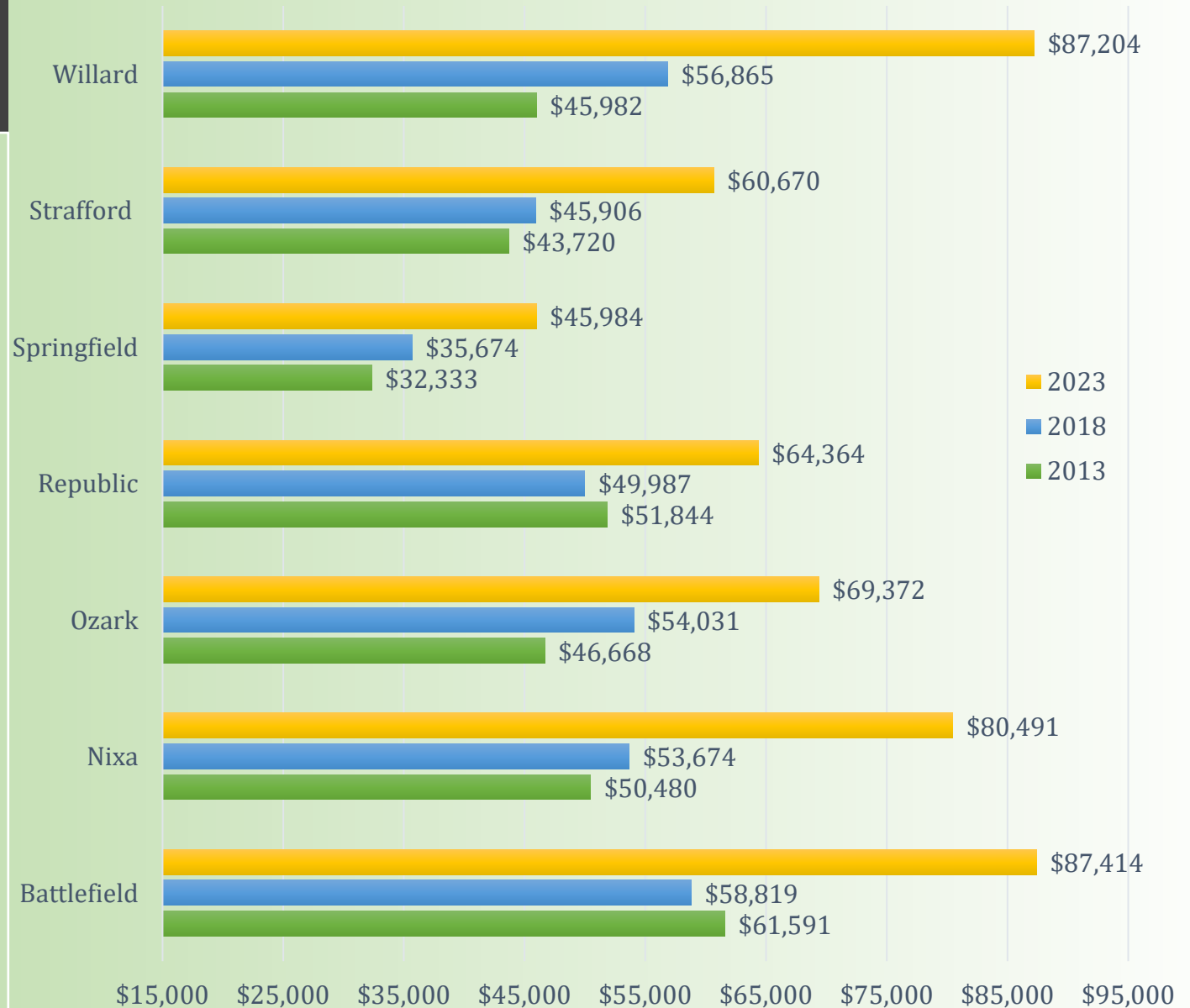
The chart to the right shows median household income for each city within the OTO planning area.

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

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

Median Household Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



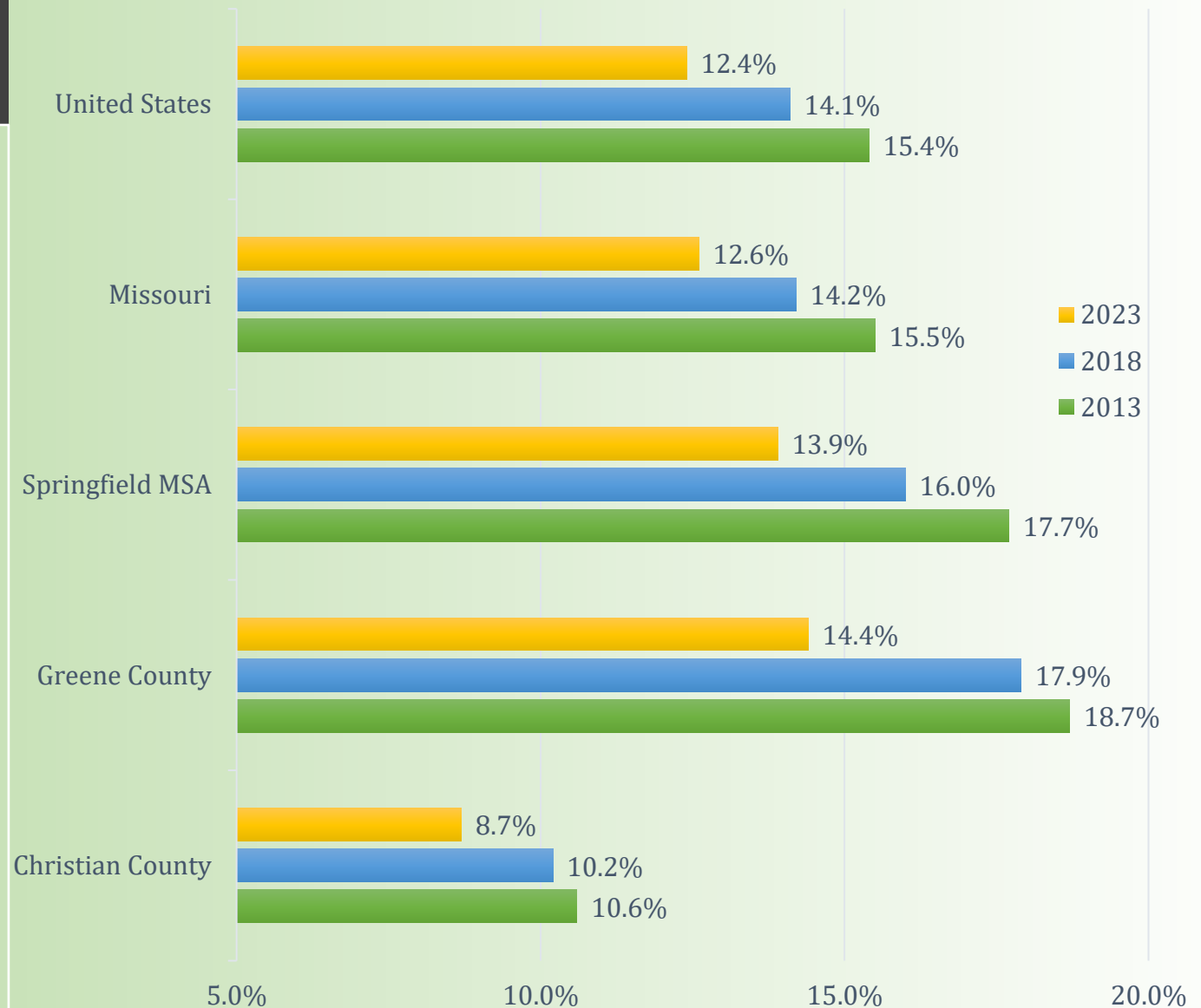
Individuals Living Below Poverty

In 2023, the percentage of people living at or below the poverty level had dropped below 2012 & 2018 levels for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

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

Percent Living Below Poverty Level

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



Children Living Below Poverty

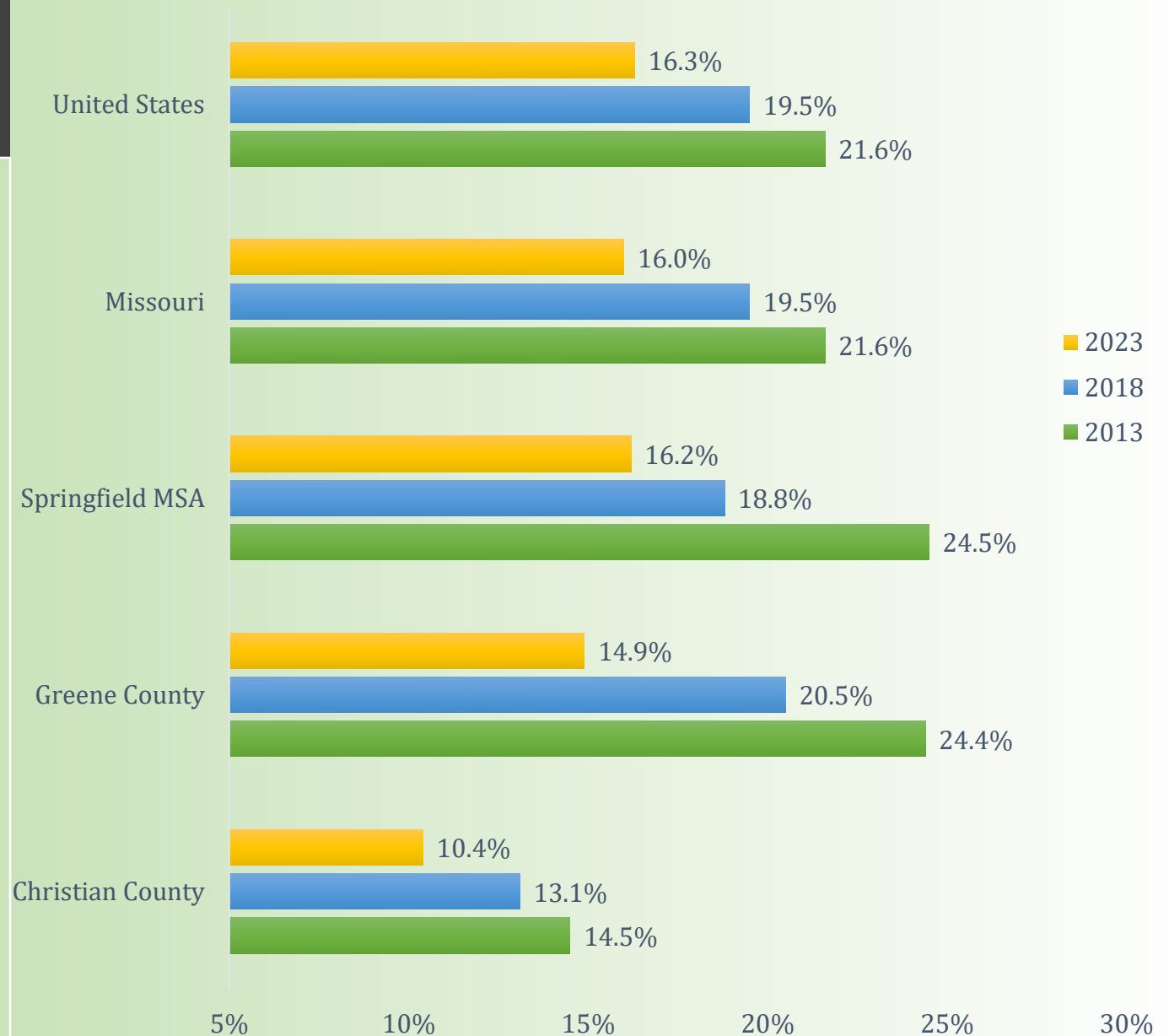
Estimates for the number of Children ages 17 and younger living at or below the poverty for the Springfield MSA, Greene County, and Christian County are compared with Missouri and the United States in this chart.

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

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

Children Living Below Poverty

Source: American Community Survey 5-Year Estimates



Workforce Education Levels

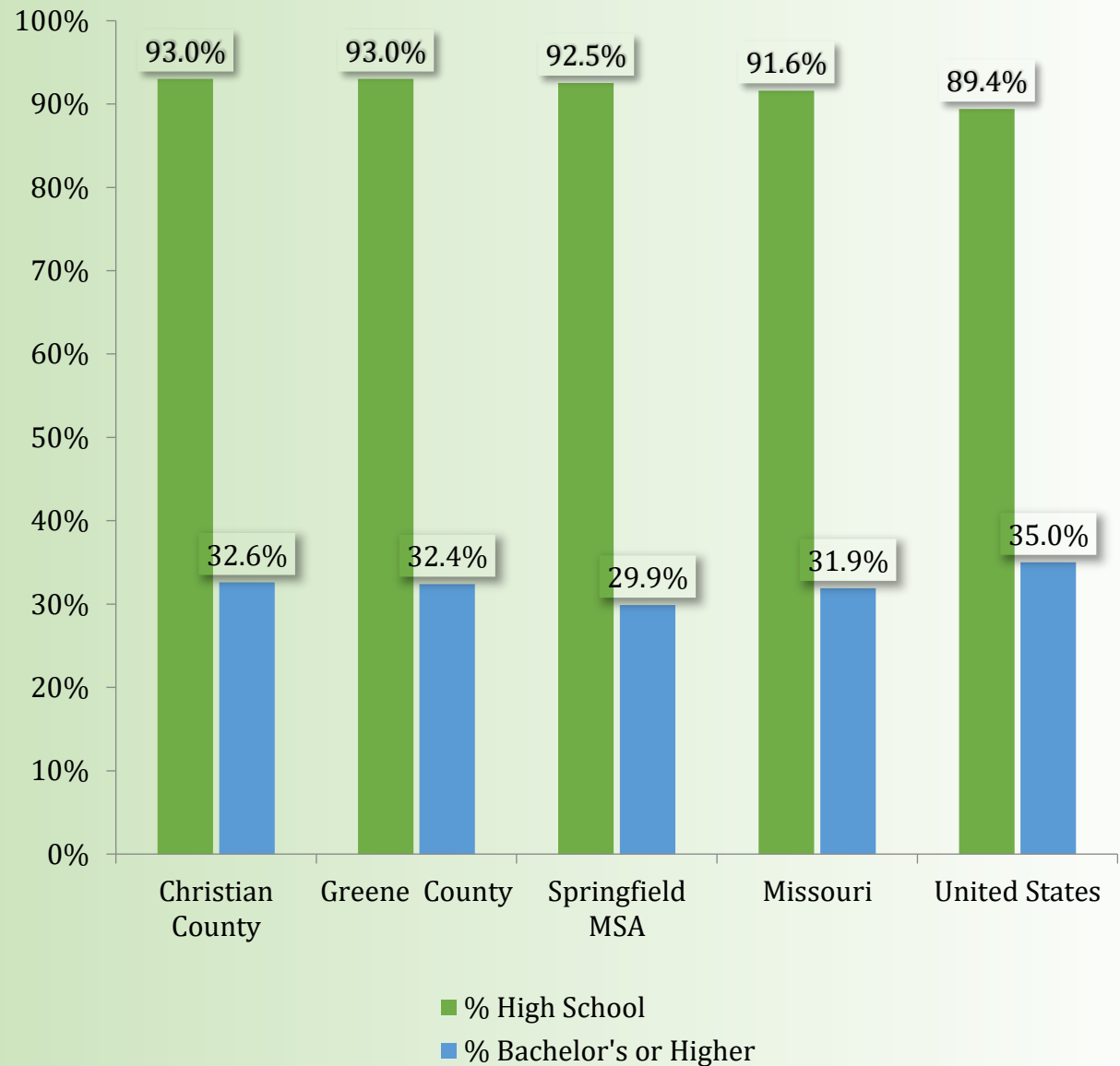
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have higher percentages of residents 25 years of age or older with a high school diploma than the MSA, State, or the U.S. The counties had a higher percentage of residents 25 years of age or older with a four-year college degree at over 32 percent compared to all other geographies except for the U.S.

