



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

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

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



OT
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

REVISED

Board of Directors Meeting Agenda

March 16, 2023

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices and via Zoom (details to be emailed separately).

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

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

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

Call to OrderNOON

I. Administration

A. Roll Call

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of January 19, 2023 Minutes Tab 1
(2 minutes/Childers)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 11
(5 minutes/Childers)

Individuals attending the meeting in person and requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on March 15th to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet under Tab 11.

E. Executive Director's Report
(10 minutes/Fields)

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

F. MoDOT Update
(5 minutes/MoDOT)

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

G. Legislative Reports

(10 minutes/Childers)

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

II. New Business

A. FY 2024-2028 Draft STIP List

(10 minutes/Miller)

MoDOT staff will present the FY 2024-2028 list of recommended STIP projects that has been presented to the STIP Committee.

NO ACTION REQUIRED – INFORMATIONAL ONLY

B. Route FF Corridor Study..... Tab 2

(15 minutes/Fields)

CMT will present the final Route FF Corridor Study, which includes Route FF from Republic Road to the Christian County Line.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE ROUTE FF CORRIDOR STUDY

C. OTO Growth Trends Report Tab 3

(10 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. Financial Statements for 2nd Quarter FY 2023 Budget Year Tab 4

(5 minutes/Cossey)

Staff will present the second quarter financial statements.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE SECOND QUARTER FINANCIAL STATEMENTS FOR THE FY 2023 BUDGET YEAR

E. MoDOT Sidewalk Cost Share Recommendations Tab 5

(5 minutes/Longpine)

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

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

F. FTA 5310 Funding Recommendation..... Tab 6

(5 minutes/Parks)

The Local Coordinating Board for Transit is recommending one project for funding.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE 5310 FUNDING AS RECOMMENDED

- G. FY 2023-2026 TIP Administrative Modification One Tab 7**
(2 minutes/Longpine)

Two changes have been made to the FY 2023-2026 Transportation Improvement Program.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- H. FY 2023-2026 TIP Amendment Four Tab 8**
(5 minutes/Longpine)

Four changes are proposed to the FY 2023-2026 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FY 2023-2026 TIP
AMENDMENT FOUR**

- I. STBG-U Advance Agreement Revisions Tab 9**
(5 minutes/Longpine)

Staff is proposing revisions to the OTO STBG-Urban Advance Agreement.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE REVISED ADVANCE
AGREEMENT**

- J. FF Extension Alignment Study Tab 10**
(5 minutes/Fields)

Staff is proposing a study for the alignment for the FF Extension.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO AUTHORIZE THE EXECUTIVE DIRECTOR
TO ENTER NEGOTIATIONS AND CONTRACT EXECUTION WITH CJW TRANSPORTATION
CONSULTANTS, LLC TO CONDUCT A STUDY FOR THE FUTURE ALIGNMENT OF THE ROUTE
FF EXTENSION**

III. Other Business

A. Board of Directors Member Announcements

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. Transportation Issues for Board of Directors Member Review

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

- C. Articles for Board of Directors Member Information Tab 12**
(Articles attached)

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

The next Board of Directors regular meeting is scheduled for Thursday, May 18, 2023 at 12:00 P.M. in person.

Attachments

Si usted necesita la ayuda de un traductor, por favor comuníquese con Nicole Stokes 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 Nicole Stokes at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM I.C.

January 19, 2023 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors January 19, 2023 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Board of Directors January 19, 2023 Meeting Minutes”

OR

“Move to approve the Board of Directors January 19, 2023 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
JANUARY 19, 2023**

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

The following members were present:

Steve Bodenhamer, City of Willard (a)
Chuck Branch, Citizen-at-Large
Steve Childers, City of Ozark (a) Chair
Jerry Compton, Citizen-at-Large
Travis Cossey, City of Nixa (a)
Debra Hickey, City of Battlefield
Skip Jansen, City Utilities Transit
Andrew Lear, City of Springfield

Andrew Nelson, City of Republic
John Russell, Greene County
Mike Schilling, City of Springfield
Martha Smartt, City of Strafford (a)
Dan Smith, City of Springfield (a)
Richard Walker, Springfield Citizen-at-Large
Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Mokhtee Ahmad, FTA
Rusty MacLachlan, Greene County
Lynn Morris, Christian County

James O'Neal, Citizen-at-Large
Mark Schenkelberg, FAA
Daniel Weitkamp, FHWA

Others Present: Mike Ussery and Tucker Jobes, Senator Schmitt's Office; David Cameron, City of Republic; Frank Miller, MoDOT; Tommy VanHorn, City of Battlefield; Dave Faucett, Sara Fields, Natasha Longpine, Debbie Parks, and Nicole Stokes, Ozarks Transportation Organization.

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

I. Administration

A. Welcome and Roll Call

| Member | Vote | Member | Vote |
|------------------------|---------|----------------|---------|
| Steve Bodenhamer | Present | Lynn Morris | Absent |
| Chuck Branch | Present | Andrew Nelson | Present |
| Steve Childers (Chair) | Present | James O'Neal | Absent |
| Jerry Compton | Present | John Russell | Present |
| Travis Cossey | Present | Mike Schilling | Present |
| Debra Hickey | Present | Martha Smartt | Present |
| Skip Jansen | Present | Dan Smith | Present |
| Andrew Lear | Present | Richard Walker | Present |
| Rusty MacLachlan | Absent | Brian Weiler | Present |

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Brian Weiler moved to approve the January 19, 2023 agenda. Chuck Branch seconded the motion. The motion passed unanimously.

C. Approval of November 17, 2022 Minutes

Travis Cossey moved to approve the November 17, 2022 minutes. Chuck Branch seconded the motion. The motion passed unanimously.

D. Recognition of Service

Sara Fields presented David Cameron with a plaque commemorating his service as the OTO Treasurer and Secretary and membership on the OTO Board of Directors and Executive Committee. Brad Gray who could not attend, was recognized for his service to the Board of Directors and Executive Committee, as well.

E. Public Comment Period for All Agenda Items

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

F. Executive Director's Report

Sara Fields shared the application for the MEGA Grant for I-44 was not approved. Currently, there is a request for \$28 million in a General Revenue Request with the State of Missouri to fund part of the project. This project would add one lane in each direction, fix the I-44/Highway 13 Interchange, and rebuild the pavement. Representative Owen is working hard on this request.

In the Governor's proposed budget there was funding for railroad crossings proposed. If it is approved and as the staff learn more, information will be sent out. There was also a proposed reduction in state funding for transit support.

Statewide Transportation Improvement Program meetings are scheduled for February with the STIP Committee which is the Technical Planning Committee. Board members are welcome to attend. Once funding estimates are received, Frank Miller with MoDOT will look at what is already programmed and let the STIP Committee know if any funding is left to see if additional projects can be programmed or if projects will need to be delayed. Due to inflation, project costs are approximately 18% more than expected.

Staff is working with the City of Republic on a second round of RAISE funding for the MM Corridor. It is for a third section that is not funded. The feedback received from the last application was good. The reviewers could not find anything wrong with it except one formula error in the Benefit Cost Analysis. That will be corrected in the next submission.

A DED Tourism Grant has been submitted in cooperation with the City of Ozark for the Chadwick Flyer Trail US65 Overpass. The request was for \$1.5 million along with \$1.5 million from OTO TAP funds. Eligibility is still being reviewed for that program.

There are trail projects included in the Agenda that are being recommended for funding due to they already have right-of-way in place. Staff is planning another round of applications in April.

Applications for the Sidewalk Cost Share were due January 10th. Four applications were received. Staff is currently discussing whether to keep the application cycle open or setting another round. The OTO Bicycle and Pedestrian Advisory Committee and MoDOT will be reviewing the applications.

The City of Springfield and Christian County put in for the Bridge Infrastructure Program. There has been no update on the awarding of that program.

All member jurisdictions are encouraged to reach out for assistance with grants. Staff will continue to look for additional grants and funding opportunities. Also, project management services are available.

The Growth Trends Report will be on the next agenda.

Natasha Longpine has been promoted to Transportation Planning Manager and will oversee all transportation planning projects and staff working on those projects.

A job opening for a Multimodal Planner has been posted by OTO. Lynne Haggerman, an HR consultant, will screen applicants and present OTO with recommendations.

Staff is monitoring state and federal funding opportunities and regulations. John Russell shared that he and Bob Dixon visited with Legislators in Jefferson City regarding the Fix I-44 project and received positive feedback with good local support.

G. MoDOT Update

Frank Miller reported that Steve Campbell, the SW District Engineer, retired effective January 1, 2023. MoDOT is currently taking applications for that position.

The Missouri Highways and Transportation Commission is looking at a funding forecast and may approve it in February.

Project estimates are up. Bids are coming in about 20% over estimates.

The SW District had 9 applicants for the Governor's Cost Share Program. Seven of those were awarded.

There is a lot of corridor work going on in the Springfield area. This includes Kearney, Glenstone, Sunshine, and Chestnut. The work being done includes resurfacing, ADA improvements, and safety and operational improvements.

The widening of James River Freeway is under contract. Preparation for sound walls is currently underway. Sound walls will go up first and then work on widening Republic Road and finally widening James River Freeway from Kansas to Campbell. It will take a couple of summers for completion of all of the projects.

H. Legislative Reports

Tucker Jobes, Senator Schmitt's SW Missouri District Director, introduced himself and Mike Ussery, also with the SW Missouri Office for Senator Schmitt. Their offices are still getting set-up. Once they are set-up, contact information will be shared. Staff will be looking out for opportunities to assist in

grant applications and getting information to OTO and their members. They are available as a resource and encouraged OTO members to contact them.

II. New Business

A. FY 2022 Independent Financial Statement Audit

Travis Cossey reported that Cinda L Rodgers, CPA, PC, conducted an audit of the OTO's financial accounting and financial practices for the fiscal year-ending June 30, 2022. The auditor's opinion states that the financial statements are presented fairly in all material aspects. There were no findings included as part of the audit. The audit included Single Audit Procedures under the Uniform Guidance Act since the OTO receives more than \$750,000 in federal reimbursements during the fiscal year. The staff are doing a fantastic job. The auditor was appreciative of the staff's efforts and impressed with the books. There were no recommendations.

The ending fund balance for June 2022 was \$349,934. This was a decrease from the prior year balance of \$454,838 by \$104,449. This reduction was a result of delayed grant reimbursements.

Dan Smith made a motion to accept the Fiscal Year 2022 Independent Financial Statement Audit report. Skip Jansen seconded the motion. The motion passed unanimously.

B. Electric Vehicle Charging Proposal

Sara Fields shared that OTO has been allocated approximately \$12 million over five years to spend on transportation enhancements and carbon reduction. Funding to establish a sidewalk cost share program for state owned roadways and for trail planning services has already been allocated. Staff presented a proposal to set aside funding for electric vehicle charging stations. The funding would be allocated through a competitive process. Any remaining funds after the set aside would be available for trails and sidewalks in the locally owned roadway system. An open application is expected in the spring to commit remaining funding through 2025.

Andrew Lear made a motion to approve \$750,000 be reserved from the Carbon Reduction Program funding allocated to OTO for the purpose of providing electric vehicle charging stations. Skip Jansen seconded the motion. The motion passed unanimously.

C. Chadwick Flyer Phase III Bid Packet and Contract Authority

Sara Fields stated the Chadwick Flyer Phase III will construct another small portion of the overall planned Chadwick Flyer Rail Trail. The objective of this project is to construct a ten-foot-wide multi-use trail across property owned by City Utilities of Springfield. OTO hired an engineering consultant firm, Crawford, Murphy, and Tilly, Inc., to assist in the construction design and project management. CMT is finalizing the trail design and has developed plans and bid documents. After receiving the Notice to Proceed with bids from MoDOT, the construction bid packet will be advertised. OTO intends to hire a contractor to construct the project.

Andrew Nelson moved to approve the included resolution to authorize OTO to advertise and accept bids for the Chadwick Flyer Phase III and authorizes the Executive Director to accept the lowest responsible and responsive bid within budget and execute the contract for such bid. Dan Smith seconded the motion. The motion passed unanimously.

D. FY 2023-2026 TIP Amendment Three

Natasha Longpine shared there were seven items included as part of Amendment Number Three to the FY 2023-2026 Transportation Improvement Program.

1. ***Revised* Route CC Capital Improvements (OK2102-23A3)**
The City of Ozark received MoDOT Cost Share funding in June and the project has been updated to reflect current costs, funding responsibilities and construction in FY 2025. The total programmed cost is \$5,481,233 plus \$100,000 in prior funding.
2. ***New* Project Development for Route CC Capital Improvements (OK2301-23A3)**
This is a companion project to OK2102 and reflects the phases before construction, including design, ROW, and utilities. The total programmed amount is \$1,671,536.
3. ***New* Chadwick Flyer US 65 Crossing (OK2304-23A3)**
At its November meeting, the OTO Board of Directors approved the use of TAP funds on the Chadwick Flyer US65 Crossing project, which has been submitted for a grant through DED ARPA funding. While an announcement has not been made regarding the grant funding, staff wanted to ensure the TIP amendment process was underway so as to be ready. The total programmed cost is \$3,750,000.
4. ***New* Chadwick Flyer Spur to Ozark High School (OK2302-23A3)**
This City of Ozark project will provide a 10-foot wide trail that connects the Chadwick Flyer to the Ozark High School. The total programmed cost is \$155,520, with \$124,200 in TAP funds.
5. ***New* Garrison Springs Trail (OK2303-23A3)**
This City of Ozark project will provide a 10-foot wide trail following Garrison Springs from 3rd Street to the community forest. The total programmed amount is \$550,000 with \$440,000 in CRP funds.
6. ***New* LeCompte/Eastgate Trail (SP2313-23A3)**
This City of Springfield project will add a trail to parallel the LeCompte /Eastgate road improvement projects from Division north to the BNSF railroad. The total programmed amount is \$478,950 with \$383,160 in TAP funds.
7. ***New* Grand Street (SP2314-23A3)**
This City of Springfield project will replace sidewalk along Grand Street with a 10-foot wide trail, between Kansas Expressway and Grant Avenue. The total programmed amount is \$550,000 with \$440,000 in CRP funds.

Jerry Compton made a motion to approve Amendment 3 to the FY 2023-2026 Transportation Improvement Program. Skip Jansen seconded the motion. The motion passed unanimously.

E. Federal Functional Classification Change Requests

Natasha Longpine stated pursuant to §470.105.b, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. The Federal Functional Classification System designates Federal Aid Highways, i.e., those eligible for federal funding.

The Ozarks Transportation Organization has requested the following changes to the federal

functional classification system. This application is included.

1. **Roadway Name** – West Ave., US 60 to Miller Road
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Collector
2. **Roadway Name** – Miller Road, Western Terminus to West Avenue
Current Functional Classification – Major Collector
Requested Functional Classification – Local
Major Thoroughfare Plan – Collector

Martha Smartt made a motion to approve the Functional Classification Change requests. Andrew Nelson seconded the motion. The motion passed unanimously.

F. National Performance Targets

Natasha Longpine reported MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. This year all targets will be reviewed. So far, OTO has elected to plan and program in support of the MoDOT targets, rather than set OTO-level targets. The MoDOT targets include Safety, System Condition, System Performance, and Transit Asset Management. Natasha Longpine reviewed the MoDOT targets for the Board of Directors.

City Utilities elected to develop their own Public Transportation Agency Safety Plan rather than participate in the statewide plan. Natasha Longpine highlighted the plan. As with other targets set first by MoDOT, OTO can elect to plan and program in support of City Utilities' targets or separate targets. OTO elected to plan and program in support of City Utilities' targets.

Skip Jansen made a motion to support the statewide targets, as well as the safety targets set by City Utilities. Brian Weiler seconded the motion. The motion passed unanimously.

G. MM Corridor RAISE Grant

Debbie Parks stated the USDOT announced the Notice of Funding Availability for the Rebuilding Americas Infrastructure with Sustainability and Equity (RAISE) grants in December 2022. Federal discretionary funding requires a project to appear in at Transportation Improvement Program or have a commitment that a project will appear in the TIP if funding is awarded.

The OTO is working with the City of Republic to reapply for a RAISE Grant for the MM Corridor of Opportunity. OTO staff is writing the grant application. The request will be for a grant of \$25 million for a \$63 million project that will realign MM with an overpass for the BNSF railroad, as well as create 5 lanes from US60 to I-44 as well as provide a trail and sidewalks. The grant application was competitive in the FY 2022 RAISE application cycle.

OTO has prepared a resolution and certificate of inclusion for the Highway MM application. These do not specify the discretionary funding program should another avenue of funding be necessary.

Skip Jansen made a motion to approve the included resolution and TIP inclusion certificate as provided. Mike Schilling seconded the motion. The motion passed unanimously.

III. Other Business

A. Board of Directors Member Announcements

Tommy VanHorn shared the City of Battlefield, OTO and CMT will be hosting a Community Open House, Tuesday, January 24th from 4:00-6:00 pm for the Route FF Corridor Study.

Skip Jansen requested when considering charging stations to consider the electric supply. They carry large loads.

Sara Fields stated that MoDOT will be conducting a public meeting for the US Route 60 at Missouri Route 125 Interchange January 19th from 4:30 – 6:30 pm at the Logan-Rogersville High School.

Brian Weiler reported that the Springfield-Branson National Airport had its second busiest year at the airport in its history with 1,109,000 passengers. The Airport continues to grow with 33 million pounds of cargo last year. The Airport would like to present the Master Plan at some point within the next year to the Board of Directors.

Steve Childers shared the City of Ozark's Governor Cost Share storm water project near The Mill is moving forward.

B. Transportation Issues for Board of Directors Member Review

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

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

With no further business to come before the Board, Brian Weiler made a motion to adjourn the meeting. Skip Jansen seconded the motion. The motion passed unanimously.

The meeting adjourned at 1:03 p.m.

Andrew Nelson
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM II.B.

Route FF Corridor Study

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization (OTO) contracted with Crawford, Murphy, & Tilly (CMT) in October of 2021 to conduct a study to determine the future function and classification of the Route FF Corridor through the City of Battlefield, Missouri. In coordination with OTO, the City of Battlefield, and MoDOT, CMT has completed the study and developed a draft report of the findings that includes key recommendations for design, traffic calming, and planning. A 15-day public review and comment period was initiated January 24 through February 7, 2023.

Summary of the key recommendations:

DESIGN RECOMMENDATIONS

- 3-lane typical section (80 ft right of way (ROW) - Weaver to Blue Springs)
- Design speed 35 mph (secondary arterial status)
- Multimodal 10 ft Shared Use Path (east) & sidewalk (west)
- Updated pedestrian crossing at intersections & Trail of Tears crossing near Somerset
- Corridor wide traffic calming enhancements (narrowed lanes/raised medians)
- 80 ft ROW to accommodate typical secondary arterial design standards

PLANNING RECOMMENDATIONS

- Reclassify Route FF as a secondary arterial on OTO Major Thoroughfare Plan (MTP)
- Update Battlefield Subdivision Regulations
 - 405.390 Access Management
 - 405.400 OTO MTP update text
 - 405.400 Design standards
 - 405.410 sidewalk provision
- Assign roadway improvement needs for future development
- Explore street renaming & branding
- Corridor wide traffic calming

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on February 16, 2023, the Technical Planning Committee recommended the Board of Directors accept the Route FF Corridor Study.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Route FF Corridor Study.”

OR

“Move to accept the Route FF Corridor Study with these changes...”



Report for Battlefield, MO

ROUTE FF CORRIDOR STUDY

JANUARY 2023

PREPARED BY



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Executive Summary

The Route FF corridor within the City of Battlefield serves a key function to move people through and within the community, as well as to the greater Springfield region. As such, the Route FF corridor needs a vision that focuses on the corridor as a community asset, which when developed correctly, can enhance livability, drive economic development, and better connect residents to goods and services within Battlefield. As a key artery within the community, the Route FF corridor should be well planned and match the future vision for the growth of Battlefield.

We know that streets serve several purposes within the built environment. Mobility, first and foremost is at the heart of our transportation system. Connecting people to destinations keeps our communities going. Additionally, the movement of goods serves an important purpose in connecting people to their basic needs as well as working to sustain the economy. When designed and developed correctly, streets can also promote a better quality of life within communities through factors such as improved health outcomes, better air quality, sustainable design features, and placemaking/branding components. All these items were considered when embarking on this study for the Route FF corridor.

There were several key goals of the project. First, the goal of slowing down motor vehicles travelling through Route FF is a priority. It is also important that Route FF help foster the vision of the Battlefield community. Another goal is to enhance intersections throughout the corridor, with roundabouts being a preferred treatment. Finally, there is a need to better accommodate pedestrian connectivity, as well as plan for future needs of the Trail of Tears trail crossing and the future Farm Road 190.

The recommendations for the Route FF Corridor are divided into two groups: design and planning. Design recommendations were based on traffic modeling in multiple scenarios to project future vehicular traffic volumes along Route FF. Planning recommendations are based on the vision of the corridor as a key component in the creation of Downtown Battlefield. The design recommendations are specific to roadway cross section and intersection enhancements, as well as potential traffic calming along the corridor. Planning recommendations focus on policy solutions and branding opportunities on the Route FF corridor.

We heard several times throughout the study process that Battlefield lacked an identity or that there seemed to be a tale of 'two Battlefields' (one to the north and one to the south). Through this planning process and recommended transportation updates, Route FF can foster a stronger sense of cohesion within Battlefield, and better connect the components of the local fabric.

KEY PROJECT GOALS



Reduce speeds
(not to exceed 35mph)



Foster vision of the local
Battlefield Community



Traffic calming
corridor wide



Intersection
enhancements



Pedestrian connectivity



Accommodate future
trail crossings



Accommodate future
FR 190

This study process included detailed traffic analysis to better understand future growth within the community and how traffic volumes on the corridor will be impacted, and what this increase in volume will do to efficiency and safety of the roadway. The process included the development of sample typical sections based on the findings of the traffic analysis. The typical sections were vetted with the public at a public meeting and needs/opportunities of the corridor were prioritized with an online survey. Key ideas were then considered and reviewed with a team consisting of consultant representatives, Ozark Transportation Organization (OTO) staff, Missouri Department of Transportation representatives (MoDOT), and City of Battlefield staff to finalize recommendations outlined within this report.

The goal of this report is two-fold – to outline specific projects that can move to next steps for design, and two, provide items for policy updates as the corridor develops. Specific projects have been identified that are directly related to updated roadway design needs. These projects should be included and prioritized on the State Transportation Improvement Program (STIP) when developing needs for Route FF through the City of Battlefield. Design recommendations, policy ideas and regulatory recommendations are included so that Battlefield is well prepared to handle any future growth and development pressures along the Route FF corridor. No funding is been identified for implementation, but this plan positions Battlefield to be competitive for funding for corridor design projects.

Route FF can be a key destination for the City of Battlefield, serving residents and visitors alike, and this is the vision found in this report.