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

Workforce Education Levels Percent with High School Diploma and College Degrees

Source: 2023 ACS 5-Year Estimates



Commuting Patterns

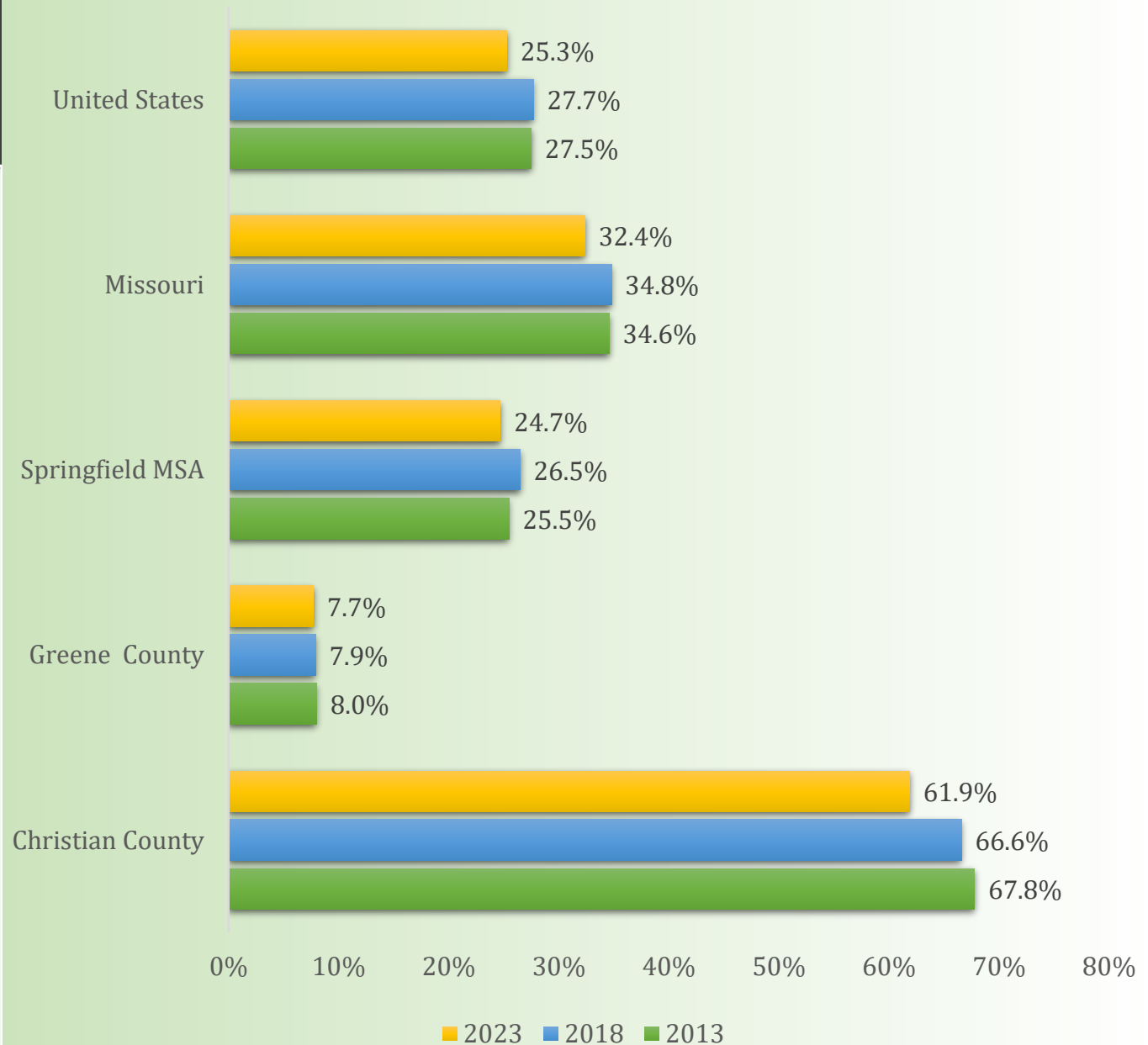
The chart to the right shows the percentage of workers who work outside of their county of residence for 2023, 2018, and 2013.

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

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

Percent Working Out of County of Residence

Source: 2023 ACS 5-Year Estimates



Mean Travel Time to Work

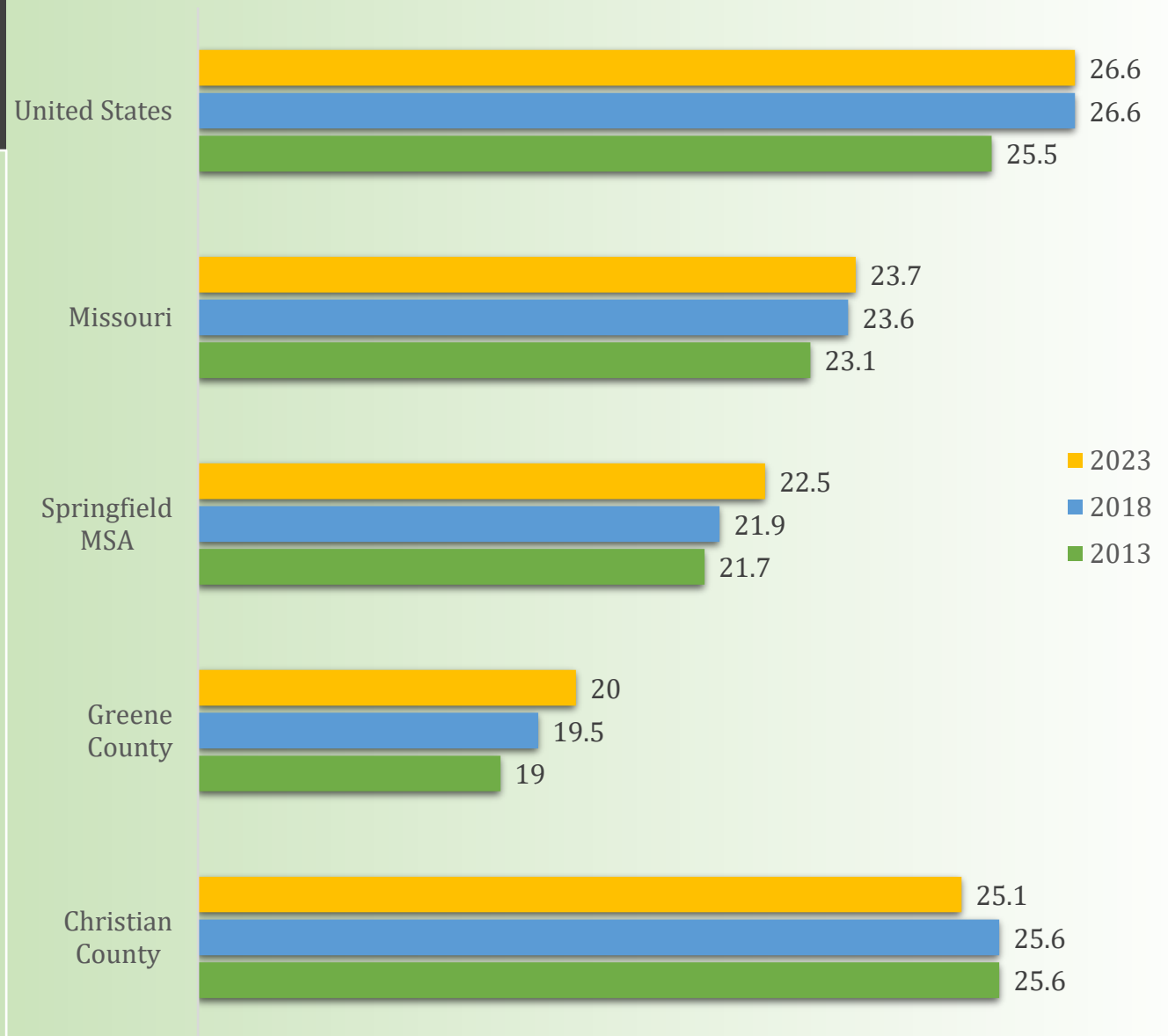
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 20.1 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25.1 minutes, however, this is the only geography where mean travel time to work decreased from earlier years.

Travel time estimates for the United States and Missouri are statistically different and have increased across all five-year samples. Greene County and the Springfield MSA had statistically significant increases between 2018 and 2023.

Mean Travel Time to Work in Minutes

Source: ACS 5-Year Estimates



Mean Travel Time to Work

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

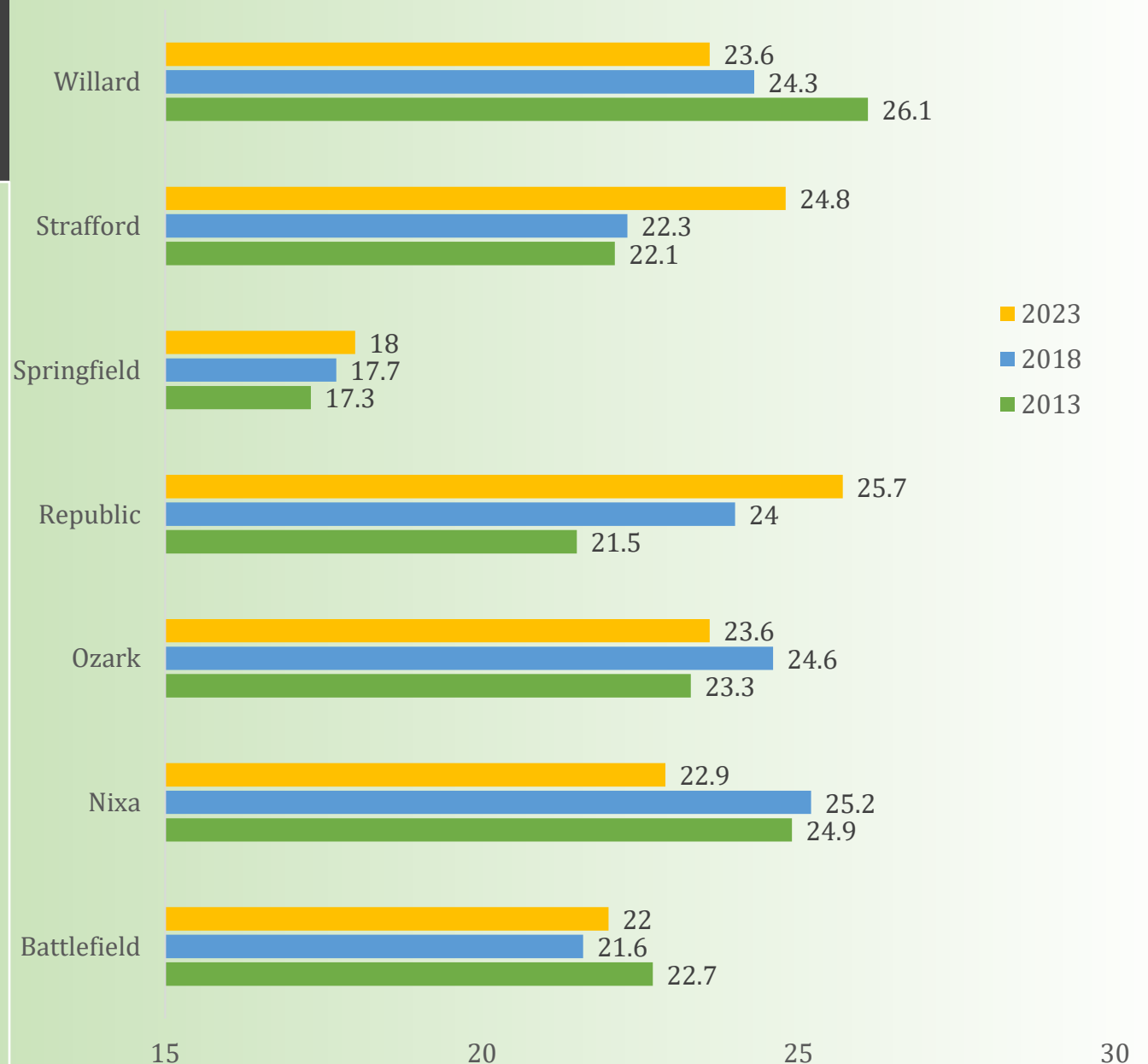
The estimates for Republic are statistically different across all samples showing an increase. The period of ACS sample years is coincident with a period of accelerated growth in the city.

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

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

Mean Travel Time to Work in Minutes

Source: ACS 5-Year Estimates



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

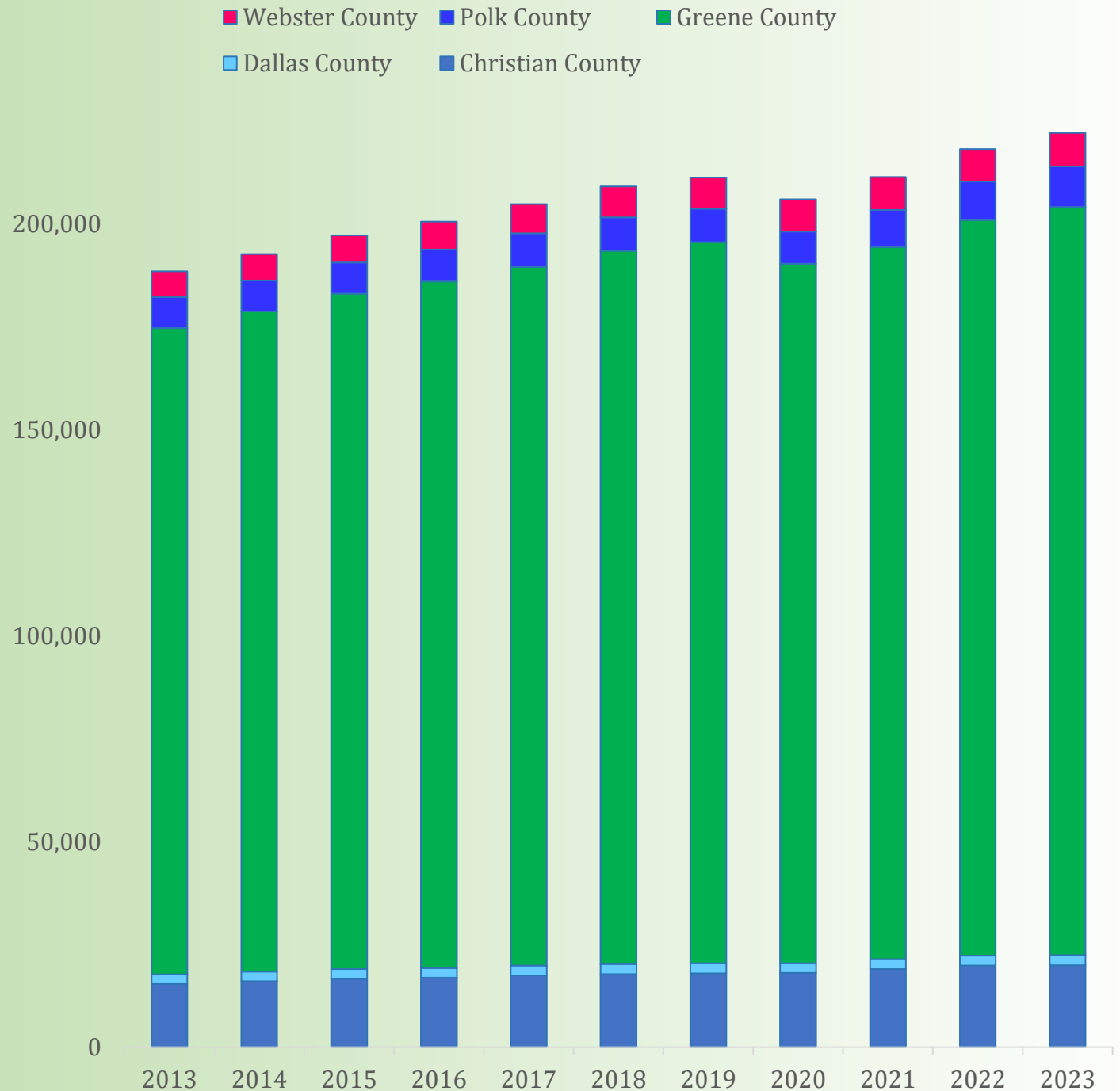
	2013	2023	Difference	% Change
Full-time, year-round civilian employed population 16 years and over	134,341	163,374	29,033	21.6
Agriculture, forestry, fishing and hunting, and mining:	1,613	1,996	383	23.7
Agriculture, forestry, fishing and hunting	1,449	1,822	373	25.7
Mining, quarrying, and oil and gas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

Number of Jobs by MSA County

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

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

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2013 to 2023 has remained relatively constant.



Data Sources

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

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

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

Other data sources include:

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

U.S. Census Bureau Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 1/29/2025
<https://lehd.ces.census.gov/data/#qwi>.

U.S. Census Bureau. 2022. LEHD Origin-Destination Employment Statistics (2002-2023) LEHD Origin-Destination Employment Statistics (2002-2021) at <https://onthemap.ces.census.gov>. LODS 7.4 [version]

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

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

Missouri Census Data Center. (2025). *State/County Annual Population Change* [dataset application]. Available from <https://mcdc.missouri.edu/applications/population/change/>.