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

Recommendations

DESIGN

- 3 – lane typical section (80' ROW Weaver to Blue Springs)*
- Design speed 35 mph (secondary arterial status)
- Multimodal - 10 ft' Shared Use Path (east) & sidewalk (west)
- Roundabouts at Weaver, 3rd, Azalea, Blue Springs
- Updated ped crossings at intersections & Trail of Tears crossing near Somerset
- Corridor wide traffic calming enhancements (narrowed lanes/ raised medians)
- 80' ROW to accommodate typical secondary arterial design standards

PLANNING

- Reclassify FF as a secondary arterial on OTO Major Thoroughfare Plan (MTP)
- Update Battlefield Subdivision Regulations
 - 405.390 Access Management
 - 405.400 OTO MTP update text
 - 405.400 Design standards
 - 405.410 sidewalk provisions
- Assign roadway improvement needs for future development
- Explore street renaming & branding
- Corridor wide traffic calming

* 4-lane typical section recommended from FR 123 to Weaver; 3-lane section may incorporate center medians in future downtown Battlefield for traffic calming and access management

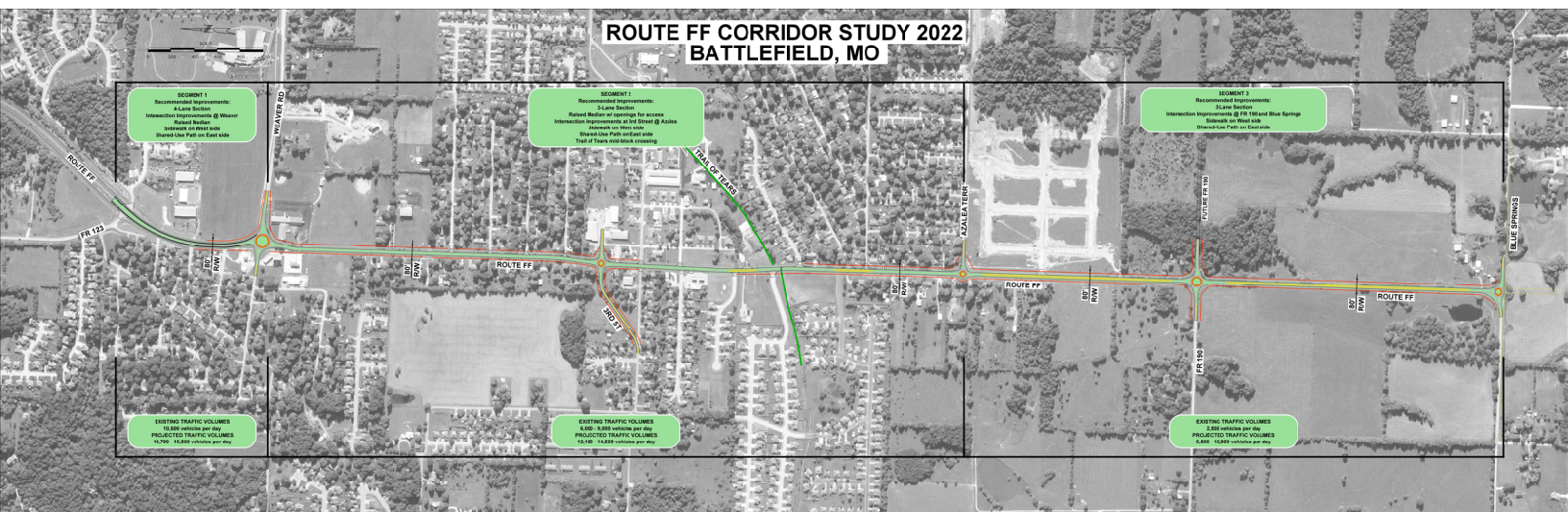


Figure 1- Route FF Corridor Wide Design Needs Map

Introduction

The City of Battlefield is the fourth largest city in Greene County. Located adjacent to the City of Springfield, the city has experienced significant residential growth since 2000. According to the 2000 US Census, the population in Battlefield was 2,385. The population more than doubled by 2010, reaching 5,590 people. The 2020 population grew slightly and is now 5,990. From 2020 - 2022, 104 building permits were issued for new single family residential units. Growth pressures and a developing sense of identity require a focus on planning for the future vision of the community.

The Southwest Missouri Council of Governments (SMCOG) in 2021 updated the City's 2002 comprehensive plan. In response to the updated Comprehensive Plan, the City of Battlefield developed a plan implementation committee to work toward implementing several of the recommended items from the outlined goals and objectives for the City of Battlefield. In conjunction with that planning effort, the Ozark Transportation Organization (OTO) collaborated with the City to develop a scope of work for studying the future of the Route FF corridor within its boundaries. The Missouri Department of Transportation (MoDOT) was engaged in the process as the roadway owner. Together, all three agencies collaborated on needs and opportunities along the corridor, coupled with growth and development demand, to develop concepts for the future of the roadway through the community.

The Route FF Corridor Study process kicked off in January 2022. Integral to the study process are members of the Core team, comprised of consulting team members (CMT), OTO staff, City of Battlefield Representatives and MoDOT staff. The core team met regularly throughout the study process to review key milestones and project development. The goal of the Route FF corridor study is to determine the future vision for the corridor. From the City perspective, local Battlefield officials are concerned with how the road develops in the future, and primarily answering the question if it looks more like an expressway or corridor that develops as more of a place with the characteristics of a live/work/play environment. MoDOT staff are interested in project specific upgrades along the corridor as well as at key intersections. And finally, OTO staff are interested in the corridor from a planning perspective and seek to better understand how the region's transportation system can support desired growth in Battlefield.

The Route FF Corridor Study began with a detailed look at existing conditions along the corridor. Traffic volumes, typical section, right-of-way space, environmental considerations, future developments, and many other items were reviewed. For study purposes, Route FF was broken down into three segments, based on initial review of the roadway characteristics, coupled with adjacent land uses. These three segments are:

1. FR 123 to Weaver Road
2. Weaver Road to Azalea Terrace
3. Azalea Terrace to Blue Springs Road



Figure 2- Trail of Tears Park

After initial review of the traffic analysis, potential typical sections were examined, as well as what intersection upgrades may look like along the FF corridor. Cross sections were examined by corridor segment, as each segment may require different needs in the future based on development patterns. Roundabouts are preferred treatment on the corridor by agency officials. In addition to serving to move traffic efficiently along the corridor, roundabouts can be an effective treatment for traffic calming, as well as provide an opportunity to serve as a gateway feature with a possible branding opportunity. The core team meeting reviewed the initial findings and concepts were finalized to take to the public.

Public engagement started in August 2022 with a public open house where concepts by segment were presented. Interactive voting exercises were completed, and an online survey was launched. The online survey was open for two weeks following the public open house. Feedback from the public was compiled and taken to the core team in September for review of final recommendations.

Using the input from the public, coupled with the existing conditions analysis and input from Battlefield, MoDOT and OTO, the team finalized recommendations for the future vision for the Route FF corridor. These recommendations are included in this report and are intended to help inform infrastructure decisions for Route FF that can foster a strong community with potential for growth and development. At the time the Route FF Corridor study was wrapping up, the City of Battlefield started an economic development and housing plan as an outgrowth of the 2021 Comprehensive Plan implementation strategy. The goal of that study is to determine market capacity for various types of new commercial uses as well as future housing needs within the Battlefield Community.

The recommendations for Route FF have been structured to encourage collaboration between local and state officials. Design recommendations highlight potential construction projects on which the city and MoDOT can collaboratively develop design concepts and reliable cost estimates. Additionally, policy recommendations have been crafted to ensure future development supports the efficient operation of Route FF.

The goal of these recommendations, both design and planning are to enhance safety along the corridor, reduce motorists speeds, and respond to demand based on 2045 future traffic projections.



Figure 3- City of Battlefield Sign

Existing Conditions

The first step in the Route FF study involved reviewing existing conditions of the corridor, as well as any plans or known future developments on the route. Because the corridor was broken into three segments during the study process, the existing conditions section discusses each component in those same three segments.

- FR 123 to Weaver Road
- Weaver Road to Azalea Terrace
- Azalea Terrace to Blue Springs

General Corridor Needs

Located adjacent to Springfield, the Battlefield community is a mainly residential community that offers an appealing setting to locate within the area, but outside of the City of Springfield. Given the growth of Battlefield since 2000, it is evident the community continues to attract residents. At the same time, this growth means increased development pressures within the City of Battlefield. On the heels of the comprehensive plan, the need to study and plan for the future of Route FF is an important next step.

Route FF is the critical north/south, state-owned roadway through Battlefield. As a state-owned road, the Missouri Department of Transportation (MoDOT) owns and maintains the road but collaborates locally with the City of Battlefield and the Ozark Transportation Organization (OTO) on priority projects given the local context. The limits of the Route FF study are from FR 123 on the north to Blue Springs Road on the south. Just north of the study area two fairly new residential developments have been built. Silverleaf apartments and condos opened spring of 2021 and is located in the northeast quadrant of the intersection at Republic Road and Route FF. The Township Senior Living opened in the spring of 2019 and is located in the southwest quadrant of Republic and Route FF. Wire Road Brewery is located north of Farm Road 172 and opened in January 2022. The brewery is a popular destination for many residents of the Springfield metro area.



Figure 4- (left to right) FR 123 to Weaver Road, Weaver Road to Azalea Terrace, Azalea Terrace to Blue Springs

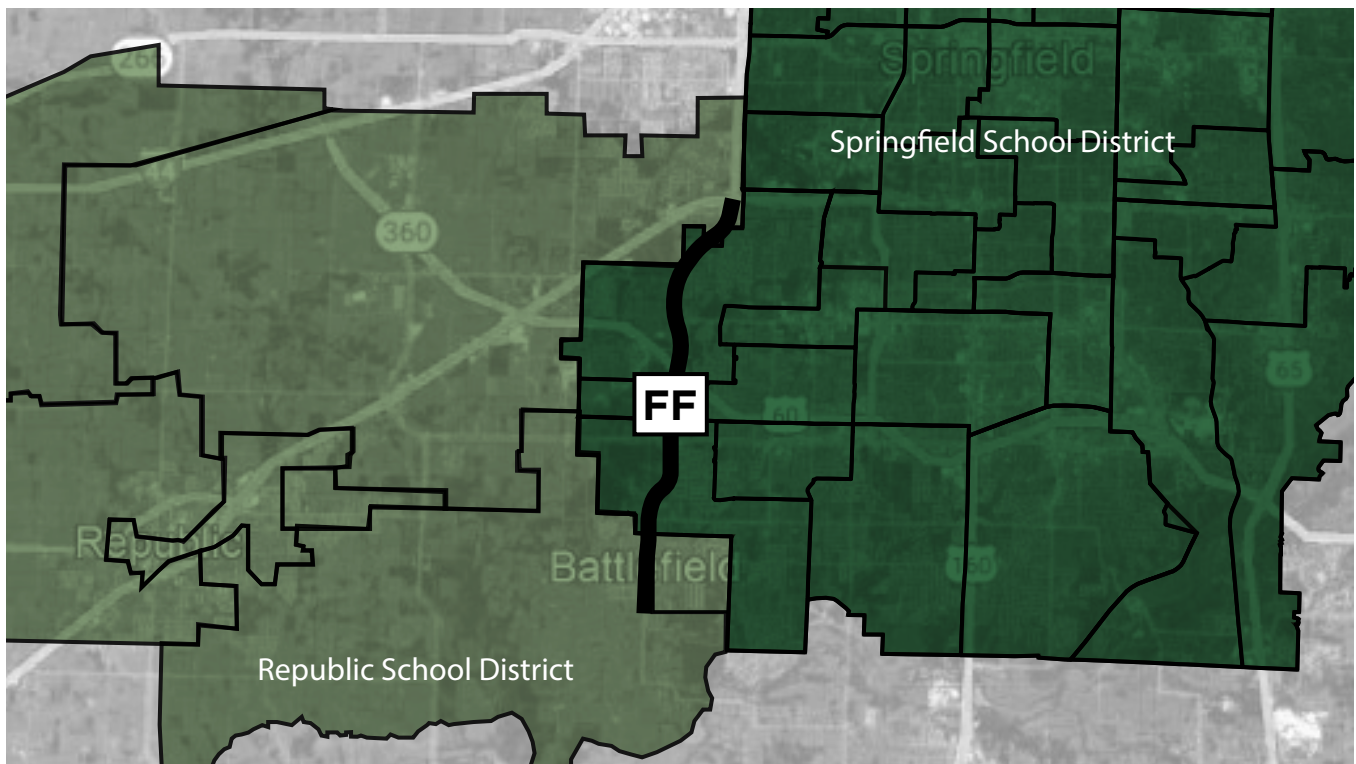


Figure 5- Map of Republic & Springfield School Districts

The City of Battlefield is serviced by eight schools within both the Republic and Springfield School districts. Route FF encompasses children from McCulloch and Lyon Elementary (Republic schools), and McBride Elementary (Springfield schools). Additionally, Republic Middle School (Republic schools), Wilson's Creek Intermediate (Springfield schools) and Cherokee Middle School (Springfield schools) service the area. Finally, both Republic High School (Republic schools) and Kickapoo High School (Springfield schools) serve Battlefield. Figure 5 shows Republic School District in light green and Springfield School District in dark green. Pedestrian connectivity for children walking to school is a concern for the Battlefield community. Some students can walk to school on Weaver. Others have to drive to Republic. With the potential for a new school to serve the growing Battlefield population, providing safe routes to school for children is a priority.