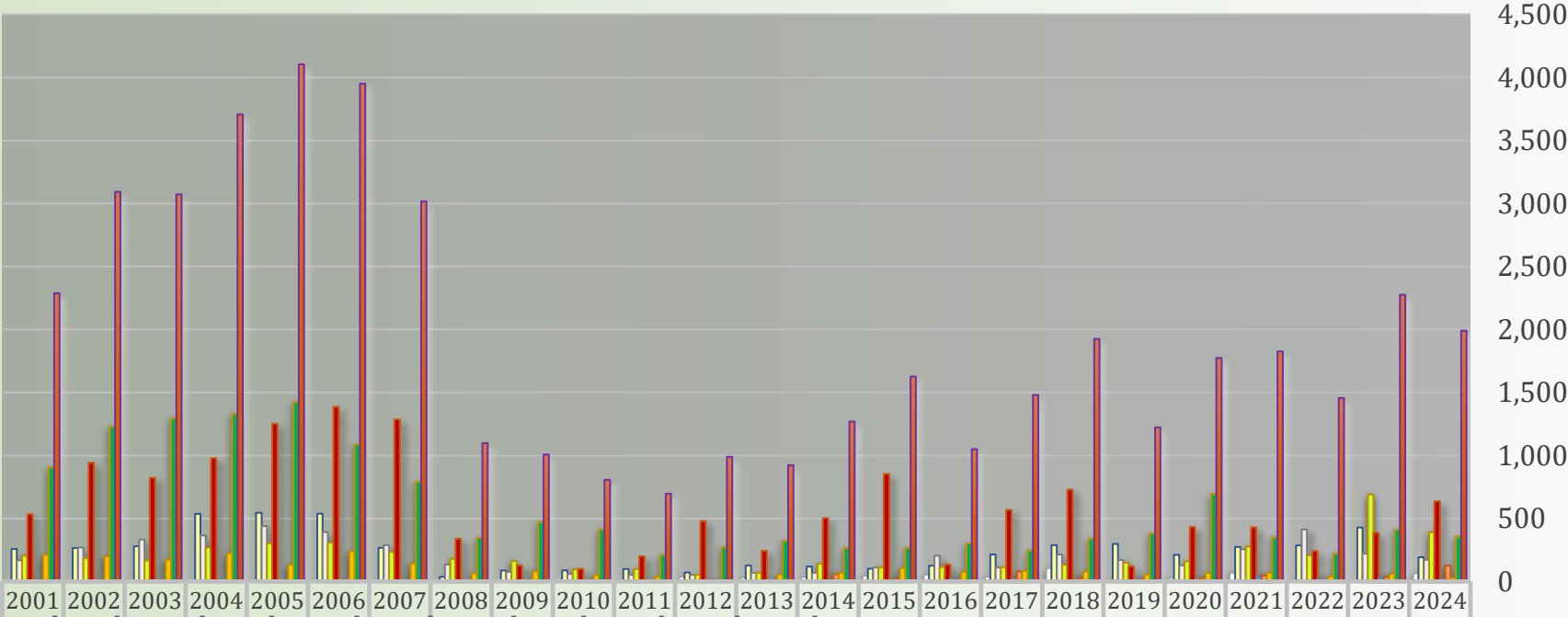
U.S. Census Bureau, 2020 & 2023, 2018, 2013 American Community Survey 5-Year Estimates. <https://data.census.gov/cedsci/>

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



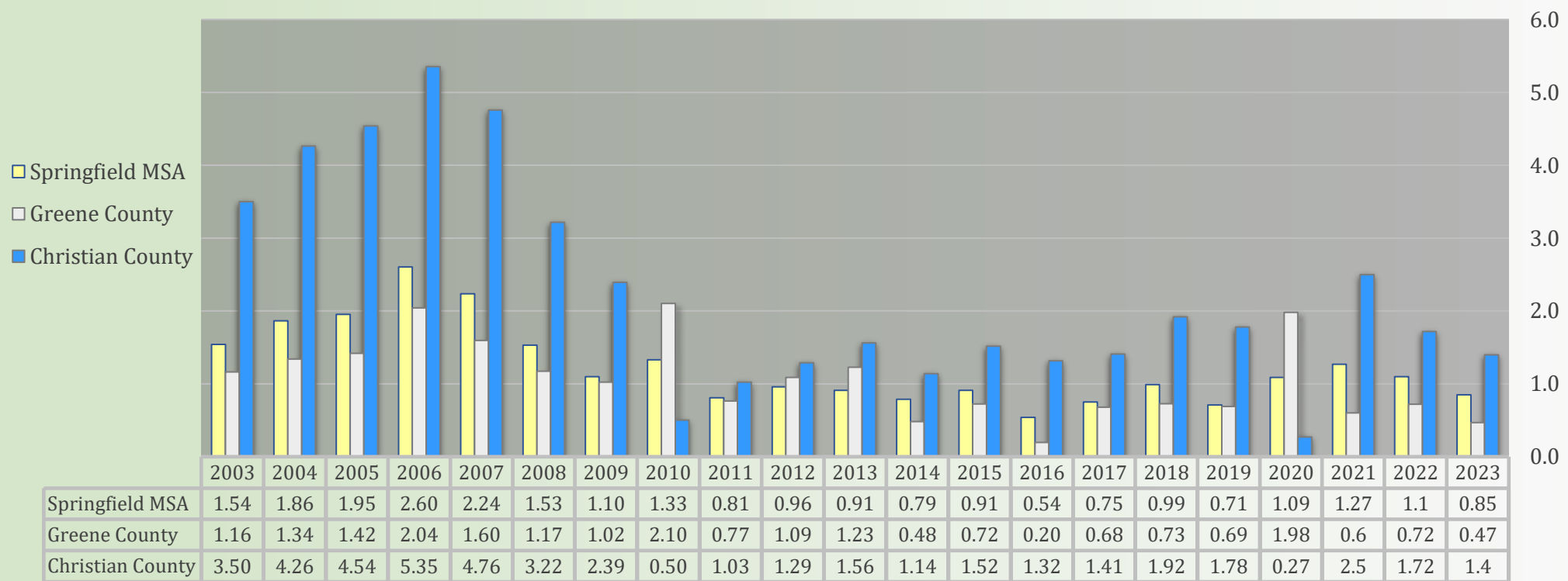
Appendix A: OTO Area Permit Activity 2001 - 2024

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

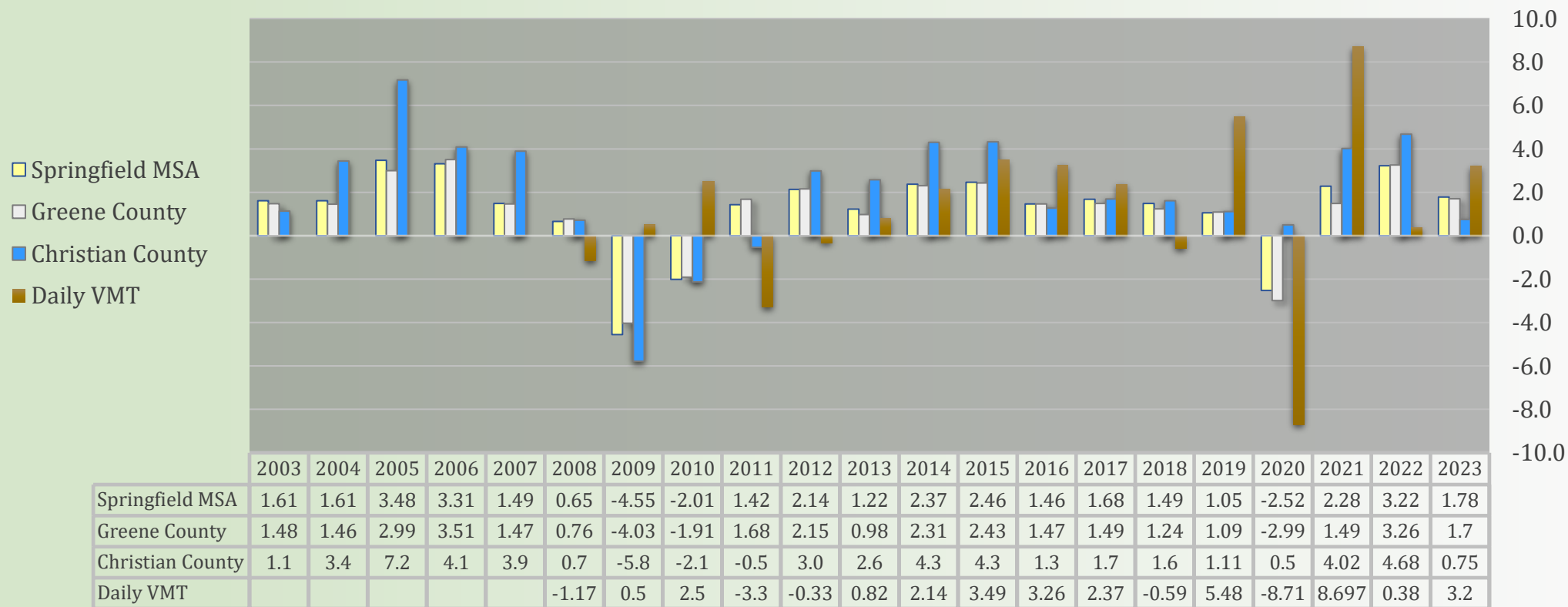


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Battlefield												40	29	36	47	53	36	106	14	30	69	5	3	64
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	215	289	298	212	276	288	429	194
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127	257	412	222	173
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	160	277	208	690	391
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122	433	432	242	388	637
Strafford												0	3	2	2	27	24	8	15	20	46	28	35	22
Willard												13	7	59	26	14	80	25	17	28	49	10	38	125
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	68	69	42	60	28
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381	695	351	222	411	356
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,481	1,926	1,223	1,773	1,826	1,457	2,276	1,990

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



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



TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM II.B.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Administrative Modification 2

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

Chadwick Flyer US 65 Crossing (OK2304)

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

Bases for Administrative Modification

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

RAISE Ungap the Map (SP2515)

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

Basis for Administrative Modification

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

Administrative Modification 3

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

Garrison Springs Trail (OK2303)

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

Basis for Administrative Modification

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

18 December 2024

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

Dear Mr. Hall:

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

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



OZARKSTRANSPORTATION.ORG

OK2304-25AM2 - CHADWICK FLYER US 65 CROSSING

Plan Revision
25AM2

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$4,991,289

MoDoT ID
-

Federal ID
9901849

Project From
-

Project To
-

Project Considerations

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

Project Description

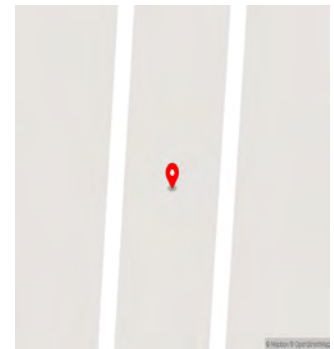
Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes

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

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

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



SP2515-25AM2 - RAISE UNGAP THE MAP

Plan Revision
25AM2

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$24,822,313

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

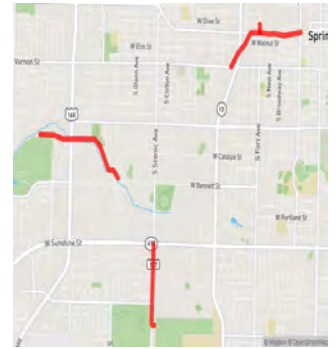
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

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

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

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

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	ID changed from "SP2515-25" to "SP2515-25AM2" Plan Revision Name changed from "25Adopted" to "25AM2"
FUNDING CHANGES	RAISE - Decrease funds in FY 2025 in ENG from \$4,279,710 to \$3,700,200 + Increase funds in FY 2025 in ROW from \$210,000 to \$692,925 + Increase funds in FY 2025 in CON from \$20,332,603 to \$20,429,188
FEDERAL PROJECT COST	Stays the same \$24,822,313
TOTAL PROJECT COST	Stays the same \$24,822,313



REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

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

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

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

Pending

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

12 February 2025

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

Dear Mr. Hall:

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

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

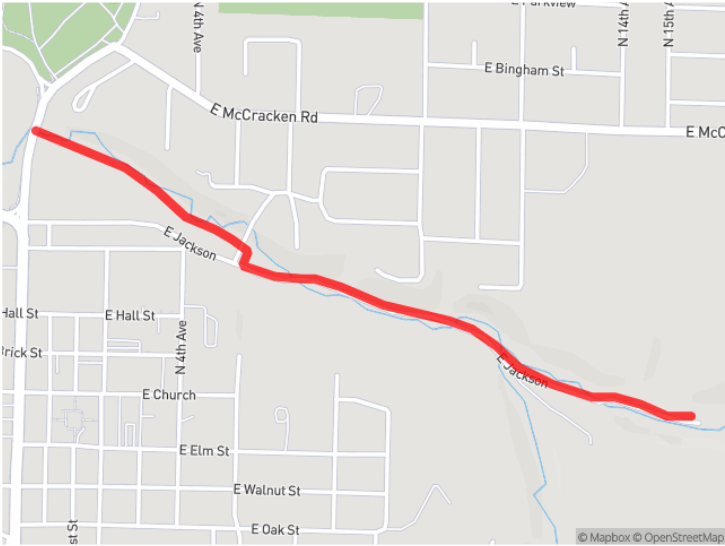
Enclosure



OZARKSTRANSPORTATION.ORG

OK2303-25AM3 - GARRISON SPRINGS TRAIL

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



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

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

REVENUE

Pending A3

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

LOCAL PUBLIC AGENCY CAPACITY

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

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

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

Pending A3

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

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM II.C.

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

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

AGENDA DESCRIPTION:

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

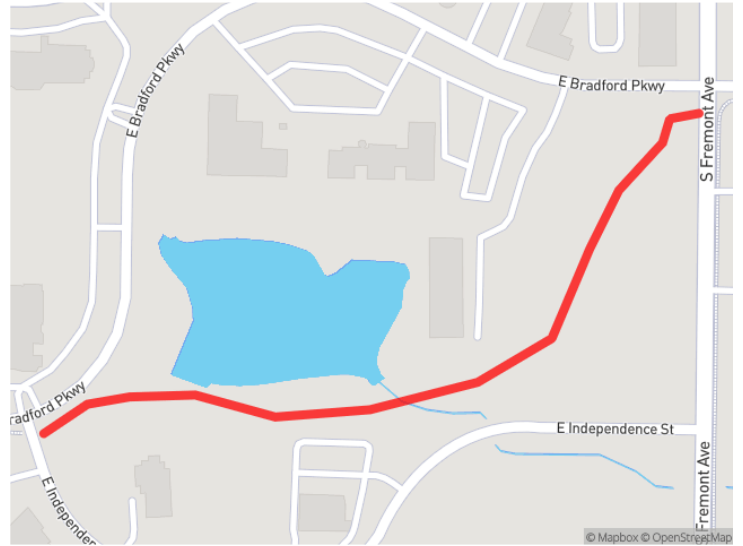
“Move to recommend that the Board of Directors approve Amendment 4 to the FY 2025-2028 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 4 to the FY 2025-2028 Transportation Improvement Program, with these changes...”

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

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



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

Current Change Reason	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
Funding Changes	CRP (FHWA) + Increase funds in FY 2025 in ENG from \$54,059 to \$76,350 Local + Increase funds in FY 2025 in ENG from \$13,515 to \$19,088
Federal Project Cost	Increased from \$54,059 to \$76,350 (41.23%)
Total Project Cost	Increased from \$67,574 to \$95,438 (41.23%)

REVENUE

Pending A3

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

LOCAL PUBLIC AGENCY CAPACITY

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

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

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

Pending A3

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

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM II.D.

CRP/TAP Project Schedule Extension

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

AGENDA DESCRIPTION:

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

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

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

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the revised schedules for the Trail of Tears Connector and Blue Stem Phase 1 projects.”

OR

“Move to recommend the following...”

EN2401-24 - TRAIL OF TEARS CONNECTOR

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

Project Considerations

Environmental
Justice Area,
Bike/Ped Plan

Project Description

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

Funding Source Notes

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

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



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

January 16, 2025

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

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

Dear OTO Board of Directors,

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

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

The requested project schedule is below:

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

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

In much appreciation,

Tommy VanHorn
City Administrator

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

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

Project Considerations

Environmental
Justice Area,
Bike/Ped Plan

Project Description

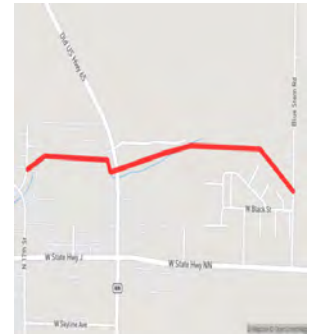
Engineering and design of the Blue Stem Phase I trail across north Ozark.

Funding Source Notes

Non-Federal Funding Source: City of Ozark

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

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





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

February 12, 2025

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

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

Dear Directors,

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

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

The requested project schedule is below:

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

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

Respectfully,

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

Jeremy Parsons
Public Works Director

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM II.E.

Bicycle and Pedestrian Funding Guidebook and Application

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Bicycle and Pedestrian Advisory Committee has developed application and scoring guidelines for the purpose of awarding Bicycle and Pedestrian Infrastructure Funding through the TAP and Carbon Reduction funding programs.