The corridor serves to move vehicles efficiently through the Battlefield community. However, with limited wayfinding and signage along the corridor, one might not be clear when they have arrived in Battlefield. Posted speed limits at the north and south of the study area are 55 mph, whereas the posted speed limit is 45 mph within the Battlefield City limits. A continuous sidewalk exists consistently on the east side of Route FF from Weaver to Green Ridge Terrace, but no striped crossings exist to cross Route FF. Most of the current uses along Route FF are residential, with a few commercial nodes located at Republic Road, Weaver Road, 3rd Street and 2nd Street. A comprehensive plan for Battlefield completed in 2021 outlined existing land uses but did not provide a future land use map. At the time the Route FF study is culminating, the City of Battlefield is launching an economic development and housing study to develop a future land use map and examine the market for various retail and housing needs within Battlefield.

Traffic control along Route FF is primarily side street stop control except for a traffic signal at Republic Road. Intersection traffic control on the Route FF corridor is an important question of this study. MoDOT, OTO and City officials are very interested in understanding what traffic control makes the most sense at some of the important commercial nodes along the corridor, including the assessment and feasibility of potential roundabouts.

Limited driveways exist in segments 1 and 3, however, many driveways access Route FF in segment 2. These driveways serve single-family residential homes, as well as the limited commercial lots currently adjacent to Route FF. Overhead utilities exist throughout the study area, alternating sides of Route FF. Mailboxes to the residential houses along the corridor face FF. Finally, with any major roadway changes or expansion of existing pavements, drainage will need to be considered.

Functional Classification

Roadway functional classification is governed by federal guidelines and refers to the process by which roads, streets and highways are grouped into classes according to the type of vehicular service they are intended to provide. The functional classification network outlines the role a particular street or road is intended to serve within the transportation network. Because the functional classification refers to the role a particular road, street or highway is to have within the system, it also carries with it expectations about roadway design, including speed, capacity, and relationship to future land use development. Roadways serve two primary travel needs: access to and from specific locations and mobility. The classification of roadways progresses from a lower classification, handling these shorter trips with more access, to a higher classification, intended for longer trips to connect regional traffic. Functional classification is assigned based on how the roadway currently functions and is maintained by MoDOT. OTO endorses any functional classification changes within their planning region and maintains the OTO Major Thoroughfare Plan. That plan shows how OTO sees function changing over time.

The hierarchy of the functional classification system, from highest mobility to greater access is:

- Interstate – highest level of mobility and designed with long distance travel in mind
- Freeway/expressway – designed to maximize mobility with specific on/off ramp locations for access to local transportation networks
- Principal Arterial – provides high level of mobility within urban areas, including access to local driveways.
- Minor Arterial – serving moderate length trips, connecting principal arterials in an urban setting
- Major Collector – moves traffic from local roads to arterials
- Minor Collector – moves traffic from local roads to arterials, shorter in length and lower posted speed than their major counterpart
- Local road – most access, short trips on the local roadway network, within neighborhoods.

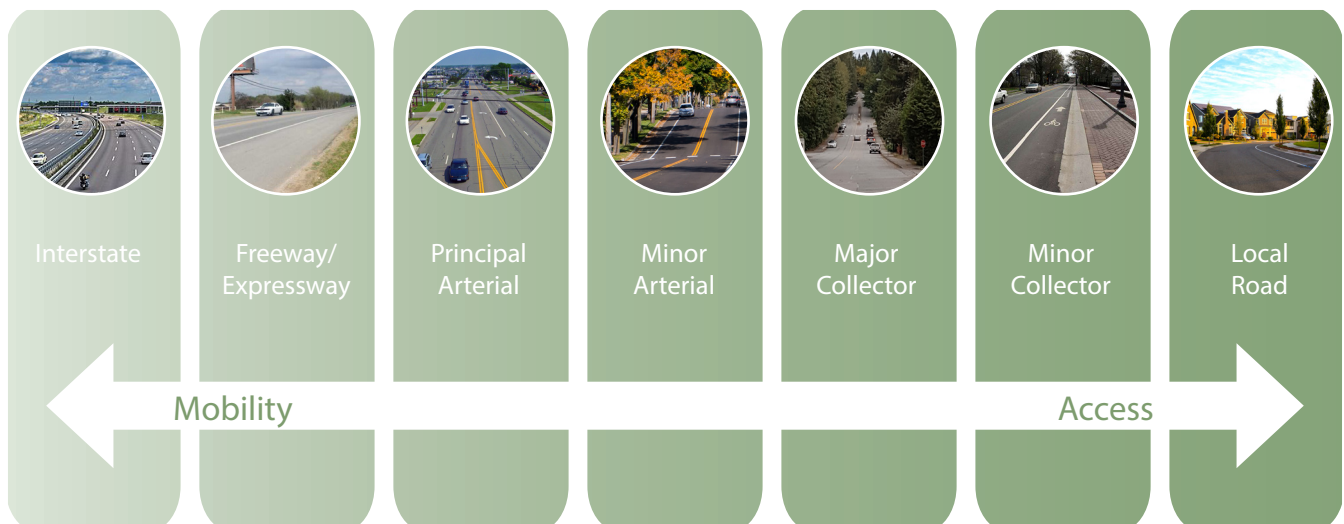


Figure 6- Hierarchy of the Functional Classification System

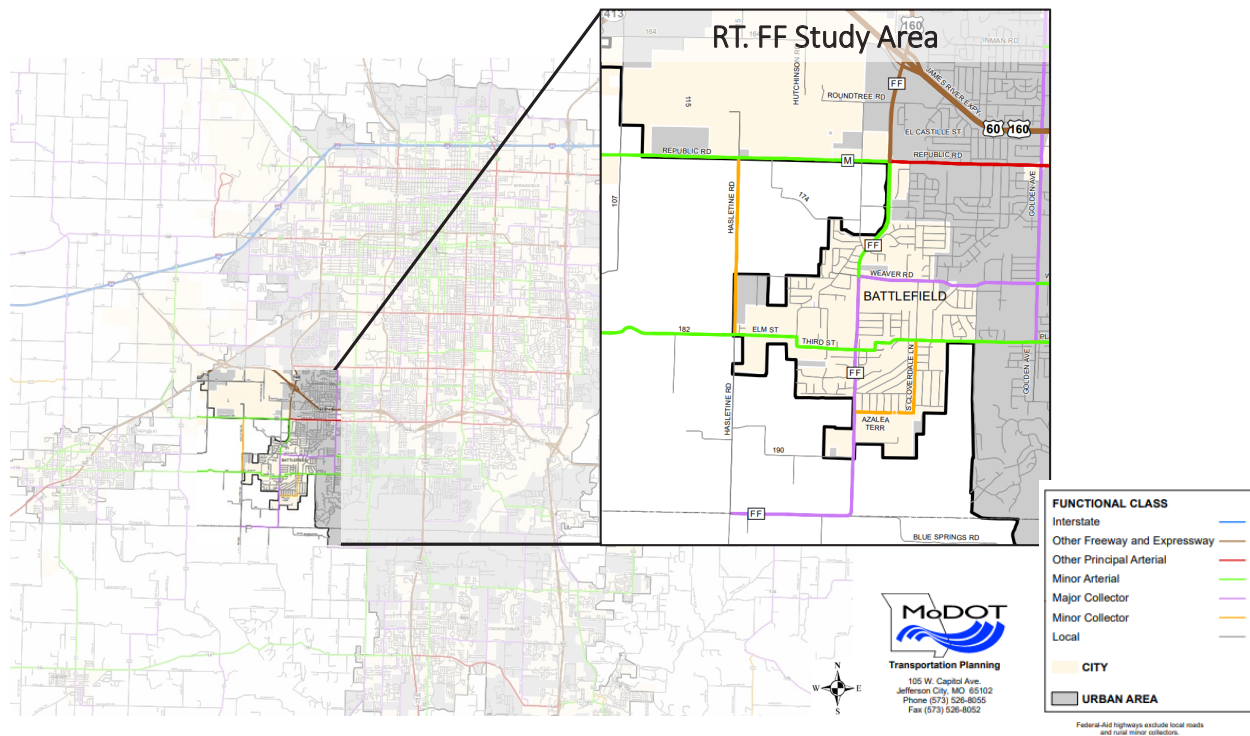


Figure 7- Route FF Study Area

Route FF from FR 123 to Weaver Road is classified as a principal arterial, which means it currently functions to provide a high level of mobility within the Springfield metro area, but still provides direct access to driveways for adjacent land uses. Route FF from Weaver Road to Blue Springs Road is classified as a Major Collector. This segment of the road is intended to connect trips from the local roadway network to the arterial system.

Republic Road is classified as a minor arterial west of Route FF and a principal arterial east of Route FF. Weaver Road is classified a major collector east of Route FF. Third Street is classified as a minor arterial east and west of Route FF. Azalea Terrace is classified as a minor collector east of Route FF.

Roadway Design/Typical Section

Existing typical sections are described here.

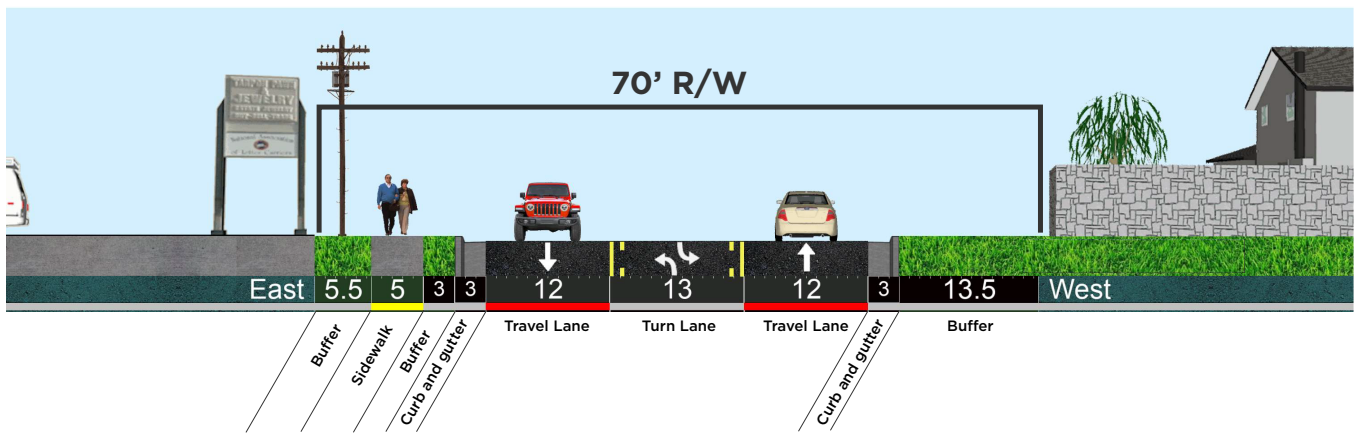
SEGMENT 1: REPUBLIC ROAD TO WEAVER ROAD

* Study area begins at FR 123, but for the purposes of corridor transitions the section is described starting at Republic Road

The intersection at Republic Road and Route FF is the only signalized intersection within the study area. There are two thru lanes and a left turn lane (protected signal) in the north and south direction, as well as channelized right-turn lanes to access Republic Road from Route FF. On Republic Road there is one thru lane and a left-turn lane (protected/permissive) in the east/west direction. Route FF from Republic Road to FR 123 is divided four-lane segment. The posted speed limit is 55 mph and there is an outside shoulder on each side of the street. Existing right-of-way (ROW) is 220 ft. No pedestrian or bicycle facilities exist in this segment of the road and directional signage is limited. There are no driveways and only access to intersecting roads, where turn lanes exist.

At FR 123, the typical section transitions to a three-lane section with two-thru lanes and a center two-way-left-turn-lane (TWTL) for more access to driveways. The posted speed limit changes to 45 mph. One sidewalk segment exists from the Freedom Health Systems development to Weaver Road on the east side of Route FF. Overhead utilities are located on the east side of Route FF.

Figure 8- Route FF - Segment 1 - Existing



SEGMENT 2: WEAVER ROAD TO AZALEA TERRACE*

The intersection at Weaver Road and Route FF is side street stop control. The posted speed east of Route FF is 30 mph and the posted speed west of Route FF is 25 mph. The intersection is a commercial node along the corridor with a convenience store/gas station (SW), a real estate agency (NW) and a church (SE). The typical section is a two-lane road with a single lane in each direction. A newer sidewalk has been installed on the east side of the road from Weaver to Green Ridge Terrace and is in good condition. The existing ROW is 70 ft. Overhead utilities transition from the east to the west side of the road from Weaver to 3rd Street and are located on both sides of Route FF south of 3rd. This segment of the corridor is primarily residential with driveways off Route FF serving single-family homes. Commercial nodes exist at 3rd (side street stop) and 2nd (side street stop) streets. The posted speed is 45 mph. Limited wayfinding and directional signage exists, and residential mailboxes abut Route FF. There is a future trail crossing planned across Route FF near Somerset in this section of the study area.

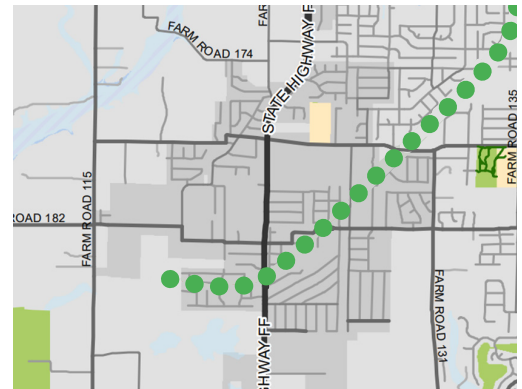
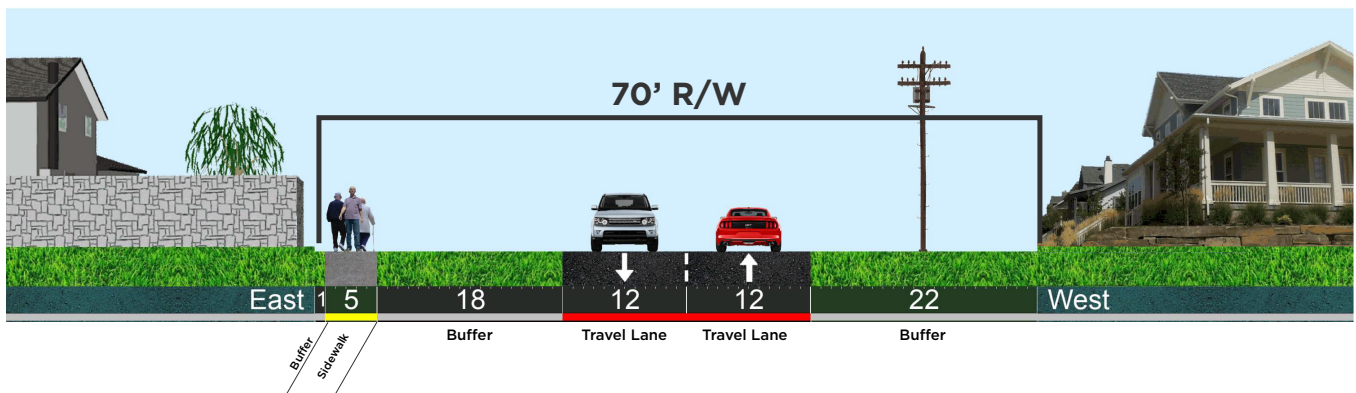


Figure 9- Future trail crossing over Route FF

Figure 10- Route FF - Segment 2 - Existing

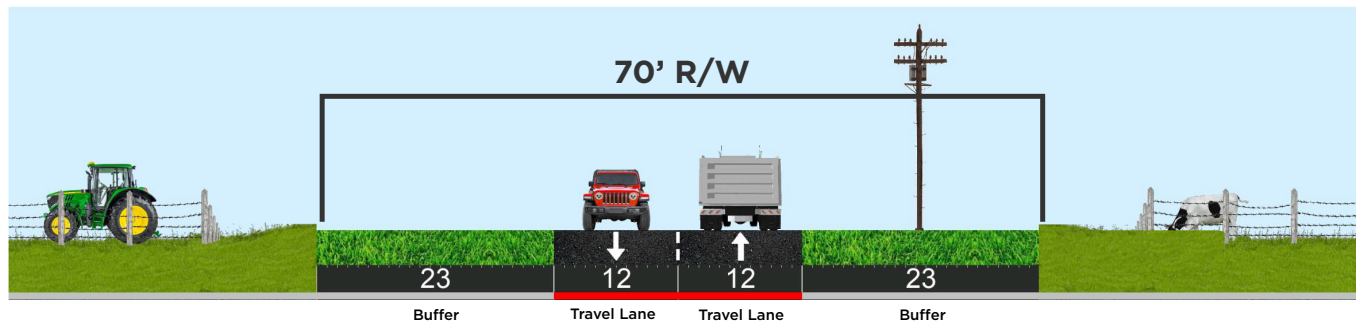


SEGMENT 3: AZALEA TERRACE TO BLUE SPRINGS ROAD

The intersection at Azalea Terrace is a T-Intersection connecting to Route FF and is a side-street stop. South of Azalea Terrace Route FF is a two-lane segment with one thru lane of traffic in each direction. This segment of road is mostly residential land uses, with the potential for developable land south of Green Ridge Terrace. The driveways on the northern part of this segment function to serve the single-family residential homes located adjacent to Route FF. Existing ROW is 70 ft. The

posted speed limit is 45 mph from Azalea Terrace to Farm Road 190, where the posted speed changes to 55 mph. The only pedestrian facility that exists is the continuation of the new sidewalk on the east side of Route FF from Azalea Terrace to Green Ridge Terrace. No bicycle facilities exist, and directional signage and wayfinding is minimal. Overhead utilities are on both sides of Route FF until Farm Road 190 where they transition to the west side of Route FF. The road curves to the west as it meets Blue Springs Road with no stop for vehicular traffic on Route FF, and only stop signs for those continuing on Blue Springs Road or entering Route FF from Blue Springs Road.

Figure 11- Route FF- Segment 3 - Existing



Traffic Volumes

Battlefield has significantly grown in population since 2000. Additionally, the Springfield Metropolitan area is continuing to experience significant growth, adding over 100,000 residents since 2000. According to the 2020 US Census, the Springfield Metropolitan area increased in population by nearly 9%. As such, projecting future traffic volumes associated with development patterns is key for determining the future buildout of Route FF.

OTO provided existing travel demand data for analysis of three different scenarios impacting the future volumes along Route FF. Modeling traffic patterns in these scenarios assisted with making informed decisions about the future mobility needs along Route FF. The three scenarios modeled are:

- Completion of Kansas Expressway south of James River Freeway (US60) – The Kansas Expressway scenario included shifting N/S travel patterns to the new 4-lane Kansas Expressway extension. (This project is currently under construction)
- Farm Road 190 Extension (E/W arterial connector) – This scenario included the addition of an E/W arterial road connection somewhere near FR 190 on the east side of FF.
- Route FF extension to Route 14 (N/S connection extension) – This scenario included FF as a direct connection to Nixa via south expansion. The scenario modeled both the 2-lane and 4-lane section to test latent demand on the corridor.

In all of these scenarios the future traffic volumes did not necessitate 4-lanes of vehicular traffic on Route FF.

Route FF Corridor Study



Figure 12- Route FF Corridor Study

TABLE 1- TRAFFIC PROJECTIONS

| Roadway Segment | Existing Traffic Volumes | Future Traffic Projections* |
|--|--|-----------------------------|
| Segment 1 - FR 123 to Weaver Rd | 10,600 ADT | 14,700 ADT to 16,500 ADT |
| Segment 2 - Weaver Rd to Azalea Terr | 6,000 ADT Weaver to 3rd 9,000 ADT 3rd to Azalea | 12,100 ADT to 14,500 ADT |
| Segment 3 - Azalea Terr to Blue Springs Rd | 2,500 ADT | 6,800 ADT to 10,900 ADT |

*Future Traffic projections based on the following traffic scenarios:

1. The extension of Kansas Expressway to the South
2. Construction of an East-West connector roadway near FR 190
3. Extending Route FF to the South and connecting to Route 14

ADT- Average Daily Traffic Volume

Safety

Safety along the corridor is another key factor in the Route FF Study Process. A high level review of crashes was completed and those heat maps are shown here. Crash data pulled for the past 5 years shows there were 132 crashes within the study area. Of those crashes, 10 were serious injury crashes, and 32 were minor injury crashes. There were no fatalities.

By intersection Weaver had the most crashes (37), followed by 3rd (21), Blue Springs (9) and FR 190 (3).