Available Funding:

\$3,200,000

OTO will set aside at least 10% of the available TAP/CRP funding for Trail and Sidewalk Engineering projects. These projects will only include funding for preliminary engineering (PE)/design of a sidewalk or trail project and will be evaluated separately with the same scoring criteria. If Trail and Sidewalk Engineering applications total less than 10%, the remaining set aside funds will be awarded to all projects.

Eligible Projects:

Construction, planning, and design of transportation-related bicycle and pedestrian off-road trails and sidewalks, and associated infrastructure: crosswalk enhancements, including under- and over-passes. There is no minimum or maximum project size.

Timeline:

March 31, 2025	Notice of Funding and Guidebook Posted
April 15, 2025	Application Portal Training and Q&A at BPAC meeting
May 1, 2025	Application Deadline
May 13, 2025	TAP Selection Committee to select projects
June 18, 2025	TPC meeting to recommend TIP amendments for selected projects
July 17, 2025	Board of Directors meeting to approve TIP amendments for selected projects
August 2025	Programmed in TIP following TIP Amendment Approval by FHWA

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

At its January 14, 2025 meeting, the Bicycle and Pedestrian Advisory Committee recommended the application and scoring guidelines.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

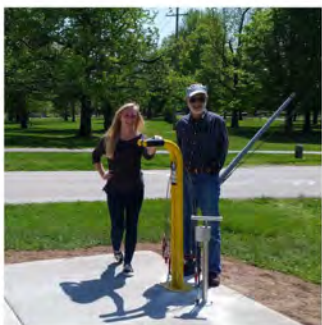
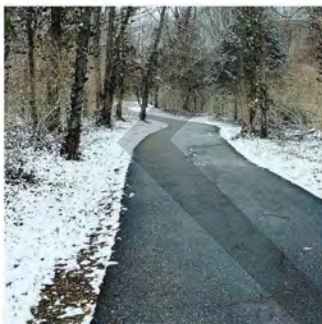
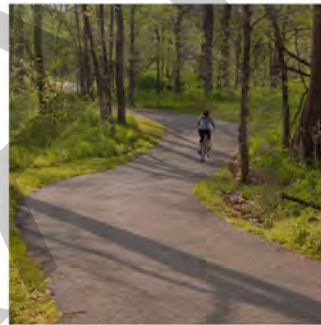
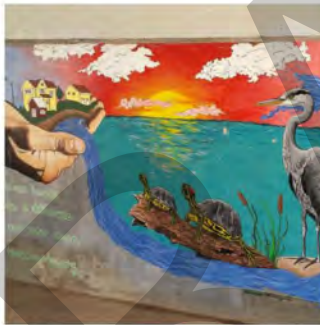
“Move to approve the Bicycle and Pedestrian Funding Guidebook and Application for a funding round to begin March 31, 2025.”

OR

“Move to approve the Bicycle and Pedestrian Funding Guidebook and Application with these changes...”

2025 OTO Sidewalk/Trail Funding Guidebook

[Link to Online Application](#)





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Quick Facts

Available Funding

The estimated amount of funding available through FY 2027 is about \$3.2 million. The amount awarded through this call for projects will be dependent upon the types of applications received.

Approximate Remaining TAP/CRP	\$3,200,000
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OTO will set aside at least 10% of the available TAP/CRP funding for Trail and Sidewalk Engineering projects. These projects will only include funding for preliminary engineering (PE)/design of a sidewalk or trail project and will be evaluated separately with the same scoring criteria. If Trail and Sidewalk Engineering applications total less than 10%, the remaining set aside funds will be awarded to all projects.

Eligibility Requirements

Projects: Construction, planning, and design of transportation-related bicycle and pedestrian off-road trails and sidewalks, and associated infrastructure: crosswalk enhancements, including under- and over-passes.

Project Sponsors:

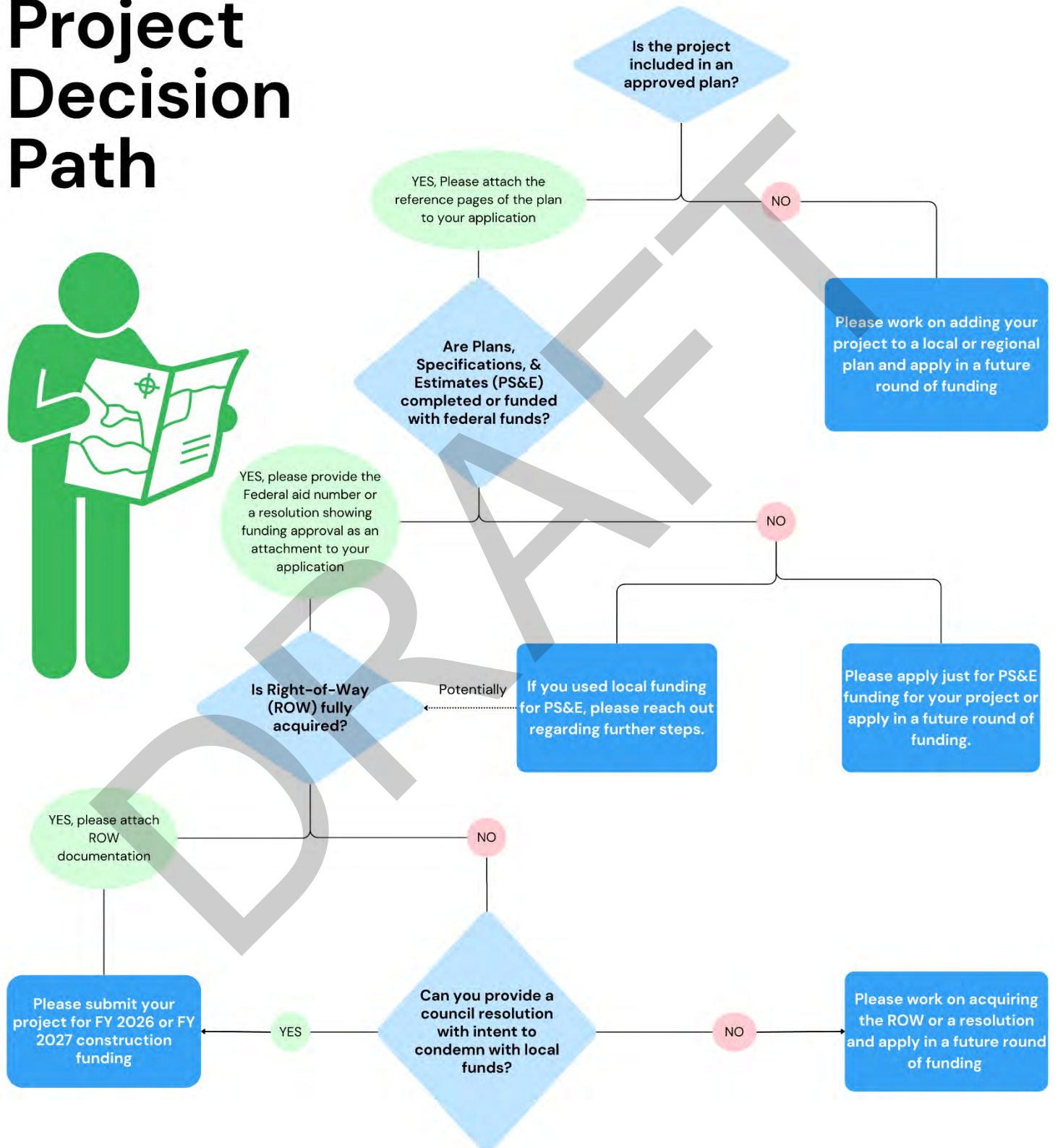
Eligible project sponsors are defined in 23 USC 133 (h) –

- i. a local government;
- ii. a regional transportation authority;
- iii. a transit agency;
- iv. a natural resource or public land agency;
- v. a school district, local education agency, or school;
- vi. a tribal government;
- vii. a metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer;
- viii. a nonprofit entity;
- ix. any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of this subsection; and
- x. a State, at the request of an entity described in clauses (i) through (ix).

Project Readiness: The project decision path on the following page should be used by applicants to determine if the proposed project meets the project readiness criteria of this call for projects, such as being part of prior planning, having approved or funded Plans, Specifications and Estimates (PS&E) and acquired Right-Of-Way (ROW).



Project Decision Path





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Timeline

The table below represents the latest possible timeline for trail construction project completion. Projects may proceed more quickly.

Project Type	Construction	
Applications Due	May 1, 2025	
Award Notification post TIP Amendment	August 2025	
Right of Way (ROW)	Acquired	In Progress
Construction ROW Clearance		August 31, 2026
Construction Plans, Specifications, & Estimate (PS&E) Submittal		September 30, 2026
Construction Authorization to Bid	November 30, 2025	October 31, 2026
Construction Contract Award	January 31, 2026	December 31, 2026
Final Project Closeout	Variable	

Projects that used local funding for PS&E need to get plans submitted and approved within the ROW “In progress” timeline.

Project Type	Plans, Specifications & Estimates
Applications Due	May 1, 2025
Award Notification post TIP Amendment	August 2025
Programming Data Form	August 2025
Engineering Services Contract Approval	November 30, 2025
Preliminary & Right-of-Way Plans Submittal	April 30, 2026
Plans, Specifications, & Estimate (PS&E) Submittal	November 30, 2026
Plans, Specifications, & Estimate (PS&E) Approval	December 31, 2026
Final Project Closeout	December 31, 2026

Project Selection

Selection criteria are drawn from the Vision, Goals, and Policies, and the *Official Trail Map* outlined in *Destination 2045*. Criteria have also been drawn from the *Regional Bicycle and Pedestrian Trail Investment Study*, a recent effort to refine proposed trail alignments and develop cost estimates. The final selection criteria were cooperatively determined through the Bicycle Pedestrian Advisory Committee.



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Additional Information Available Through:

David Knaut
Ozarks Transportation Organization
2208 W Chesterfield Blvd., Suite 101
Springfield, MO 65807
(417) 865-3042 x 107
dknaut@ozarkstransportation.org

Joseph A. Diciolla
MoDOT Southwest District
PO Box 868
3025 E. Kearney
Springfield, MO 65801
(417) 895-7638
joseph.diciolla@modot.mo.gov

Link to Online Application

NOTE: This application handbook is for use in applying for funds allocated to the Ozarks Transportation Organization for projects located within the OTO area (see page 4).

Application Deadline: 4 pm (CST), May 1, 2025

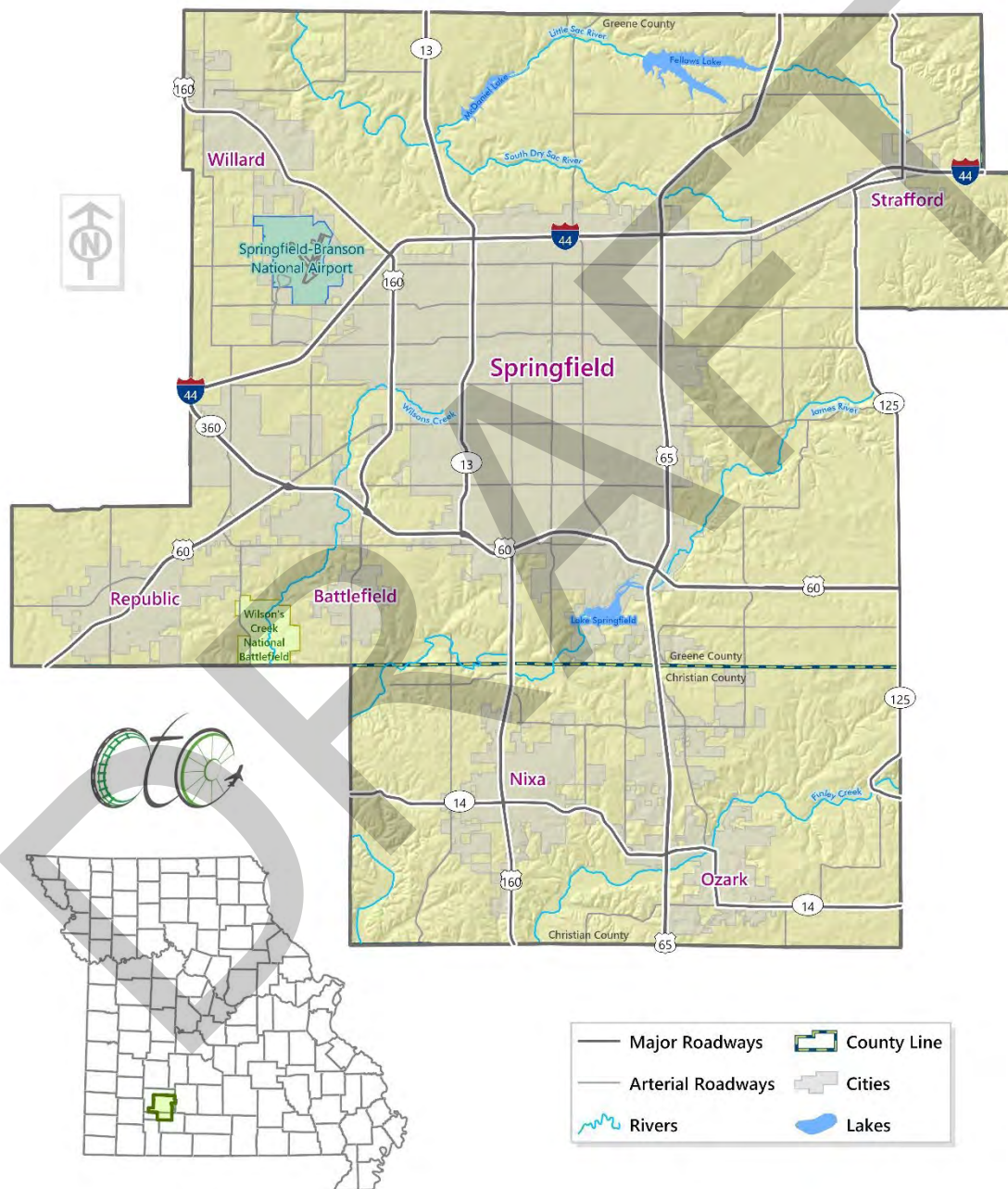


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Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002





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Available Funding

OTO is making available funds through the STBG-U Set Aside (also known as TAP) and the Carbon Reduction Program. These funding sources will be applied to each project by OTO staff when programmed in the Transportation Improvement Program.

The estimated amount of funding available through FY 2027 is about \$3.2 million. The amount awarded through this call for projects will be dependent upon the types of applications received.

Approximate Remaining TAP/CRP	\$3,200,000
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Regulations Associated with Available Funds

All aspects of projects (including right-of-way acquisition) paid for with federal funds are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at <https://www.modot.org/local-public-agency>.



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Eligibility Requirements

Eligible Projects

The following activities have been selected by OTO as eligible projects for this call-for-projects. These activities are directly related to the region's surface transportation system.

Construction, planning, and design of transportation-related bicycle and pedestrian facilities, including:

1. Trails
2. Sidewalks
3. Crosswalks, Overpasses, Underpasses, and related improvements

These funds cannot be used for (1) state or MPO administrative purposes, (2) general recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc, or (3) routine maintenance and operations. OTO has chosen not to fund right-of-way, though it is understood that ROW acquisition may be necessary to complete the proposed project.

Project Award Size Restrictions

There are no preliminary award size restrictions, however members are encouraged to be responsible with federal funds. The scoring committee will have the discretion to consider award size in recommending funding. Generally, projects over \$100,000 are preferred.

OTO will set aside at least 10% of the available TAP/CRP funding for Trail and Sidewalk Engineering projects. These projects will only include funding for preliminary engineering (PE)/design of a sidewalk or trail project and will be evaluated separately with the same scoring criteria. If Trail and Sidewalk Engineering applications total less than 10%, the remaining set aside funds will be awarded to all projects.

Eligible Project Sponsors

Eligible project sponsors are defined in 23 USC 133 (h) –

- i. a local government;
- ii. a regional transportation authority;
- iii. a transit agency;
- iv. a natural resource or public land agency;
- v. a school district, local education agency, or school;
- vi. a tribal government;
- vii. a metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer;
- viii. a nonprofit entity;
- ix. any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of this subsection; and
- x. a State, at the request of an entity described in clauses (i) through (ix).

Project sponsors must adopt a resolution supporting the proposed project and its implementation should the project be funded. Sponsors should also have a person of responsible charge who has



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completed MoDOT's LPA Basic Training prior to any funds being obligated. Here is a link to learn more and to find the training - <https://www.modot.org/training-opportunities>.

Match Requirements

Project Sponsors must provide a minimum local match of 20% of total project costs for a project to be eligible for funding. In most cases, this match must be a cash match. In-kind contributions in the form of construction labor by local forces are not eligible. If an applicant chooses to provide a local match in excess of 20%, the OTO reserves the right to substitute federal funds for the pledged local match in excess of 20% if sufficient federal funds are available.