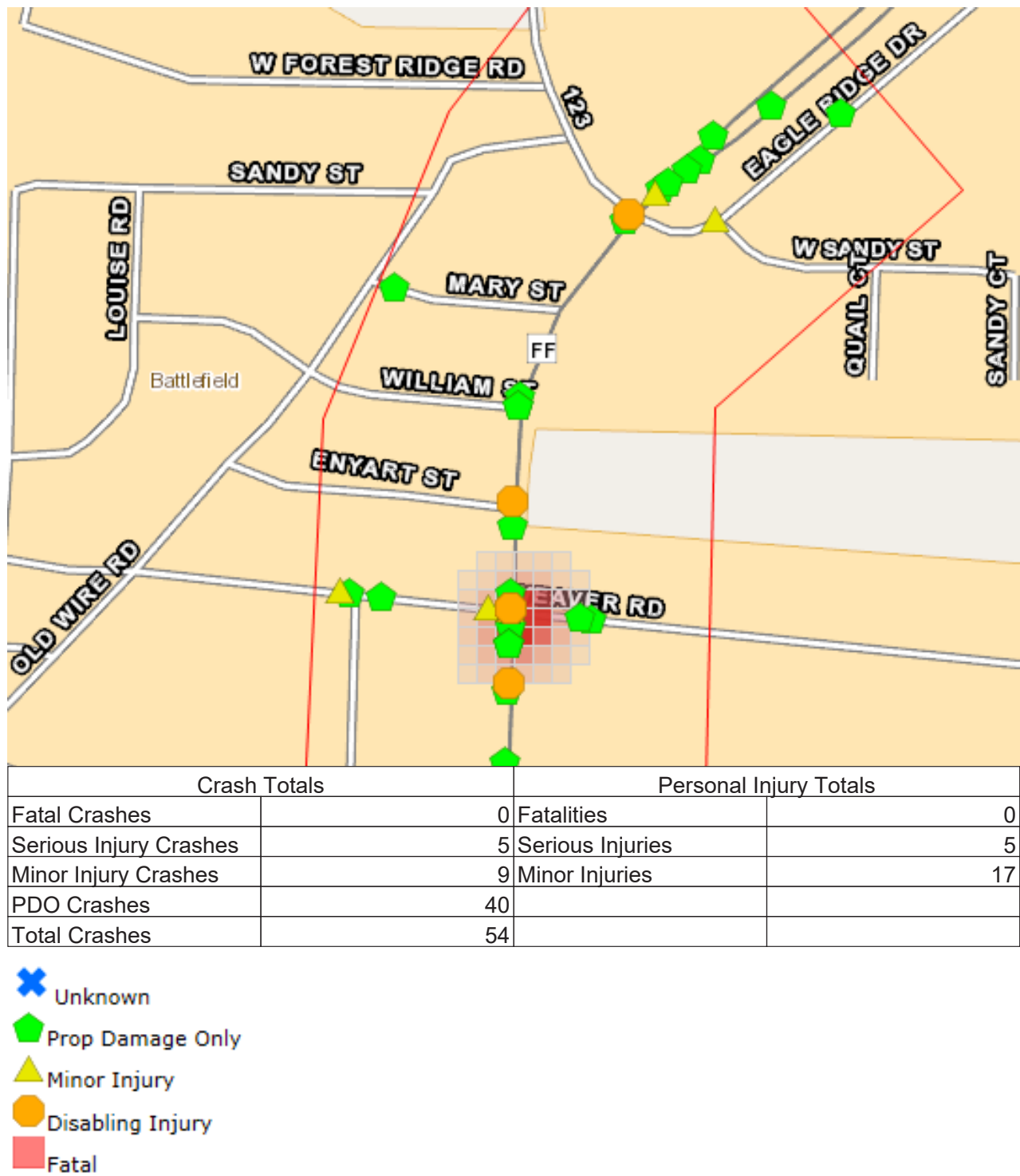
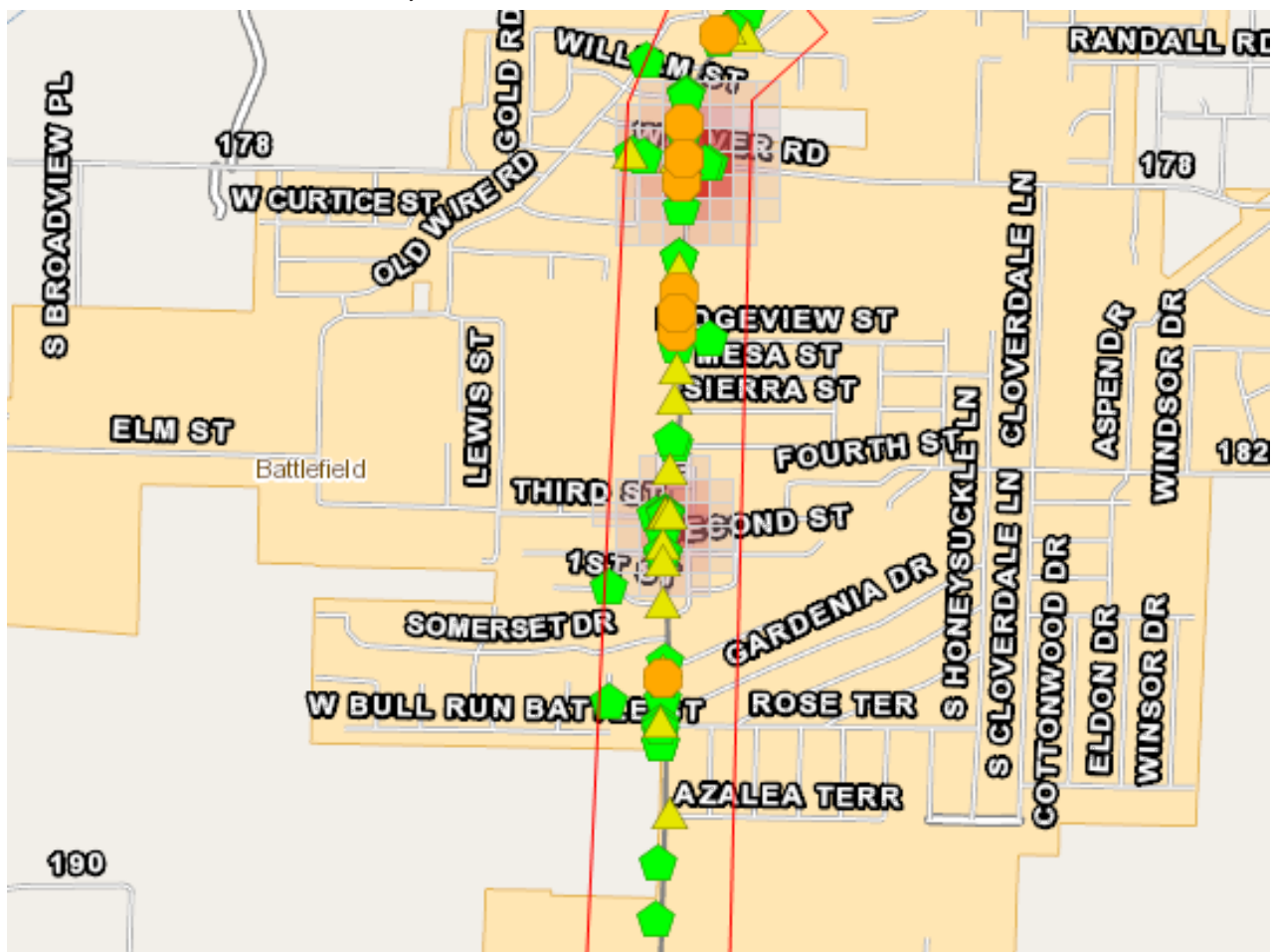


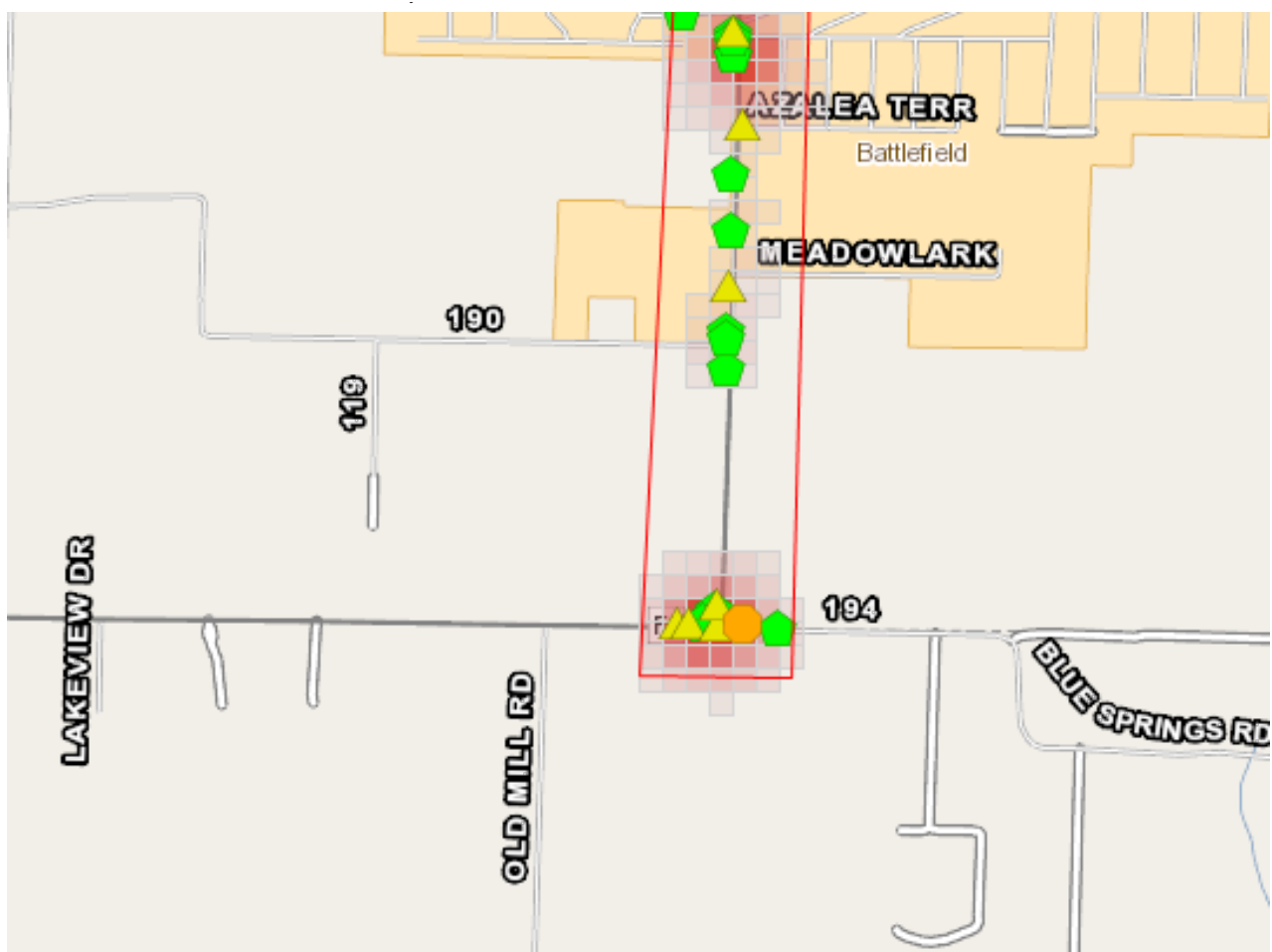
Figure 13- Crashes for Segment 1 (FR 123 to Weaver Road)



| Crash Totals | | Personal Injury Totals | |
|------------------------|-----|------------------------|----|
| Fatal Crashes | 0 | Fatalities | 0 |
| Serious Injury Crashes | 8 | Serious Injuries | 8 |
| Minor Injury Crashes | 24 | Minor Injuries | 39 |
| PDO Crashes | 71 | | |
| Total Crashes | 103 | | |

- ✕ Unknown
- ▬ Prop Damage Only
- ▲ Minor Injury
- Disabling Injury
- Fatal

Figure 14- Crashes for Segment 2 (Weaver Rd to Azalea Terrace)



| Crash Totals | | Personal Injury Totals | |
|------------------------|----|------------------------|---|
| Fatal Crashes | 0 | Fatalities | 0 |
| Serious Injury Crashes | 1 | Serious Injuries | 1 |
| Minor Injury Crashes | 6 | Minor Injuries | 7 |
| PDO Crashes | 9 | | |
| Total Crashes | 16 | | |

- ✖ Unknown
- ⬠ Prop Damage Only
- ▲ Minor Injury
- Disabling Injury
- Fatal

Figure 15- Crashes for Segment 3 (Azalea Terrace to Blue Springs Road)

Adjacent Land Use

The Battlefield Comprehensive Plan from 2021 outlined existing commercial land use along the Route FF corridor. In addition to outlining the adjacent land uses, goals were outlined related to economic development and attracting new businesses to the city, including the area of Downtown Battlefield. Currently, little of the land along Route FF is used for commercial uses, but there is room for potential development or redevelopment along the corridor.

The Future Land use Map is included here, but does not address potential uses outside of existing Battlefield City Limits. As an outgrowth to the 2021 Comprehensive Plan process, the City of Battlefield is starting a housing and economic development study to address land consumption needs for future residential and commercial uses. The area around Route FF that is not within the city limits will be included in that work.