Project Readiness Requirements

The project decision path on page 2 should be used by applicants to determine if the proposed project meets the project readiness criteria of this call for projects, such as being part of prior planning, having approved or funded Plans, Specifications and Estimates (PS&E) and acquired Right-Of-Way (ROW).

Timelines

Projects funded through this call-for-projects must comply with the application timeline outlined below. Trail Construction applications must comply with programming, design, and construction procedures outlined in the Trail Application section below.

Application Process

March 31, 2025	Notice of Funding and Guidebook Posted
April 15, 2025	Application Portal Training and Q&A at BPAC meeting
May 1, 2025	Application Deadline
May 13, 2025	TAP Selection Committee to select projects
June 18, 2025	TPC meeting to recommend TIP amendments for selected projects
July 17, 2025	Board of Directors meeting to approve TIP amendments for selected projects
August 2025	Programmed in TIP following TIP Amendment Approval by FHWA

Reasonable Progress Requirements

This policy is to ensure the OTO is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown on pages 8 and 9. OTO has adopted a reasonable progress policy specific to TAP projects, which can be found here - [Reasonable Progress 2025](#). A one-time extension may be requested and approved by the OTO Board of Directors, which would result in a newly established timeline.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep the OTO and MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then, only with the approval of MoDOT.



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In the event that a project does not meet the required deadlines, funds will be suspended and awarded to another project with a different project sponsor.

Programing, Design, Construction Process

The time frames shown represent maximum expected times for implementation approvals and concurrences; schedules will vary depending on project type. Actual progress towards implementation will be measured against the schedule submitted by the entity.

Timeline for Construction Projects with ROW already acquired			
Phase	Maximum Time Frame	Projected Schedule	Funds Obligated
1. Award Notification post TIP Amendment	0 Months	August 1, 2025	No
2. Programming Data Form ¹	0 Months	August 1, 2025	No
3. Program Agreement Approved	2 Months	September 30, 2025	No
4. Construction Authorization to Bid	4 Months	November 30, 2025	Yes
5. Construction Contract Award	6 Months	January 31, 2026	Obligation May be Modified
6. Final Project Closeout ²	Variable	Variable	Obligation May be Modified (as needed)

¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

²The time lapse between construction contract award and project closeout will depend on project type. Final certifications as discussed in [EPG 136.11 Local Public Agency Construction](#) must be submitted to the appropriate MoDOT district representative 60 days after final inspection.

Timeline for Construction Projects without ROW already acquired or Local Engineering*			
Phase	Maximum Time Frame	Projected Schedule	Funds Obligated
1. Award Notification post TIP Amendment	0 Months	August 1, 2025	No
2. Programming Data Form ¹	0 Months	August 1, 2025	No
3. Program Agreement Approved	2 Months	September 30, 2025	No
4. Right of Way Clearance	13 Months	August 31, 2026	No
5. Construction Plans, Specifications, & Estimate (PS&E) Submittal	14 Months	September 30, 2026	No
6. Construction Authorization to Bid	15 Months	October 31, 2026	Yes
7. Construction Contract Award	17 Months	December 31, 2026	Obligation May be Modified
8. Final Project Closeout ²	Variable	Variable	Obligation May be Modified (as needed)



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¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

²The time lapse between construction contract award and project closeout will depend on project type. Final certifications as discussed in [EPG 136.11 Local Public Agency Construction](#) must be submitted to the appropriate MoDOT district representative 60 days after final inspection.

Timeline for PS&E Projects			
Phase	Maximum Time Frame	Projected Schedule	Funds Obligated
1. Award Notification post TIP Amendment	0 Months	August 1, 2025	No
2. Programming Data Form ¹	0 Months	August 1, 2025	No
3. Program Agreement Approved	2 Months	September 30, 2025	No
4. Engineering RFQ/ On Call Solicitation Submitted to MoDOT	2 Months	September 30, 2025	No
5. Engineering Solicitation Completed	3 Months	October 31, 2025	No
6. Engineering Services Contract Approval ²	4 Months	November 30, 2025	Yes
7. NEPA Clearance/ Preliminary & Right-of-Way Plans Submittal	9 Months	April 30, 2026	
8. Plans, Specifications, & Estimate (PS&E) Submittal	16 Months	November 30, 2026	
9. Plans, Specifications, & Estimate (PS&E) Approval	17 Months	December 31, 2026	
10. Final Project Closeout	17 Months	December 31, 2026	

¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

²The evaluation of environmental and cultural impacts on the project must begin immediately after Preliminary Engineering (PE) authorization. The LPA must submit [Fig. 136.6.4 LPA Request for Environmental Review \(RER\)](#) to the MoDOT district contact within 60 days of preliminary engineering (PE) authorization for all federal-aid projects as discussed in [EPG 136.6 Environmental and Cultural Requirements](#).



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Project Selection

All project applications which are received by the application deadline will be considered for funding. The Ozarks Transportation Organization Bicycle and Pedestrian Advisory Committee will review and select projects in accordance with the evaluation criteria and funding guidelines for recommendation to the Technical Planning Committee and Board of Directors. The OTO Board of Directors will make the final project selection.

Evaluation Criteria

The evaluation criteria used in rating pedestrian and bicycle infrastructure applications draw from several sources, including *Destination 2045* and the *Regional Bicycle and Pedestrian Trail Investment Study*.

- Collaboration (5 points)
Points will be awarded to collaborative projects, meaning a project is part of an approved STIP project (Collaboration with MoDOT) or is part of a collaboration between more than one entity with financial contributions from all agencies
- Project includes fully acquired Right-of-Way (3 points)
- Project previously submitted for other grant funding opportunities, including, but not limited to prior year CFP, REI, Sidewalk Cost Share or DNR funding (2 points)
- Project is located in low-income and or Zero-Car-household area as outlined in the [Trail and Sidewalk CFP 2025 Map](#) (3 points)
- Mobility Access (3 points)
- A project will earn 3 points if the project removes a major barrier for connectivity by creating a new crossing location for pedestrians or bicyclist, including, but not limited to, protected crossing of thoroughfare road or train tracks Connectivity (up to 15 points)
 - 5 points will be awarded to a project that creates connectivity between different communities, either directly or as part of the regional trail system as shown in the official OTO trail map.
 - Projects that are designed as a multimodal facility will receive 5 points, if the majority of the project offers a 10' or wider path of travel
 - 5 points will be awarded to projects that create a new connection between two existing trails
- Public Participation (5 points)
Points will be awarded if Project is directly mentioned in an adopted plan or involved direct citizen participation through a survey, community meeting/ open house or result of meaningful input in support of the project.
- Deduction based on Reasonable Progress of Existing Projects (Minus 10 points)
Project applications will receive a deduction if project Sponsor has not met reasonable progress requirements on a current project through OTO.

Important Notes on Project Selection

If projects receive the same rating, the project will be awarded to the jurisdiction that has not had a project awarded in the most recent funding cycle and according to available funding.

Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the Ozarks Transportation Organization's desire to spend all the allocated funds, projects may be selected which will best obligate the funds available.



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Projects which do not meet the intent this call for projects may not be funded.

DRAFT



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FAQs

- How will I receive the grant monies I am awarded?
This program **reimburses** the project sponsor for costs incurred. It does not provide money up front.
- What if my project goes over budget?
The funds allocated to a project are fixed. The project sponsor is responsible for and must pay all costs incurred in excess of the funding allocated to the project; therefore, it is important to develop a good estimate for the project application.
- Will my project have to go out for bid?
The majority of projects will go through a competitive bid process for construction. In some cases, volunteers may do construction.
- Are there specific rules I have to follow if I am awarded funding for my project?
All projects (including right-of-way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at:
<https://www.modot.org/local-public-agency>
- What happens after I find out my project is approved for funding?
Once approved by the Ozarks Transportation Organization Board of Directors and placed in the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Data Form and submit it to MoDOT. The programming form may be found at
[https://epg.modot.org/files/3/36/136.3.1 Sept 2017.doc](https://epg.modot.org/files/3/36/136.3.1%20Sept%202017.doc)
- When can I start construction on my project?
No work may begin on the project until MoDOT and FHWA/FTA approves the project and a notice to proceed is issued. Costs incurred before a notice to proceed are not eligible for reimbursement.
- Will I have to complete my project within a certain timeframe?
All projects must comply with OTO's and MoDOT's Reasonable Progress Policies (see pages 7-9). In the event a project is not progressing in accordance with the reasonable progress policy, the funds may be reallocated to the next highest rated project that has not yet received funding.
- Will I have to maintain my project after it is built?
All projects are required to have a project maintenance plan for a minimum of 25 years.



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Application Instructions

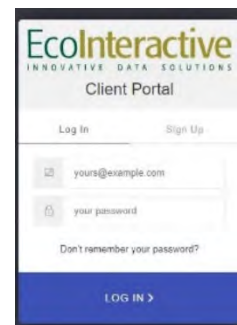
In completing the responses to each Section, please refer to how the project addresses the relevant Evaluation Criteria listed on the Funding Score Sheet found on page 23 of the Guidebook.

The application is to be [submitted online](#). Please review all required information before completing the application. The following items will need to be uploaded as part of the application process and these are identified throughout these instructions as well as each relevant point in the application itself. Uploads may not exceed 250 MB per file. More information on how to upload files is included later in the guidebook. These items will also be **highlighted** throughout these application instructions.

- Resolution of Support – The primary sponsor and all co-sponsors each need to provide a resolution of support from their governing body, including financial contribution if applicable and a resolution for funded PS&E (if applicable).
- Project Details – Provide detailed drawings of the project, including federal aid number (if applicable), property lines, expected easement locations, landscaping details, and typical cross sections.
- Schedule – Detailed project implementation schedule that shows how the timeline in this Guidebook will be achieved.
- Map and Photos – Documentation showing the project location, existing conditions, and location of proposed improvements.
- Approved plan – Page(s) from Plan where proposed project is mentioned.
- Detailed Budget – Download/Save a Local Copy, complete the relevant Budget spreadsheet, and upload in an Excel (xls, xlsx) format only
 - [PS&E Detailed Budget](#)
 - [Construction Detailed Budget](#)
- Budget Cost Backup Details – Provide additional sheet detailing costs outlined in the budget spreadsheet ([Example](#)).
- Right-of-Way Documentation – Include copies of recorded deed, lease, or easement documents or resolution showing willing to condemn with local funds.
- Public Outreach Documentation – Provide evidence of public outreach.

Getting Started

Applications will be submitted through [OTO's TIP tool which can be accessed through the OTO website - https://portal.oto.ecointeractive.com/](https://portal.oto.ecointeractive.com/). You will need to login to the Client Portal to submit an application. If you don't already have a login, click sign-up to request access. You can also reset your password from this page.





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Signing up

The system will ask you to set up email and login credentials.

Organization

You will then be requested to select the organization you represent. If you do not see your organization listed, please email Natasha Longpine at nlongpine@ozarkstransportation.org.

Requested Plans

You will need to select an organization to see the options for Requested Plans. You will have the choices of TIP and CFP. To submit an application, you must select **CFP**. You may also request TIP access if you will need system access at the time of the annual Transportation Improvement Program update, but **CFP** should be selected at a minimum.

Requested Access Level

If you will be submitting or collaborating on an application, select Sponsor as an access level. Sponsors will be able to see all applications associated with a single Organization, as selected earlier during registration.

Requested Project Access

Select My Organization's Projects. Be sure to complete the Captcha and click Create Account. OTO staff will be notified of the request for account access and will review/approve the new account. You will then receive an email to confirm your information and then you should be able to login.

Once you have successfully logged in, you will see your organization's dashboard. From there, you can submit an application by clicking the new project button in the top right corner. For Plan Cycle, please select "CFP/CFP 2025" and for Plan Revision please select "May 2025 Bike/Ped."

The ProjectTracker sign-up form includes the following fields: Email (with a validation message 'Please provide a valid email'), First Name, Last Name, Password (with a validation message 'Please create a valid password - use 6 to 30 characters with a mix of letters, numbers & symbols'), Confirm Password, Phone Number, Organization (a dropdown menu), Requested Plans (a dropdown menu), Requested Access Level (a dropdown menu), and Requested Project Access (a dropdown menu).

The 'Creating a New Project' dialog box is shown over a 'Projects' dashboard. The dialog has two steps: '1 SELECT PLAN REVISION' and '2 ENTER PROJECT DETAILS'. It contains a 'Plan Cycle' dropdown menu, a 'Plan Revision' dropdown menu, and a 'Continue' button. A red dashed arrow points from the 'NEW PROJECT' button in the top right corner of the dashboard to the 'Continue' button in the dialog box.

TYPE	TOTAL COST
Transit Line/Route Expansion	
Transit Operations	
Transit Vehicles	\$29
Transit Vehicles	\$5
Transit Vehicles	
Transit Line/Route Expansion	\$2
Transit Support Facilities	
Transit Operations	
Transit Line/Route Expansion	
Transit Line/Route Expansion	\$280,00
Transit Line/Route Expansion	\$5
Transit Vehicles	\$5
Road Maintenance	\$67
Road Expansion	\$1,25



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In the next step, please provide a unique title/name for the project, select project type “Bicycle and Pedestrian,” applicant’s agency, and provide a brief description of the project. Please note that the project title and description can be edited before submittal, but it is important that applicant select the correct agency because projects are only visible to the submitting agency.

Once an applicant has created a project, they will be brought to a webpage where additional information can be provided. This information is organized by tabs across the top, described in more detail below.

DRAFT Project not ready to submit. [See missing requirements.](#) Revision: [Ozarks Transportation Organization / CFP / CFP 2024 / July 2024](#) Last edited: [Natasha Longpine](#) (06/27/2024)

PROGRAMMING OBLIGATION MAP IDS / CONTACTS ATTACHMENTS REVISION HISTORY PROJECT QUESTIONS 44

Programming

The first tab is the Programming tab. In the Programming tab, the title and the description of the project can be edited under “Project Information” and applicant should select the County of the Project and the “project type subcategory (non-transit)”.

Project Information

Project Title *
Project Title

Project Description *
Briefly describe type and location of project.

Project Type *
Bicycle and Pedestrian

Lead Agency *
Ozarks Transportation Organization

County *
Select County

Municipality *
Select Municipality

Transit Project Subcategory *
Select as Other Project Type Subcategory (non-transit)

Transit Project Subcategory *
Select as Other Project Type Subcategory (non-transit)

Transit Notes

Location Information

ion added.

In the location information section, applicant should enter the Route/Road Name, length of the project in feet, and the start and ending point of the project. When entering the location information, please choose “Off-System” as system type (first field on the left) and “N/A” as location type (see screenshot below). The start and endpoint are text fields and applicant can enter road names or descriptions. Please enter the length of the project in feet.

Location Information

System *
Off-System

Location Type *
N/A

Route/Road Name

Bridge Number

From

To

Length
0

ADD NEW LOCATION



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Applicants will also enter the funding amounts under Programming Information. In the upper right corner of the Programming Information section, select which project element/phase is being applied for and then select the fiscal year (FY) “2026” under “CFP Years – CFP 2025” and the funding type (Federal, state, or local) and enter the amounts.

Potential project elements for a sidewalk and trail project application:

- ENG – Engineering
- ROW – Right-of-Way (Please note ROW will not be funded)
- CON - Construction

Please note that applicants need to upload a **detailed budget and budget backup** as well. This will happen under the attachments tab.

Applicants will also need to provide a short narrative under Change Reason Details. This feature will allow applicants to reuse their application for future funding rounds if needed.

Obligation

Applicant may skip this tab.

Map

Under the Map tab, applicants can draw the location of their project. Applicants will zoom in to the project location(s) and select to draw a point, line, or polygon showing the extent of the project. Click once to start drawing and double-click to finish a line or polygon. Applicants will be able to draw multiple points, lines, or polygons on the same map. If the project has multiple project locations, please make sure to add all locations in the Programming tab as well. If there is a need to redraw a project, click on the cursor symbol, and then select the project location and delete it or adjust the vertices.

IDs/Contacts

Applicant may skip this tab.

Attachments

Under the attachments tab, applicants can upload required documents, including ROW proofs, detailed budget and budget back-up information, resolutions, engineering drawings, reference pages of plans and supplemental backup information, including pictures and additional maps. Please select the document type after file has been uploaded.



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Revision History

Informational, applicant may skip this tab.

Project Questions

The Project Questions Tab will show applicant how many of the required questions are not completed. Click on the tab to enter the information to each question. Please complete all the questions and enter N/A if a question is not applicable to your project.

Section A Project Sponsor (5 Points)

It is important to accurately list the project sponsor's contact information so that they may be contacted with questions relating to the project proposal. Please include a resolution of support from the project sponsor and any co-sponsors, including the amount of financial contribution from co-sponsors (if applicable).

Project sponsor must provide funding commitment documentation such as resolutions, letters, or ordinances including funding amounts if project is awarded. Please note that funding contributions of collaborative entities need to be at least 5% of the local match amount.

Five points are available for projects that are part of an approved STIP project or part of a collaboration between different sponsor with financial contributions from all sponsors.

Eligible Project Sponsors include:

- i. a local government;
- ii. a regional transportation authority;
- iii. a transit agency;
- iv. a natural resource or public land agency;
- v. a school district, local education agency, or school;
- vi. a tribal government;
- vii. a metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer;
- viii. a nonprofit entity;
- ix. any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of this subsection; and



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- x. a State, at the request of an entity described in clauses (i) through (ix).

Sponsors should also have a person of responsible charge who has completed MoDOT's LPA Basic Training prior to any funds being obligated. Here is a link to learn more and to find the training - <https://www.modot.org/training-opportunities>.

Section B Project Description (5 Points)

Applicants are asked to provide information on project width, and surface material. Please upload detailed drawings, including landscaping drawing, expected locations of easements, property lines, and typical cross-sections, as applicable. The landscaping drawing should show the type and placement of street trees/other landscaping. Applicants will also need to upload a detailed implementation schedule. Documents and drawings can be uploaded under the Attachment tab.

Five points are available to projects that are designed as a multimodal facility with majority of the project offering a 10' or wider path of travel.

Section C Project Readiness (0 Points)

Applicants are asked to provide information to show the application meets the project readiness requirements set by the Ozarks Transportation Organization, including project being part of an approved plan, status of engineering and right-of-way information. Please view the project decision path on page 2 to determine if your project meets the project readiness requirements or what type of project you should be applying for. Please note the project will need to be specifically named in an approved plan. A general reference to supporting trails or sidewalk improvements is not sufficient to meet the project readiness requirement. The page(s) from the approved plan needs to be referenced and uploaded through the Attachments tab or a link with references to the pages can be provided.

Section C.1 Status of Engineering (0 Points)

Applicants provide information on whether they are applying for just a Plans, Specifications, and Estimates (PS&E) project or not. If project is only for construction, please reply no to Question 1 in Section C.1 and then complete the other two questions. If application is only for PS&E, please answer N/A on the two following questions.

Section C.2 Right-of-Way Information Status (3 Points)

ROW acquired within the 5 years preceding the project must also comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601 et seq.). If ROW has been required for the project, then prior to authorization to advertise the physical construction for bids, the Sponsor will need to submit a Clearance Certification Statement, as described in the MoDOT EPG (136.8.10). Formal evidence of right-of-way acquisition is required and includes copies of recorded deed, lease, or easement documents/documentation proving the right-of-way (ROW) acquisition or the willingness to condemn. These must be uploaded through the Attachments tab.

Three points are available for projects that have fully acquired right-of-way.



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Section D Location (3 Points)

An online map is available through a separate Map tab to mark the project location. Applicants will zoom in to the project location(s) and select to draw a point, line, or polygon showing the extent of the project. Click once to start drawing and double-click to finish a line or polygon. Applicants will be able to draw multiple points, lines, or polygons on the same map. If the project has multiple project locations, the applicant should make sure to add all locations in the programming tab as well. If there is a need to redraw a project, click on the cursor symbol, and then select the project location and delete it.

Applicants will have the opportunity to **upload any additional documentation** showing existing conditions and the location of proposed improvements through the Attachments tab. Please note that the Attachments tab allows a variety of file types to be uploaded, including picture (jpg, jpeg, img, gif, png) formats. Applicants are encouraged to combine documentation into a single Adobe (pdf) document when possible.

Three points are available if the project is located in low-income and/zero-car-households area as outlined in the Trail and Sidewalk CFP 2025 map.

Section E Project Budget and Match (No points)

This section requests details on project cost, amount of federal funds requested, local match provided, and the source(s) of that local match.

For the cost estimate section of the application, there are two budget spreadsheets available to download below:

- PS&E Detailed Budget
- Construction Detailed Budget

Applicants are asked to **save a local copy**, provide amounts for the categories listed, separating federal and non-federal funding, and then **upload that spreadsheet as an Excel file back to the application**. Try to break down the project costs into the specific cost categories. For example, "\$80,000 for landscaping" without stating how much is for materials, labor, or equipment is not acceptable. If information submitted in a proposal is unclear, consideration for funding may be affected. Breakdown the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match), or a third party donation (as non-federal match).

Attach one additional sheet that details the costs. On this sheet, also explain the total cost and percentage of project total for each project element, i.e. landscaping, sidewalk, stormwater, paving, lighting. An example of what this should look like can be found [here](#).

Remember the federal transportation funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant's non-federal match. Non-federal match may come from private fund donations, city or county funds, force account, or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must be listed in the space provided.



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Section F Phasing (No Points)

Applicants are asked to describe if the project is a phase in a larger set of projects. If so, there is an opportunity to further describe the overall project and its phases.

Section G Basic Information (2 Points)

Applicants are asked to address if project was part of a prior application and how the project is open to the public, who will be responsible for maintenance, and if there are any anticipated environmental concerns.

Two points are available if the project was previously submitted through other grant funding opportunities, including, but not limited to, the prior OTO Call for Projects (CFP), Request for Expression of Interest, sidewalk cost shares or funding through the Department of Natural Resources (DNR). Please upload any prior grant applications that were not through OTO. If project has not been previously submitted for other grant funding, please just enter "N/A" for question 2 in section G.

Section H Evaluation Criteria (Up to 18 Points)

Connectivity: Please describe how this project creates connectivity between different communities, for example the project is part of the regional trail system as shown in the official OTO trail map. Include information if project fills a gap between two existing trails and how the project contributes to improving active transportation in the region. A project can earn up to ten points for Connectivity, depending on the connections made and impediments addressed.

Five points can be earned for creating a connection between two existing trails. Up to five points can be earned for how well the project creates a connection between communities.

Mobility Access: Please describe how this project addresses a need in the community and reduces key connectivity barriers for pedestrians and/or bicyclists for example, by providing a new crossing over railroad tracks or a non-local road or improving a crossing without current bicycle or pedestrian infrastructure. Include details on the location of the barrier and details on improvements. You can view road classifications in [OTO's Major Thoroughfare Plan](#) to determine if project is addressing a barrier of a non-local road.

Three points are available to projects that will remove a major barrier by creating a new crossing location for pedestrian and bicyclists.

Public Outreach: Applicants will also need to describe any methods used to involve the public and how the sponsor has solicited public input. This involvement can range from a Facebook poll to a formally adopted plan with documented public involvement related to this project. Please also provide any details on how you involved groups directly affected by the project and how this outreach influenced the development of the project, e.g. the location, scope, design, timing etc. Upload the supporting documentation of the described outreach, for example poll results or pages from plans. Please provide documentation of public outreach through the Attachment tab.

A project can earn up to five points for Public Outreach, depending on level of involvement.



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Section J Signature

All applications must be signed to be considered. Applications are considered signed by electronically acknowledging the application agreement at the end of the list of Application Questions.

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Submittal Instructions

Please submit applications through the online portal by 4 pm (CST), May 1, 2025.

Please use the **Application Checklist** on page 22 to help ensure your application is complete.

If you have questions or difficulty submitting your project, please contact David Knaut at 417-865-3042 x107.

Applicants need to save changes before exiting the website or before submitting the application. Applicants can “unsubmit” and edit their application prior to the application deadline. However, the application needs to be submitted to review prior to the below deadline:

Application Deadline: 4 pm (CST), May 1, 2025

CFP24-110- Test Blvd

DRAFT Project ready to submit. Revision: Ozarks Transportation Organization / CFP / CFP 2024 / July 2024 Bike/Ped Last edited: David Knaut (06/27/2024)

EDIT SUBMIT FOR REVIEW

PROGRAMMING OBLIGATION MAP IDS / CONTACTS ATTACHMENTS REVISION HISTORY PROJECT QUESTIONS

Project Administration

Plan Revisions* Ozarks Transportation Organization / CFP / CFP 2024 / July 2024 Bike/Ped ID # CFP24-110 Award Status - None -

A quick way to access previously drafted or submitted projects is through the dashboard. Select “CFP 2025” under the Programming section of the dashboard to filter and access your project application(s).

Ozarks Transportation Organization

Project Delivery

12/01/2023 - 12/31/2023 (inactive) 2024 Q2

Not Started	Draft	Pending Review	Denied	Accepted
N/A	1	0	0	0
Projects without Updates	Updates in Progress	Schedules Awaiting Review	Schedule Updates Rejected	Schedule Updates Approved

Programming

Draft	Pending Review	Denied	Accepted	Total Projects
212	1	0	1	211
CFP 2024	CFP 2024	CFP 2024	CFP 2024	CFP 2024
TIP 2024	TIP 2024	TIP 2024	TIP 2024	TIP 2024
TIP 2025	TIP 2025	TIP 2025	TIP 2025	TIP 2025



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Application Checklist		
Included	Application Component	For More Information –
General Project Requirements		
<input type="checkbox"/>	Does the proposed project meet at least one category of eligible activities, as chosen by OTO?	Eligible Projects, page 6
<input type="checkbox"/>	Does the proposed project involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance?	Eligible Projects, page 6
<input type="checkbox"/>	Is the project sponsor contributing at least 20% of total project costs?	Match Requirements, page 7
<input type="checkbox"/>	Is the project sponsor an eligible sponsor?	Eligible Project Sponsors, page 6
<input type="checkbox"/>	Does the sponsor have an identified Person of Responsible Charge?	Eligible Project Sponsors, page 5 and 7
<input type="checkbox"/>	Is the proposed project compatible with the Ozarks Transportation Organization's Long Range Transportation Plan?	Evaluation Criteria, page 10
Application Requirements		
<input type="checkbox"/>	Does the application include an adopted local resolution of support is required from the sponsoring agency(ies)?	Section A: Project Sponsor, page 17
<input type="checkbox"/>	Does the application include a landscaping drawing showing type and location of street trees/other landscaping?	Section B: Project Description, page 18
<input type="checkbox"/>	Does the application include a project implementation schedule? (Is schedule reasonable?)	Section B: Project Description, page 18
<input type="checkbox"/>	Does the application include photos and maps of the project site?	Section D: Location, page 19
<input type="checkbox"/>	Does the application include a clear breakdown of the project's budget?	Section E: Project Budget and Match, page 19
<input type="checkbox"/>	Does the application include documentation of Right-of-Way acquisition (deed, lease, easement, letter of intent), if applicable?	Section C.2: Right-of-Way Information, page 18
<input type="checkbox"/>	Does the application include all other required documentation? Application cannot be submitted without required questions answered.	Various
<input type="checkbox"/>	Is the application signed/ acknowledged?	Section J: Signature, page 21



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Funding Score Sheet

Relevant Section	Evaluation Criteria	Max Score	Points Received
A	Collaboration – Project is part of an approved STIP project or part of a collaboration between more than one entity with financial contributions from all agencies (please provide letter from all participating entities).	5	
C.2	Fully acquired Right-of-Way	3	
G	Project previously submitted for other grant funding opportunities (Please provide grant application if application was outside of OTO's programs).	2	
D	Project is located in low-income and/ or Zero-Car – households area as outlined in Trail and Sidewalk CFP 2025 Map	3	
C	Mobility Access - Project removes major barrier for connectivity by creating a new crossing location for pedestrian or bicyclist	3	
Connectivity - Total 15 points			
H	Project creates connectivity between different communities, for example is part of the regional trail system as shown in the official OTO trail map	5	
B	Project is designed as a multimodal facility with majority of the project offering a 10' or wider path of travel	5	
H	Project creates a new connection between two existing trails	5	
Public Participation			
H	Project is directly mentioned in an adopted plan or involved direct citizen participation through a survey, community meeting/ open house or result of meaningful public input	5	
Deductions			
	Application will receive a deduction if project Sponsor has not met reasonable progress requirements on a current project through OTO.	-10	
Maximum Points		36	

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 2/19/2025; ITEM II.I.

Technical Planning Committee Chair Rotation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

TECHNICAL PLANNING COMMITTEE CHAIR ROTATION SCHEDULE

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

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

TAB 10

TRANSPORTATION

Springfield airport prepares for \$25.4 million in projects following record-breaking year

Projects include the replacement of jet bridges and carpet, and expansion of the short-term parking lot and terminal apron



by Jack McGee
January 22, 2025



The Springfield-Branson National Airport is on the northwest side of Springfield. (Photo by Dean Curtis)

To accommodate increasing passenger traffic, the Springfield-Branson National Airport is slated to begin work this year on four projects in and around the Roy Blunt Terminal.

The airport hosted more than 1.4 million passengers in 2024, a 10.4% increase from 2023 and a 68% increase from 10 years ago. The airport expects passenger numbers to grow by about 10% in 2025 if the economy remains stable.

Projects planned for the commercial terminal include the expansion of the short-term parking lot, the replacement of five of the airport's 10 jet bridges, the expansion of the apron (the paved area around the terminal), and replacement of the terminal's carpet. In total, the four projects are estimated to cost about \$25.4 million, according to a press release from the airport.

"These projects will be inconvenient for customers," Brian Weiler, director of aviation, said in the release. "We're asking everyone to bear with us. I encourage everyone flying from Springfield to monitor project updates on the [airport website](#) and [social media](#), and to arrive at the airport at least two hours before their flight's departure time."

Replacement projects expected for completion in 2025

The airport plans to replace the terminal's current carpet, which is 16 years old, with a mix of new carpet and terrazzo — a decorative, composite material used for flooring, walls and countertops. Terrazzo requires less maintenance than carpet and can last for decades.

The amount of terrazzo used will depend on how high the bids are for the project, which is expected to begin this spring and be completed by the end of 2025.

The carpet replacement project is expected to cost between \$4 million and \$5 million, and includes all public areas of the terminal, likely leading to some customer inconvenience.



The commercial terminal at Springfield-Branson National Airport has 10 gates for passengers to access commercial flights. (Photo by Springfield Daily Citizen staff)

The jet bridge replacement project is expected to begin in June, and should also be completed by the end of the year. Jet bridges are the covered passageways that connect the terminal to airplanes. The five jet bridges up for replacement are more than 30 years old, and will be replaced one at a time to minimize flight delays. The airport's other five jet bridges were installed in 2009.

The project will cost approximately \$7.6 million, funded partially through a **\$5.4 million grant from the Infrastructure Investment and Jobs Act**, also known as the Bipartisan Infrastructure Law.

Expanded apron to lessen congestion, delays

The apron expansion project, estimated to cost \$8.8 million, will also benefit from federal funding, with \$6.4 million being paid for with a federal grant secured for the airport by former U.S. Sen. Roy Blunt. The apron, also known as the ramp or tarmac, is where airplanes park, load passengers and fill up on fuel.

The project aims to lessen congestion and the potential for delays as airliners arrive and depart from the terminal, as well as prepare the airport for the future expansion of the terminal, a **project included in the airport's master plan**.

With construction expected to begin in May, the airport aims to complete the apron expansion project in late November.

Short-term parking expansion buys time for long-term parking solution

Lastly, the short-term parking lot will be expanded by about 300 spaces, effectively doubling the amount of short-term parking spaces available. Construction will likely begin in early summer and be completed by the end of the year. The project is expected to cost between \$3 million to \$4 million.



A rendering of a parking garage west of the Roy Blunt Terminal at the Springfield-Branson National Airport. (Photo from Springfield-Branson National Airport)

In addition to more parking spaces, the short-term parking expansion also gives the airport more time to “figure out the design and cost and how to pay for a parking garage,” airport spokesperson Kent Boyd said. The Airport Board directed staff to explore the feasibility of a short-term parking expansion in November amid concerns over the cost of a parking garage, which has been estimated between \$40 million to \$60 million.

“I think everyone’s come to the realization that with the inflation that’s happened in the past two or three years — the price of steel, the price of concrete — that a parking garage is going to be very expensive,” Boyd said.



Jack McGee

Jack McGee is the government affairs reporter at the Springfield Daily Citizen. He previously covered politics and business for the Daily Citizen. He's an MSU graduate with a Bachelor of Science degree in journalism and a minor political science. Reach him at jmcgee@sgfcitizen.org or (417) 837-3663. **More by Jack McGee**



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MoDOT: Forward 44: Construction of I-44 Widening Project in Springfield Focus of Public Meeting

Tuesday, February 25

Project: [Interstate 44 Corridor Upgrades in Greene County](#)

Springfield – Those interested in a project to widen I-44 to six lanes, three lanes in each direction, in Springfield are invited to a public meeting to learn of upcoming traffic impacts due to construction and project information on Tuesday, February 25, the Missouri Department of Transportation said.

This meeting will inform the public of upcoming traffic impacts during construction, the contractor’s schedule and provide an overview of the project when completed. The come-and-go style meeting will be held from 4:30 to 6 p.m. on Tuesday, February 25, at Crossway Baptist Church, 2900 N Barnes Ave, Springfield, at the east entrance. No formal presentation is planned. Those who attend may come anytime between 4:30 p.m. and 6 p.m. to learn about the project and ask questions.