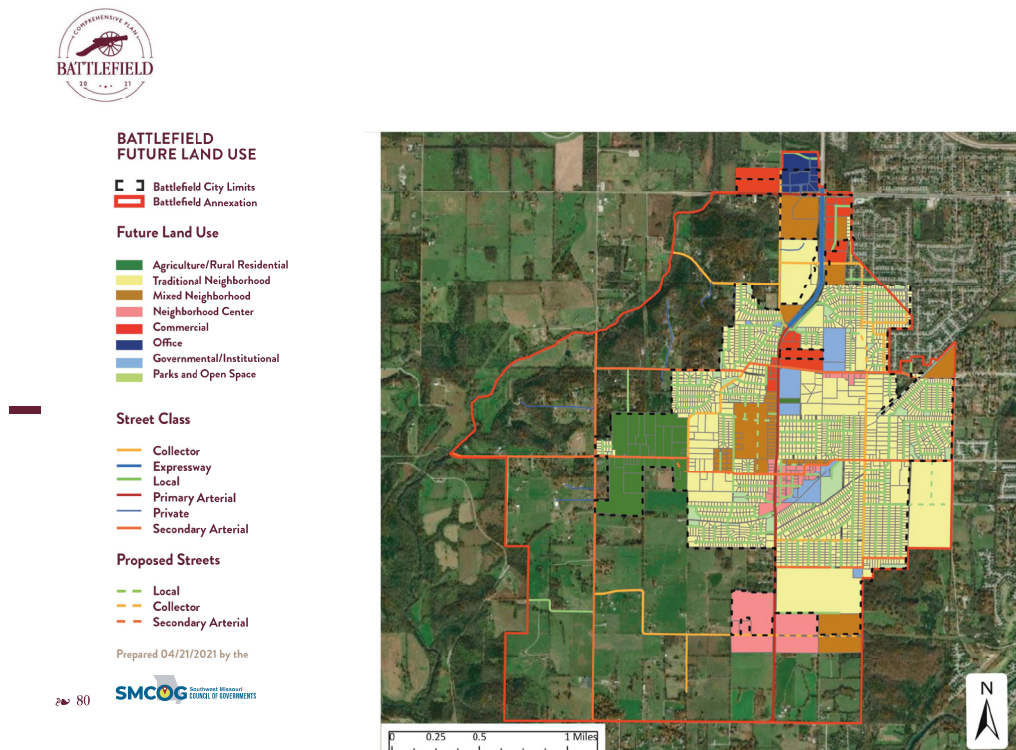


Figure 16- Battlefield Comprehensive Plan 2021

Environmental Considerations & Constraints

A desktop review of environmental considerations for the study corridor was completed. These impacts should be considered with any future design modifications to the corridor. Full environmental documentation is included in the appendix with key takeaways summarized here.

WETLANDS/STREETS (404 PERMITTING)

Multiple National Hydrography Dataset (NHD) streams and National Wetland Inventory (NWI) wetlands are mapped within the study area boundaries. These include: two mapped intermittent streams, seven freshwater ponds, and one freshwater emergent wetland. Based on aerial imagery, some of these features may no longer be present along the alignments. Field investigation will be required to determine if streams and wetlands are present. Impacts to federally jurisdictional streams and/or wetlands will require compliance with 404/401 permitting.

THREATENED & ENDANGERED SPECIES

According to USFWS Information for Planning and Consultation (IPaC) review, the following federally listed species may occur in the study area:

- Indiana bat (*Myotis sodalis*, endangered), Northern long-eared bat (*Myotis septentrionalis*, threatened), Tricolored Bat (*Perimyotis subflavus*, proposed endangered)

- During any future roadway projects on Route FF, tree clearing of suitable habitat will require seasonal restrictions (November 1- March 31)
- Gray bat (*Myotis grisescens*, endangered)
 - The final project alignment will need to be assessed for suitable cave habitat
 - MDNR GeoSTRAT reports no sinkholes in study area
- Ozark cavefish (*Amblyopsis rosae*, threatened)
 - Based on a desktop review, cave streams are not likely to be located within the study area
- Alligator snapping turtle (*Macrochelys temminckii*, proposed threatened)
 - Candidate, no current recovery plans or special rules, no critical habitat identified
 - The final project alignment will need to be assessed for suitable aquatic habitat
- Virginia sneezeweed (*Helenium virginicum*, threatened)
 - No critical habitat identified, currently only found in Virginia, historical range in Missouri
 - The final project alignment will need to be assessed for habitat- shores of shallow, seasonally flooded ponds/ wetlands

Further coordination will be required to MDC Natural Heritage Review to determine if there are records of federally- or state-listed species or state-ranked species near the project boundaries.

CULTURAL RESOURCES

No National Register sites are located within the project area. During future project design, the area will likely need to be reviewed for buildings and structures that are over 45 years of age.

HAZARDOUS WASTE SITES

- Operating UST with no known releases: 3 (orange)
- Facility closed prior to implementation of 2004 tanks RBCA: 1 (Purple)
- Administrative closure: 1 (Black)
- If right-of-ways or easements will be required from these properties, additional investigation will likely be necessary.

FLOODPLAIN

Most of the project area is outside of the floodplain. There are two small areas toward the Southwestern edge of the study area that are in Zone A (1% annual chance of flooding). Any construction within a floodplain will require a floodplain development permit.

PARKLAND/4(F) PROPERTIES

There are no parks or potential recreation 4(f) properties were identified within the study area.

FARMLAND

The study area encompasses farmland in the southern portion. Impacts to farmland may require coordination with NRCS.

NOISE

If the project is classified as a Type I or Type II project, a noise analysis may be required.

Utility Considerations & Constraints

A preliminary MO One Call search was performed along the Route FF corridor from north of Weaver Road to the Greene/Christian County Line. The results of the search revealed the following companies as possibly having facilities within the project limits:

- AT&T Distribution – Copper & Fiber Communications
- City of Battlefield – Sanitary Sewer
- Brightspeed – Fiber Optic Communications
- City Utilities – Electric (Power)
- City Utilities – Gas
- SpringNet – CU Fiber Optic Communications
- Greene County PWSD1 – Water
- Verizon – Fiber Optic Transmission
- Ozark Electric Cooperative – Power
- Southern Star Central Gas Pipeline – Gas Transmission
- Mediacom – Coaxial and Fiber Communications

Most of the facilities noted above are used for distribution. City Utilities has overhead 3 Phase running parallel to Route FF along the majority of the corridor. Ozark Electric also has parallel 3 Phase from 3rd Street going south to the County Line. It appears CU’s distribution power is within existing public R/W but Ozark Electric’s facilities are in private easement beyond public R/W. AT&T’s and Mediacom’s facilities appear to be within public R/W. Greene County PWSD#1 has parallel water mains ranging from 4” to 10” dia. along the corridor. It should be assumed that the majority of the water facilities are within private easement beyond the limits of public R/W. City Utilities has a parallel 6” steel gas main along Route FF. Mapping indicates this facility falls within existing R/W.

The three known transmission facilities include Southern Star’s gas main crossing on the north side of Weaver Road, Verizon’s toll fiber crossing approximately 1650 ft south of 3rd Street, and City Utilities’ 161kV powerline crossing approximately 1050 ft south of Azalea Terrace. It should be assumed that all three of these transmission facilities fall within private easements. The relocation of gas transmission mains are typically limited to the summer months when demand is low. Likewise, electrical transmission relocations are typically performed during the spring or summer months when the demand is low. It should be noted that the relocation of gas or electrical transmission facilities can impact project schedule.

The topographic survey should be compared to the individual utility mapping to make sure that all known utilities have been accounted for on the survey. Any missing facilities are to be located utilizing the MO One Call system and picked up on the topographic survey. The individual utility companies should be informed as the roadway design progresses. The roadway design should make an effort to eliminate or minimize the impacts to all high-profile facilities. Any reimbursable utility relocation should be accounted for within the overall project budget. The individual utility owners need to be apprised of the project schedule so they can budget for any non-reimbursable relocation expenses.

KEY TAKEAWAYS

- 3 known transmission facilities
- Relocations typically during spring or summer months when demand is low
- Can impact project schedule
- Will have to move overhead utility power due to expanded roadway footprint

Right of Way Considerations & Constraints

Typically, the corridor is 70 ft of ROW along Route FF. There are a few exceptions at points throughout the corridor. At a minimum, 5 ft of ROW will need to be acquired on both sides of Route FF for the recommended design treatments and accommodate recommended update to functional classification. In some cases, more will be required, including at the intersections where additional space will be needed to accommodate site distance. Exceptions to the 70 ft ROW along Route FF include:

- Narrows to 50 ft just south of Monterrey, widens to 70 ft approx. 265 ft north of 3rd
- 80 ft south of 3rd and widening to 95 ft midway between 2nd and 1st
- 75 ft narrowing to 70 ft between 1st and Sommerset
- 65 ft between Sommerset and Azalea

Existing Plans

Existing plans that included Route FF within their planning area were reviewed to get a better sense of the planned growth and development along the corridor. As indicated previously, at the culmination of the Route FF study, the City of Battlefield was working on an economic development and housing study to better understand the market needs related to commercial and housing needs.

BATTLEFIELD COMPREHENSIVE PLAN

In 2021, the City of Battlefield collaborated with the Southwest Missouri Council of Governments (SMCOG) to update the City's 2002 Comprehensive Plan. This document is to serve as the official guide for the community's future growth, land use and developments. Future policy and infrastructure decisions should be consistent with what is included in the adopted comprehensive plan. The City of Battlefield has a plan implementation team that has been meeting regularly to get items from the comprehensive plan accomplished. Items related to Route FF Include:

- Improve traffic flow in Battlefield (identify intersections for improvement; maximize capacity by maintaining good access and bike/ped facilities)
- Provide all modes of transportation to reduce the number of vehicles on the roadway
- Create a Downtown Battlefield area as one of the major economic centers and attractive urban lifestyle center (improve infrastructure to include pedestrian friendly environment)

DESTINATION 2045

(Long Range Transportation Plan (LRTP) for the OTO Planning area)

Adopted in 2021, Destination 2045 lays out priorities for the transportation network in the Springfield Metropolitan area. The LRTP is updated every 5 years and maintained by OTO. Included in Destination 2045 was a major throughfare plan for the region, as well as design standards for typical sections by roadway classification. Route FF is included in this throughfare plan and is identified as an expressway and a minor arterial. Route FF is also included as a priority route for sidewalks on both sides of the street. Recommendations for how Route FF should be classified in future OTO thoroughfare plans is included in this report.