Those unable to attend the in-person meeting can view exhibits and get project information by visiting www.modot.org/southwest.

For those unable to access the online meeting, contact MoDOT’s Southwest District Office at 417.895.7600 and accommodations will be made to share the information and gather feedback.

The project will widen I-44 by adding a lane in each direction in the median between Missouri Route 13 (Kansas Expressway) and U.S. Route 65.

Project Summary:

- Widening I-44 to 6 lanes between Missouri Route 13 (Kansas Expressway) and U.S. Route 65
- Replace the following bridges carrying I-44 over city streets:
 - Broadway Avenue Bridge
 - Grant Avenue Bridge
 - National Avenue Bridge
- Build pedestrian underpass and trail improvements east of Grant Avenue
- Resurface I-44 between west of Missouri Route 266 (Chestnut Expressway) and U.S. Route 160 (West Bypass)
- Build a sound wall south of I-44 from the National Avenue bridge west, approximately 2,550 feet

Traffic impacts on I-44:

- Narrowed lanes and traffic shifts on I-44
- I-44 will maintain two lanes of traffic in each direction, except for short duration closures during night time hours
- I-44 ramp closures
- Broadway Avenue closed up to 140 days
- Grant Avenue closed up to 140 days
- National Avenue closed up to 140 days
- During higher traffic volume, drivers can expect delays

Contractor: Capital Paving & Construction LLC, Jefferson City

The awarded construction cost is \$70.7 million. \$13.4 million in General Revenue funds provided by the General Assembly and the Governor’s Office.

The project is scheduled for completion in May 2027.

END

For more information, call MoDOT in Springfield at 417-895-7600 or visit www.modot.org/southwest

Follow MoDOT's Southwest District: [Facebook](#) | [X](#) | [Instagram](#) | [YouTube](#)

Take the Challenge! [Buckle Up/Phone Down](#)

Districts Involved

SOUTHWEST

Published On: Tue, 02/11/2025 - 08:10

CBO Says Next Bill Needs to Fill \$40B/Yr. Highway Trust Fund

JANUARY 24, 2025 | JEFF DAVIS

The nonpartisan Congressional Budget Office released their annual Budget and Economic Outlook one week ago today, but they did not release including the Highway Trust Fund forecast, until earlier today. (Grrrr.)

CBO says that, under present tax rates and spending policies, a five-year reauthorization of the Trust Fund from fiscal 2027-2031 would require additional bailout transfers from the General Fund (or, ideally, Congress would increase tax revenues or decrease spending, or some combination).

The user-pay deficit (the amount that spending exceeds real tax receipts) was \$26.7 billion in the just-finished fiscal year 2024. CBO projects the final year of the IIJA (FY 2026) and then, in the final two years of a five-year reauthorization bill, that deficit would be around \$40 billion per year.

Lest you think that all we have to do is just throw mass transit out of the Trust Fund and things will be solved, Mass Transit Account outlays are a billion per year at that time, which is less than half of \$40 billion.

Taxes. A big part of the problem is that gasoline taxes are projected to wither, based on the regulatory environment that was in place when CBO was created. CBO anticipates tax receipts from the 18.3 cent-per-gallon gasoline tax dropping 39 percent over the decade, from the current \$25 billion per year in 2025, based largely on CAFE and EPA GHG regulations discouraging internal combustion engines in motor vehicles. Steady increases in trucking taxes would not be enough to prevent an overall 14 percent decline in Trust Fund tax receipts.

CBO Highway Trust Fund Jan. 2025 Revenue Forecast			
Billion \$\$	FY25	FY35	
Gasoline	25.1	15.3	-39%
Diesel	10.3	10.4	+1%
Truck/Trailer	6.2	9.2	+47%
Other Trucking	2.4	2.8	+20%
Total Taxes	44.1	37.9	-14%

Spending side. While yields at current tax rates dwindle, the cash flow from the IIJA's huge increase in Trust Fund spending continues to raise the CBO baseline builds an annual inflation boost into the overall spending levels. Total Trust Fund outlays were \$71 billion this past year and are projected to reach \$80 billion in 2028 and then approach \$90 billion in 2035, the last year of the forecast.

If one settles on hoping for a five-year IIJA reauthorization (FY 2027-2031), the CBO baseline says that would be \$213 billion in real tax receipts versus \$123 billion in outlays. (The difference between that \$192 billion gap and the \$150 billion number at the top of the article is that the last \$118 billion of the General Fund, from the IIJA's won't be spent by the end of the IIJA. Some of that money will keep the Trust Fund solvent until mid-2028, which lowers the deficit to support the next five years.

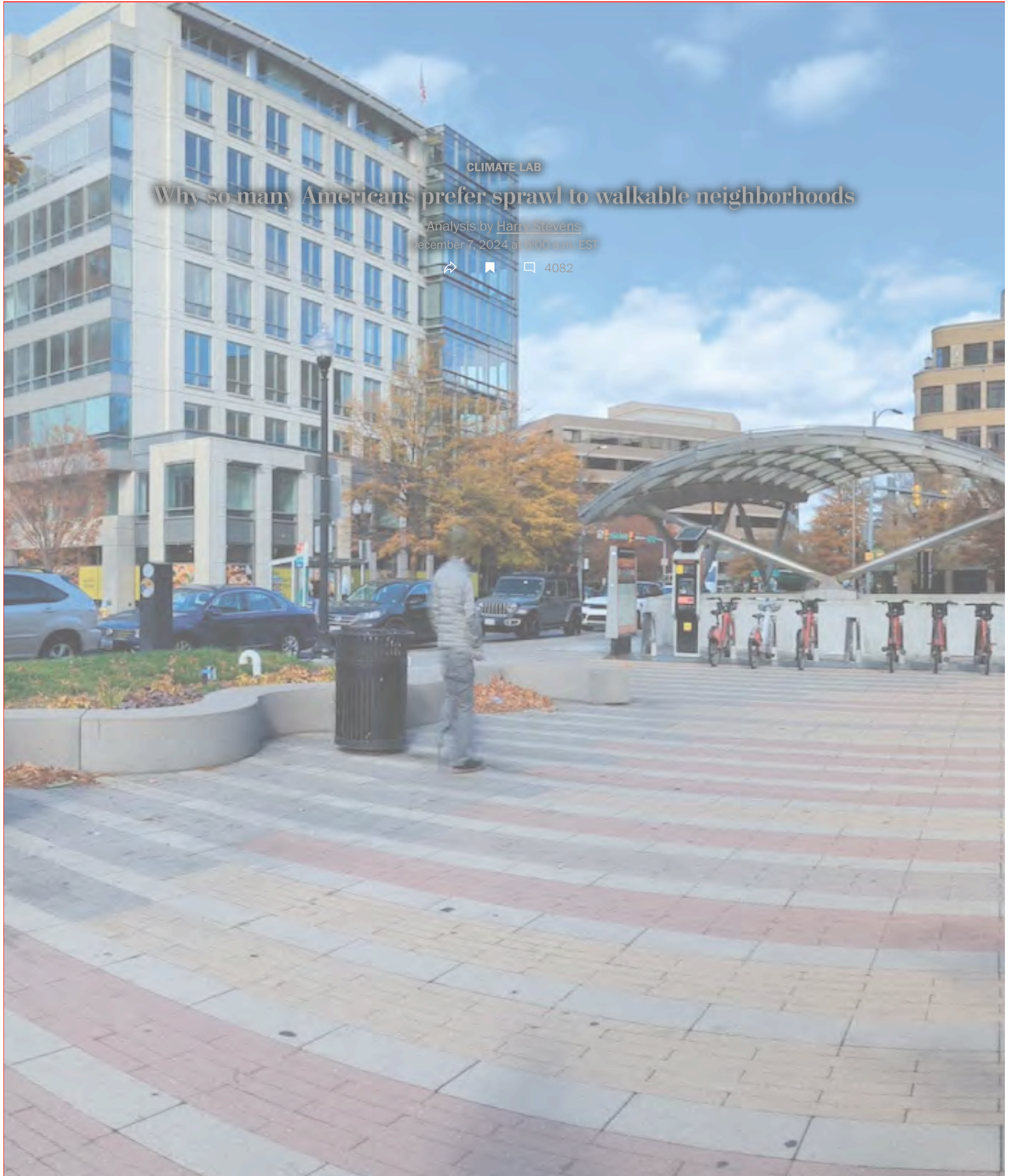
(People should not congratulate themselves on the last bailout being so big that it keeps the size of the next bailout down somewhat.)

CBO projects that it will be 2030 or 2031 when the Trust Fund crosses the line where less than 50 cents of every dollar being spent from the Trust Fund is supported by highway user taxes.

Highway Trust Fund Cash Flow Baseline Forecast (Billion \$\$)

	Actual	January 2025 CBO Forecast											5-Yr.
	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY27-31
Highway Account													
Beginning-of-FY-Balance	89.6	74.6	56.3	34.1	10.2	-15.7	-42.6	-71.3	-101.8	-134.0	-168.3	-204.5	
Net Excise Tax Receipts*	38.9	39.0	39.1	39.0	38.6	38.1	37.4	36.5	35.7	35.1	34.6	34.3	189.7
Interest on Balances	4.4	2.4	1.3	0.5	0.0								0.5
Balance "Flex" to Transit	-1.5	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2	-6.0
Outlays	-56.9	-58.5	-61.4	-62.3	-63.3	-63.9	-64.9	-65.8	-66.7	-68.2	-69.6	-71.0	-320.1
End-of-FY Balance	74.6	56.3	34.1	10.2	-15.7	-42.6	-71.3	-101.8	-134.0	-168.3	-204.5	-242.4	
Mass Transit Account													
Beginning-of-FY-Balance	31.9	26.3	18.7	9.5	-0.8	-11.9	-23.1	-34.3	-45.8	-57.4	-69.0	-80.6	
Net Excise Tax Receipts*	5.0	5.2	5.1	5.0	4.9	4.7	4.5	4.3	4.1	3.9	3.8	3.6	23.5
Interest on Balances	1.6	1.1	0.6	0.3	0.0								0.3
Balance "Flex" from Highways	1.5	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	6.0
Outlays	-13.7	-15.1	-16.1	-16.7	-17.2	-17.1	-17.0	-17.0	-16.8	-16.8	-16.6	-16.9	-85.1
End-of-FY Balance	26.3	18.7	9.5	-0.8	-11.9	-23.1	-34.3	-45.8	-57.4	-69.0	-80.6	-92.6	
Unified HTF													
Beginning-of-FY-Balance	121.6	101.0	75.0	43.6	9.4	-27.6	-65.7	-105.6	-147.6	-191.3	-237.3	-285.1	
Net Excise Tax Receipts*	43.9	44.1	44.2	44.0	43.5	42.9	42.0	40.8	39.8	39.0	38.4	37.9	213.2
Interest on Balances	6.1	3.5	1.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Outlays	-70.6	-73.6	-77.5	-79.0	-80.6	-81.0	-81.8	-82.9	-83.5	-84.9	-86.1	-87.8	-405.3
End-of-FY Balance	101.0	75.0	43.6	9.4	-27.6	-65.7	-105.6	-147.6	-191.3	-237.3	-285.1	-335.0	
Outlays as % of Post-Flex Tax Receipts													
Highway Account	152%	155%	162%	165%	169%	173%	179%	186%	193%	201%	208%	215%	
Mass Transit Account	212%	237%	256%	269%	283%	288%	296%	309%	317%	327%	333%	348%	
Unified HTF	161%	167%	175%	180%	185%	189%	195%	203%	210%	218%	225%	232%	
User-Pay Deficit (Outlays-Tax Receipts)													
Highway Account	-19.5	-20.7	-23.5	-24.5	-25.9	-26.9	-28.6	-30.5	-32.2	-34.3	-36.2	-37.9	
Mass Transit Account	-7.2	-8.7	-9.8	-10.5	-11.1	-11.2	-11.2	-11.5	-11.5	-11.6	-11.6	-12.0	
Unified HTF	-26.7	-29.4	-33.3	-35.0	-37.0	-38.1	-39.9	-42.0	-43.7	-46.0	-47.8	-49.9	

*Also includes a small amount of safety penalties and fees and a large FY 2024 TIFIA rescoring reimbursement from the General Fund.



CLIMATE LAB

Why so many Americans prefer sprawl to walkable neighborhoods

Analysis by [Harry Stevens](#)
December 7, 2024 at 3:00 a.m. EST

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This is Clarendon, a neighborhood in Arlington, Virginia, a few Metro stops from downtown Washington.

Within a short walking distance, you will find restaurants and shops, a nightclub, condos and small parks, schools, banks, a bus stop and a Metro station.

See that shadow on the sidewalk? That's me. Six years ago, my wife and I moved to this neighborhood from New Delhi, one of the most crowded places on earth. Despite its density, Delhi is not built to be traversed on foot. People travel by car, motorcycle, bus and auto-rickshaw. The air is heavy with tailpipe exhaust and the constant calls of honking horns.

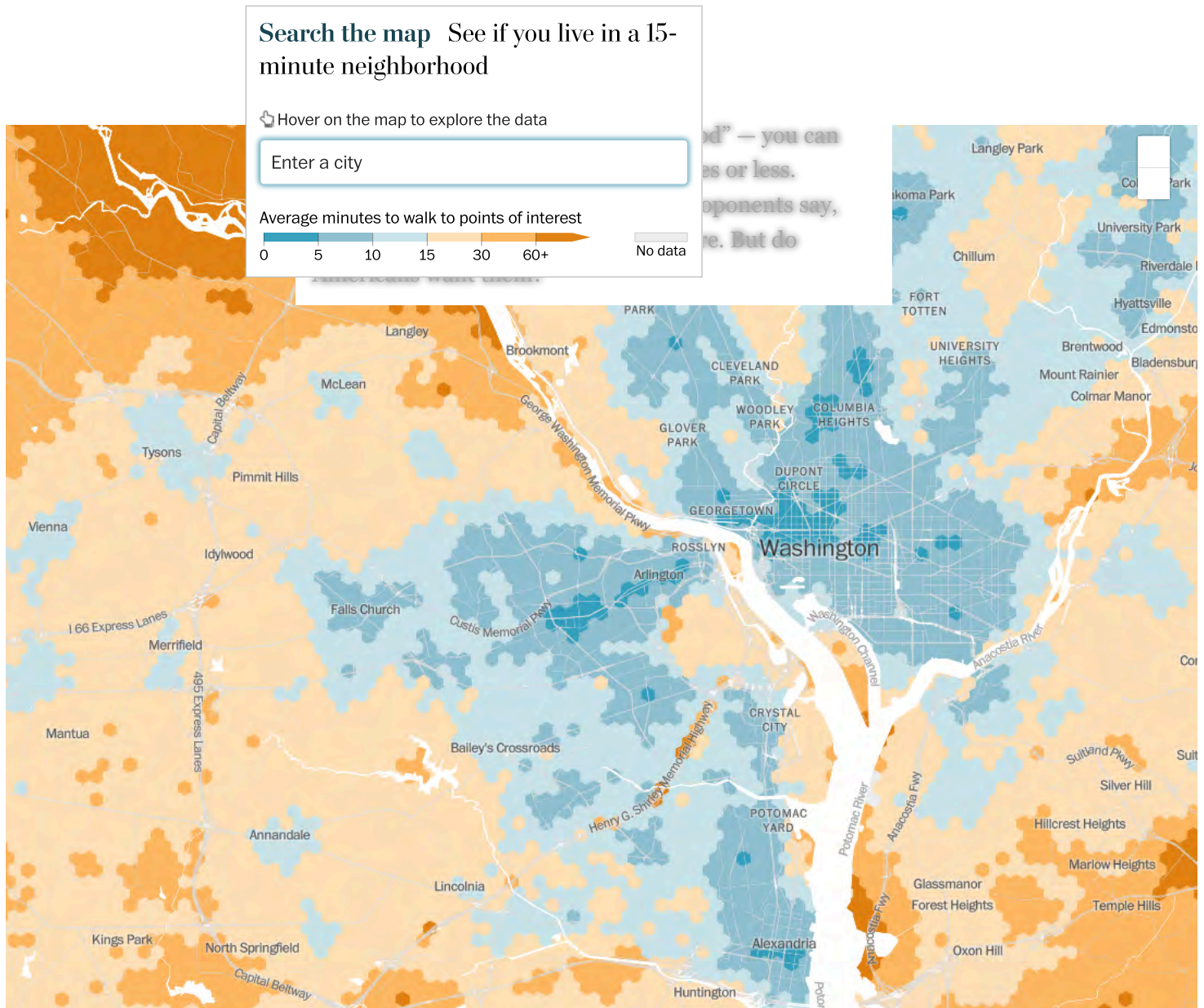
Clarendon, a dense urban neighborhood of about 1,500 people, offered a favorable comparison. Everything we needed was just a short walk away. To be precise: 3.4 minutes, on average.

That's according to a new study by researchers at Sony's computer science lab in Rome. They combined population data, millions of points of interest from OpenStreetMap and an open-source routing algorithm to calculate how long it takes to walk to a bundle of amenities — from restaurants and schools to parks and theaters.

The work was inspired by the 15-minute neighborhood, an idea that has gained recent popularity as a means to create more-vibrant communities and reduce

passenger vehicle travel, which accounts for about one-sixth of U.S. greenhouse gas emissions, according to [a recent estimate](#).

The researchers analyzed cities around the world, and they agreed to share their data for some 200 metro areas in the United States. Together, these areas are home to roughly 60 percent of the U.S. population — apologies if your town is missing. You can explore the data below.



▼
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“What your maps are showing,” said Adie Tomer, an urban economics and infrastructure policy expert at the think tank Brookings Metro who was not involved in the study, “is where folks are likely to be able to get everything they need within a short distance so they can live a vehicle-light or vehicle-less day-to-day existence.”

Neighborhoods such as Clarendon, built around public transit lines and zoned for a mixture of residential and commercial use, generate about half of the auto trips of less-dense suburban areas, according to Reid Ewing, a professor of urban planning at the University of Utah.

Yet Clarendon, for all its walkability, didn’t offer me and my wife much living space. When we couldn’t afford a two-bedroom apartment in the neighborhood, we moved to a nearby 5.2-minute neighborhood in Rosslyn, Virginia. As our condo fills up with toys, board books and diaper boxes, we are starting to grasp the appeal of suburbs.

The residents of neighborhoods such as this one in Oakton, Virginia, a half-hour drive away, do not have to worry about where to store their kids’ diapers.

House

In Oakton, the houses are spacious, but they cost about the same as apartments in Clarendon.



This neighborhood also has more natural beauty than Clarendon does. It is quiet and peaceful.

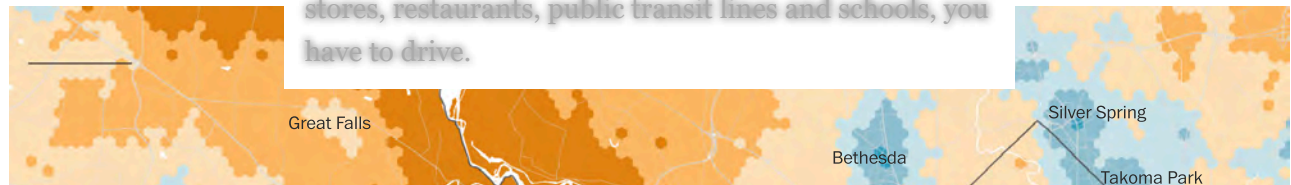
While I was out taking pictures of the neighborhood, I met Jill Seibert walking her dog. She and her husband moved to Oakton 27 years ago because it was near some of the country's best public schools. Their house had a big yard where the kids could play. Fox and deer regularly visit their property.

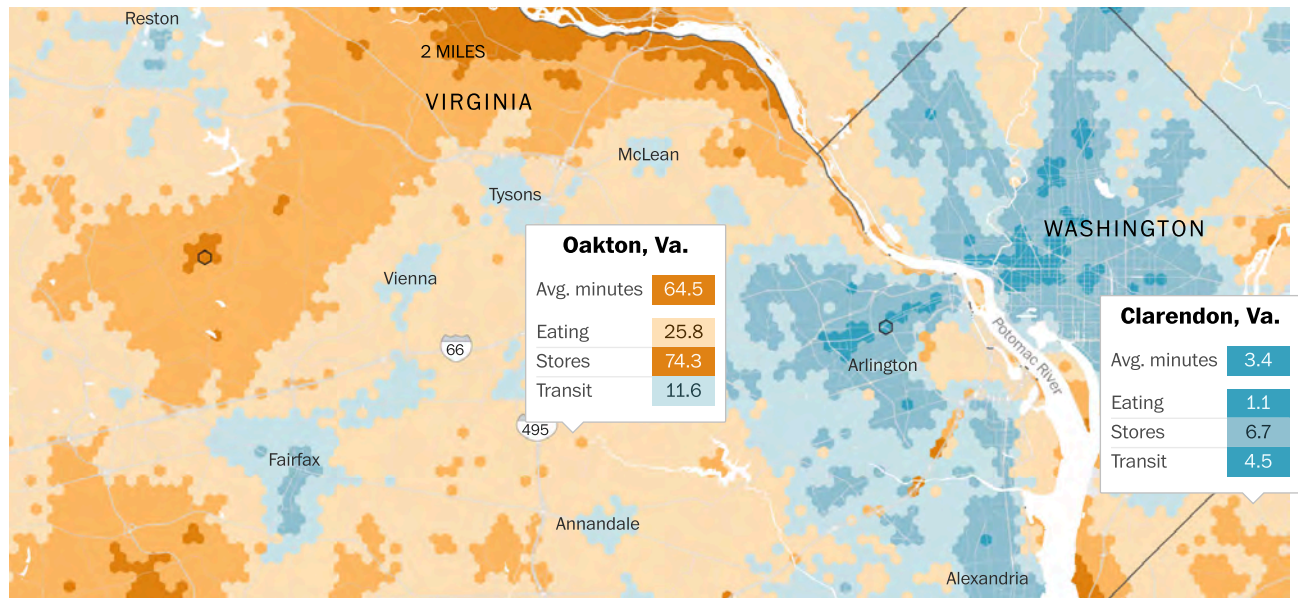
Seibert liked the idea of moving to a denser area where she and her husband could walk to "breweries and that kind of stuff," she said. But when she looked into moving to nearby downtown Vienna, an 11.6-minute neighborhood, she was unhappy to discover that townhouses there cost as much as her considerably larger suburban house. For now, she will remain in Oakton — a 64.5-minute neighborhood, according to the Sony study.

Average minutes to walk to points of interest

0

But you won't find much besides houses. To get to stores, restaurants, public transit lines and schools, you have to drive.





Note: To calculate the average minutes for each place, researchers took into account how long it takes to walk to nine categories of amenities.

Urban planners refer to neighborhoods such as Seibert's as "sprawl." Ewing and other researchers have found that all kinds of objectively undesirable things are associated with sprawl.

"I've studied the costs of sprawl, and they're extremely high," Ewing said. "Planners, I would say, as a group, believe in the compact city as opposed to sprawl."

Obesity rates are higher, even after controlling for people's age, race, education and income. So are traffic fatalities and emergency response times. On a per person basis, sprawl is more expensive, with its extensive roads, power lines and sewer systems.

Then there are the environmental issues. Many people prefer to live in sprawl because it feels closer to nature. Yet the closer humans live to nature, the more damage they tend to do to it. Sprawl requires lots of land, encroaching on forests, wetlands and prairies. Sprawl helps explain why North America has lost an estimated 3 billion birds in the past half-century.

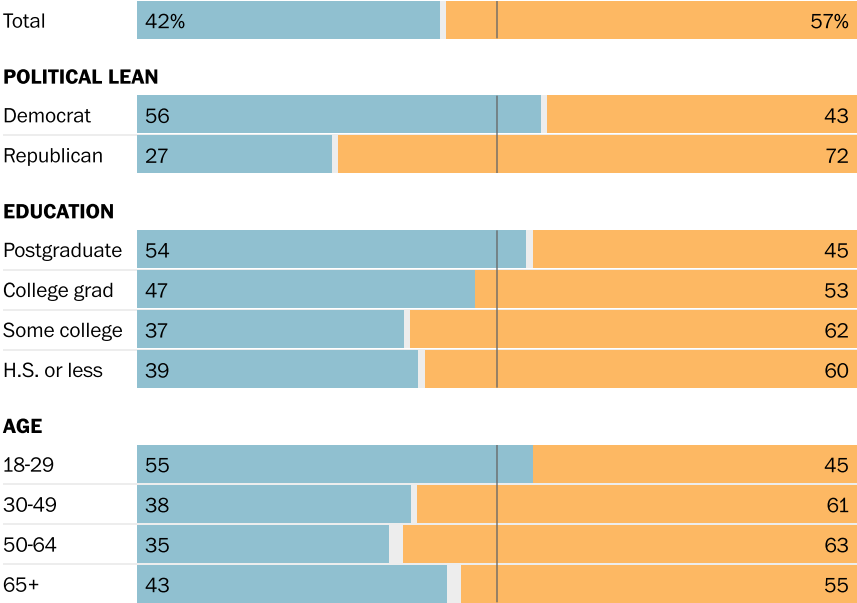
People, however, do not live according to the preferences of planners. Pew Research Center recently asked 5,079 American adults whether they would prefer to live in a community where the houses are smaller and closer to each other but schools, stores and restaurants are within walking distance — in other words, a 15-minute neighborhood — or where the houses are larger and farther apart but schools, stores and restaurants are several miles away — in other words, sprawl.

Most people, it turned out, preferred sprawl. The only demographic groups in which majorities were willing to give up the larger house for the walkable neighborhood were the young, highly educated and Democratic-leaning.

People who say they would prefer to live in a community with...

Smaller houses within walking distance of schools, stores and restaurants
Larger houses, but schools, stores and restaurants are several miles away

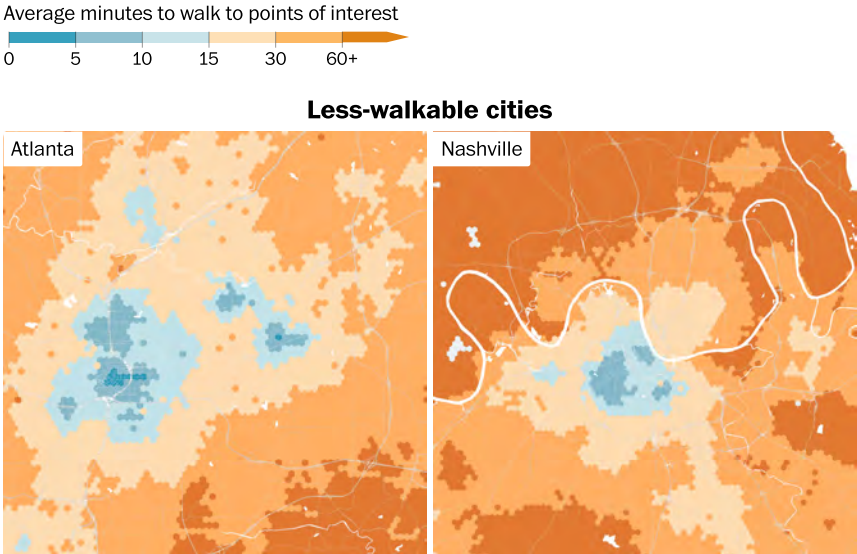
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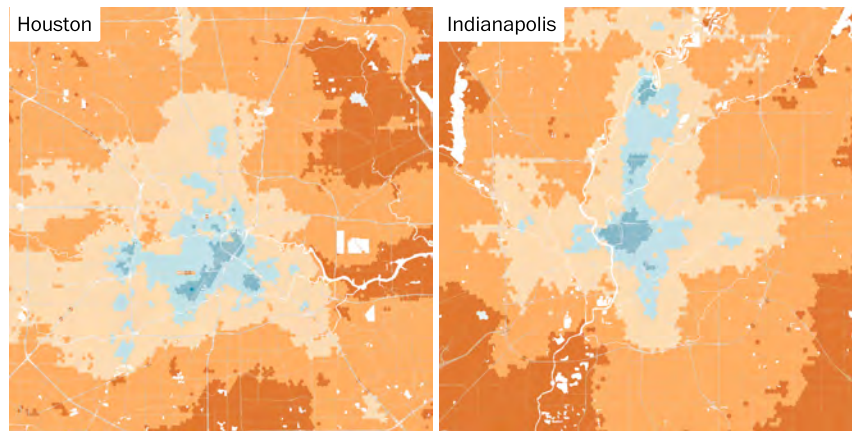


A survey is one way to measure people’s preferences. Another way is to observe how they spend their money. As Seibert’s experience shows, real estate prices are often much higher in 15-minute neighborhoods than in sprawl. That suggests that there are plenty of homes in the suburbs but an undersupply of housing in walkable neighborhoods relative to demand.

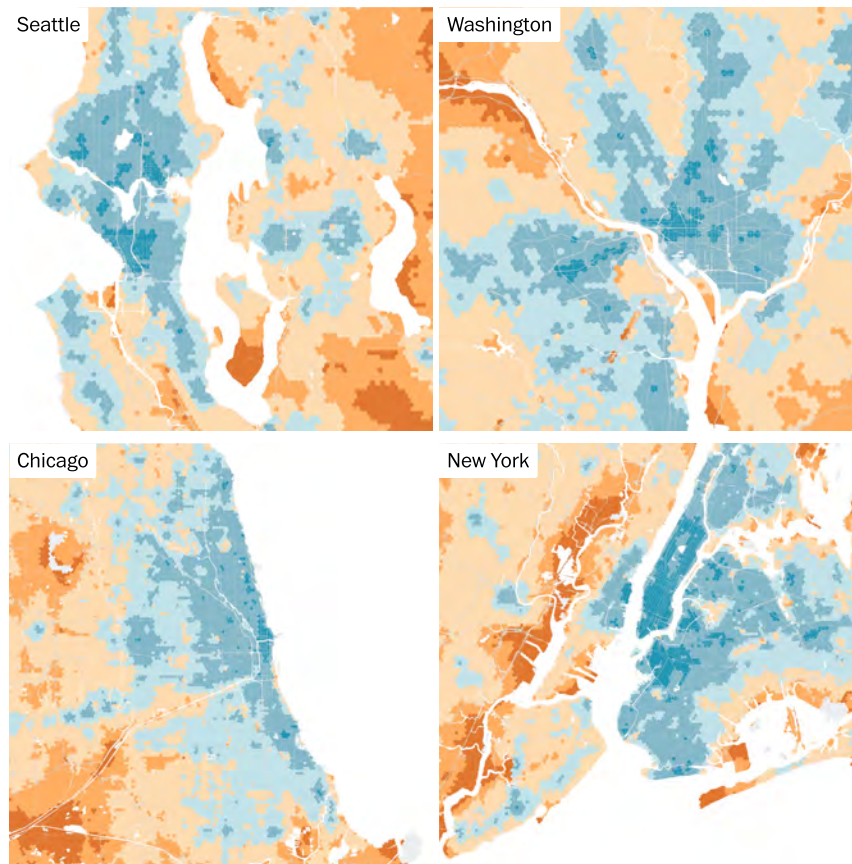
This market inefficiency could be resolved by building more walkable neighborhoods. Yet doing so is easier said than done.

For one thing, many U.S. cities were designed for cars. Zoomed out, car-oriented cities all look about the same on the map: dense downtowns surrounded by sprawl with arterial highways dissecting areas where walkable neighborhoods might otherwise be built.





More-walkable cities



In recognition of this problem, the [2021 infrastructure law](#) included hundreds of millions of dollars to reconnect neighborhoods cut off by highways. In March, [Boston won a \\$335 million grant](#) to build a park to pass over I-90 so that people in Allston and Brighton will be able to walk to the Charles River.

Other cities have sought to rezone neighborhoods reserved for single-family homes so that denser housing can be built. Residents sometimes object to these changes, arguing that duplexes and apartments will bring more traffic or otherwise change their communities for the worse.

But as cities across the country confront housing shortages, empty office buildings and public safety concerns, 15-minute neighborhoods could offer a way back to urban vitality. Plus, if walkable neighborhoods were more common, they would probably become cheaper. Then, my wife and I wouldn't have to

Analysis | How walkable is your neighborhood? Use our interactive map to find out. - Washington Post

choose between living in a neighborhood such as Clarendon and having enough space to store a tricycle.

Check my work

- The walking time data was sent to me by Matteo Bruno and Hygor Piaget Monteiro Melo of Sony CSL. For more information about their work on 15-minute cities, which they conducted with Bruno Campanelli and Vittorio Loreto, see [their paper in Nature Cities](#).

I am grateful to [Sulin Carling](#) (HR&A Advisors), [Reid Ewing](#) (University of Utah) and [Adie Tomer](#) (Brookings Metro) for taking the time to review my maps and discuss urban planning with me.

Pew has included a question about people’s preferences for suburban sprawl or walkable metros in three surveys since September 2019. Their July 2021 survey, conducted during the coronavirus pandemic, showed an increased preference for suburban sprawl, but otherwise the responses have remained largely unchanged. The results of all three surveys and my code to create the table of responses can be found in [this computational notebook](#).

To get in touch, [email me](#) or my editor, [Monica Ulmanu](#).

4082 Comments



[Harry Stevens](#)

Harry Stevens is the Climate Lab columnist at The Washington Post. He was part of a team at The Post that won the 2020 Pulitzer Prize for Explanatory Reporting for the series “2C: Beyond the Limit.” [X @Harry_Stevens](#)

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