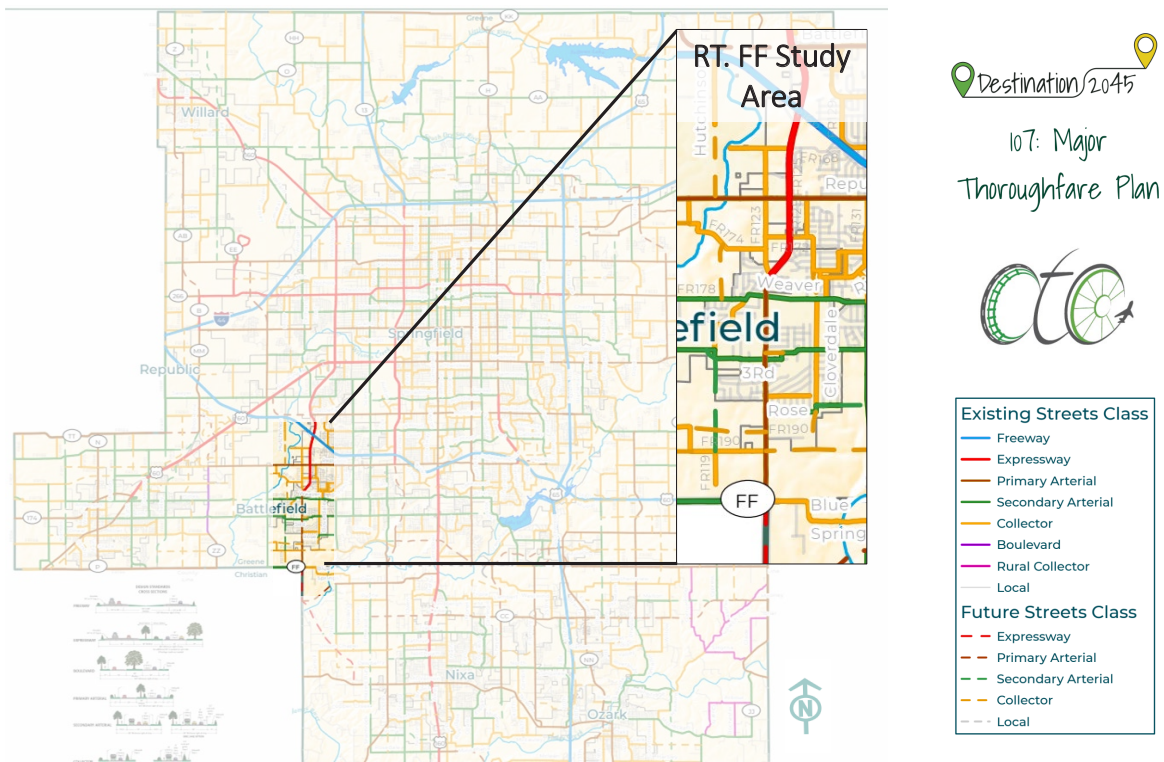


Figure 17- Destination 2045 Major Thoroughfare Plan

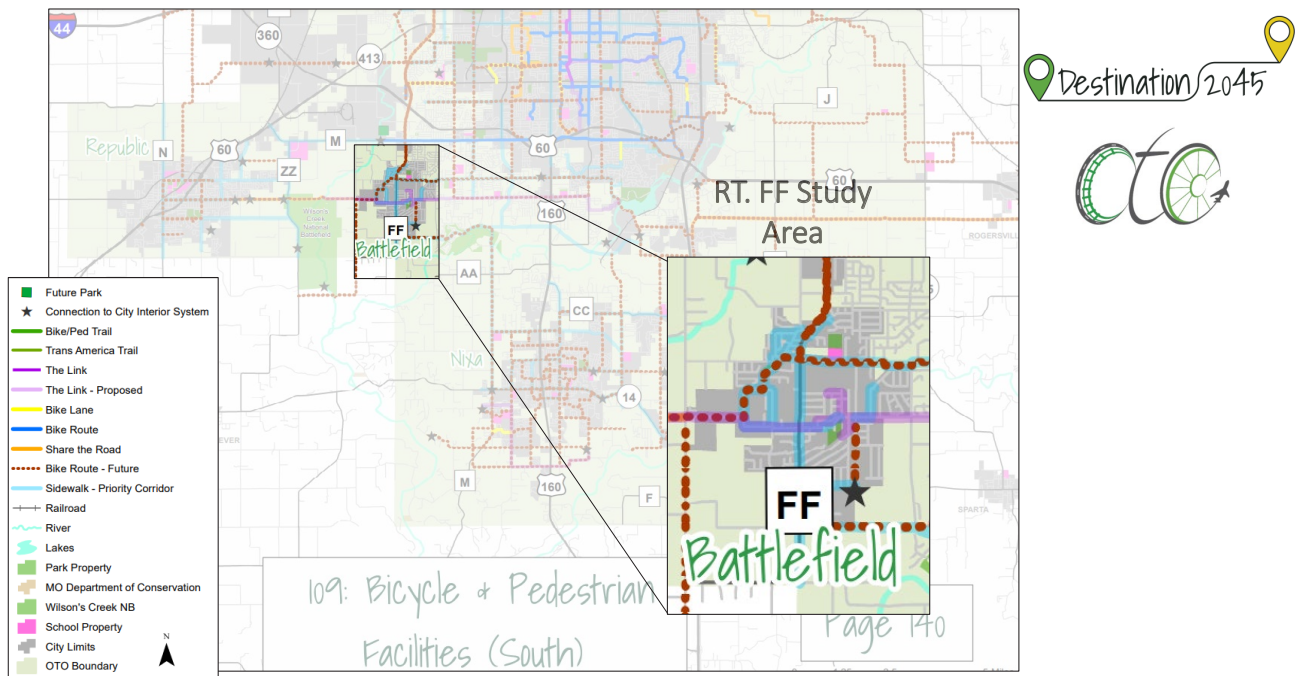


Figure 18- Destination 2045 Bicycle & Pedestrian Facilities

Engagement

The Route FF study included a multipronged approach to engagement with routine checks on milestones with a technical committee, and an outreach to the public that included online engagement and in-person project discussion.

Core Team

The core team met key milestones during the Route FF corridor study. Agencies represented on the core team included members of the consulting team, as well as representatives from OTO, MoDOT and the City of Battlefield. The first meeting of the core team was held in January 2022 to review the study scope and review project needs and expectations.

The second core team meeting reviewed existing conditions, including traffic volumes and projections. Additionally, the corridor was reviewed in more detail using the 3-segment discussion, and potential options for the roadway concepts were discussed. Dates and times for the public open house and survey launch were set. Core team meeting 3 discussed potential roadway design updates to present to the public.

A public meeting on August 2nd.

The fourth core team meeting was held in September 2022 and reviewed public input from both the survey and the open house. Priorities with all agencies were discussed and final steps to close out the study were detailed. Information garnered from the public input did not indicate a clear preference about roadway design. However, using the general feedback with core team input, the recommendations were developed.

The complete public input presentation reviewed at the fourth core team meeting is included here as an appendix to this report.

Online Survey

An online survey was launched on August 2, 2022, and open for two weeks. Between participants taking the survey online and individuals that filled out the survey at the public meeting, 59 respondents participated in the Route FF corridor study. A blank copy of the survey is included in the engagement section appendix of this report. The survey was mostly completed by those that live in Battlefield and use Route FF regularly (80%). Additionally 41% of survey respondents were aged 65 – 74, with the next largest age group of respondents being ages 35 – 54 (32%).

The survey asked participants questions about how frequently they travelled along Route FF, as well as how they traveled (car, bike, walk, other) and for what type of reasons they travelled. In addition to usage patterns and basic demographic information, the survey asked questions by each of the 3 segments related to concerns, their perceived necessary transportation improvements, and the type of development the respondents were interested in along the Route FF corridor. Additionally, people were also asked to leave general comments or concerns. All of these responses are detailed in the engagement appendix attached to this report.

Public Meeting

A community open house was held on Tuesday, August 2, 2022, from 4:30 – 6:30pm at Battlefield City Hall. The meeting was advertised to Battlefield residents and those individuals that use Route FF. The meeting was held prior to the City's celebration of National Night Out. Eighty-six people attended that meeting and listened to the project team discuss the Route FF study, including existing conditions and initial options/concepts for the future design on Route FF. After a brief presentation, members of the public were asked to review project boards and vote on their preference for what vision of Route FF most inspired them. The public engagement summary from Core Team Meeting 4 is included in the engagement appendix attached to this report.

There were five boards that were available for the public to view following the Route FF study presentation. Participants were encouraged to leave post-it notes with their thoughts and opinions as well as were provided with dots to vote on treatments or concepts they were interested in seeing along the Route FF corridor. An outline of these boards is included here and the images of the boards with comments is included in the engagement appendix.

- BOARD 1: General Corridor Information – mapping by segment, as well as existing and projected traffic volumes
- BOARD 2: Route FF Major Intersection Concepts – Concepts on treatments available for major intersections (roundabout, signalized, limited access or no improvement)

- BOARD 3: Segment 1 design options & voting on specific treatments individuals liked from each option (multi-use path, sidewalks on both sides, landscaped median, access control)
- BOARD 4: Segment 2 design options & voting on specific treatments individuals liked from each option (sidewalks on both sides, walkable business district, multi-use path, bike lanes, raised median, access control)
- BOARD 5: Segment 3 design options & voting on specific treatments individuals liked from each option (multi-use path, sidewalk on one side, sidewalks on both sides, bike lanes, landscaped median, access control).

The feedback from the public meeting was generally mixed and provided no strong opinion on preferred design concepts for the Route FF corridor. Most attendees at the public meeting lived on Route FF and had a higher level of interest in the project due to their property being adjacent to the corridor. Based on input from the city, the level of response received for the Route FF corridor study is similar to the level of engagement received during the update to the comprehensive plan. Using this information, the Core Team was able to finalize concepts to move forward after the FF study, as well as possible implementation of timing of future roadway projects. The recommendations for the future vision of Route FF are included in the next section.



Figure 19- Public Meeting Pictures

Corridor Recommendations

Recommendations for this corridor have been separated into two categories. Both categories are framed with the overall recommendation Route FF should be classified as a secondary arterial. First, we offer a set of design focused recommendations to enhance safety, while efficiently moving people through the corridor. These design concepts focus on vehicular traffic, as well as those walking or biking within the local Battlefield community. These design concepts are governed by the re-classification of Route FF as a secondary arterial. The primary benefits of the updated cross section, as well as the roundabout treatments are to reduce vehicular speeds and increase safety.

The second set of recommendations is planning focused solutions. Given the future development potential along the corridor, including the focus on a future Downtown Battlefield, these policy solutions are necessary, so infrastructure improvements match mobility needs in the future. The idea of a rebranding is also included as a way to foster more of a place within Battlefield.

Based on future traffic projections, a 3-lane section is sufficient to serve capacity on Route FF and move people efficiently within and through the corridor. This requires 80' ROW with a design speed of 35mph as governed by the status as a secondary arterial on the OTO MTP. Four lanes are recommended north of Weaver Road. In segment 2 (downtown), a 2-lane section is recommended using a center median to provide additional traffic calming and access management.

TABLE 2- ROUTE FF CORRIDOR RECOMMENDATIONS

| Recommended Design Treatments | Timing | Recommended Planning Treatment | Timing |
|--|---|--|--------------------------------------|
| 3-lane typical section; 80' ROW (secondary arterial design guidance) | ADT threshold of 11,000 is reached | Reclassify Route FF as a secondary arterial on the MTP (OTO) | Early 2023 |
| Design speed 35mph (governed by secondary arterial) | During corridor redesign (ADT threshold reached) | | |
| 10' SUP on E Side & sidewalk on W side | During corridor redesign (ADT threshold reached) | Explore a name change/ street rebranding | Start now |
| Roundabouts at Weaver, 3rd, Azalea, & Blue Springs | (1st) Weaver -high crash location (2nd) 3rd-high crash location & complement to R/A at Weaver | Update Battlefield Street Design Standards/subdivision regulations | 2023 |
| Trail of Tears crossing at Somerset | During corridor redesign (ADT threshold reached) | | |
| Updated high visibility crosswalks throughout | During corridor redesign (ADT threshold reached) | Assign roadway improvements for future development needs | After subdivision regulation updates |
| Corridor-wise traffic calming | Depending on specific treatment, during corridor redesign or as adjacent developments occur | | |

Design Focused

CORRIDOR TYPICAL SECTION

Given the future growth along the corridor and traffic volume projections, a three-lane section is sufficient to serve capacity on Route FF and move people efficiently through and within the corridor for most segments. However, from FR 123 to Weaver Road 4-lanes is recommended. In the downtown area, a 2-lane segment is recommended, with the installation of a center turn lane to provide additional traffic calming and access management. More details about these segments are included here.

Future traffic volumes are projected to be between 6,800 ADT (segment 3) and 16,500 ADT (segment 1). According to the OTO Destination 2045, these volumes fall well within the range of what is classified as a secondary arterial and require a minimum of 80 ft of ROW.

The corridor re-design is important as Route FF reaches a threshold of 11,000 ADT. The 3-lane section will accommodate an ADT up to 20,000. In some segments of the Route FF corridor, where traffic calming treatments are recommended, such as center medians, the 2-lane segment can accommodate the future project traffic volumes. On roadways with access management and roundabouts at intersections, 2-lane sections can accommodate higher volumes of traffic (18,000 – 20,000 ADT). Access management/median location and median openings will require further study during the design phase. As indicated in the typical sections included here, 11 ft lanes are recommended throughout Route FF. Designing thru lanes at this width is a strategy to slow down vehicular traffic on the corridor as it travels through Battlefield.

Within the 80 ft of ROW, the typical section should accommodate three lanes, one thru-lane in each direction and a center two-way-left-turn lane (TWTL), and curb and gutter. The TWTL will more safely accommodate turning movements off Route FF. A 10ft. shared use path is recommended on one side of the street and a 5 ft sidewalk is recommended on the other side of the street. The implementation of the sidewalk and shared use path should be a priority in segments of the corridor where no pedestrian facility currently exists, as well as in the future Downtown Battlefield area.

The only segment of the Route FF within the study area that is recommended for a 4-lane section is Segment 1, from Weaver Road to Farm Road 123. The recommendation for that segment is to continue the typical section north of FR123, with 4 vehicular travel lanes and a center median, with the installation of a 5ft sidewalk on west side and 10 ft shared use path (SUP) on east side of the road.

Designing for this typical section allows for some flexibility in terms of additional traffic calming or access management along the corridor. A center median may be installed in the future where a turn lane is not needed to prohibit certain turning movements, or used as a physical deterrent to slow down motorists as they travel through Battlefield on Route FF.

Figure 20- Route FF- Section 1 - Proposed

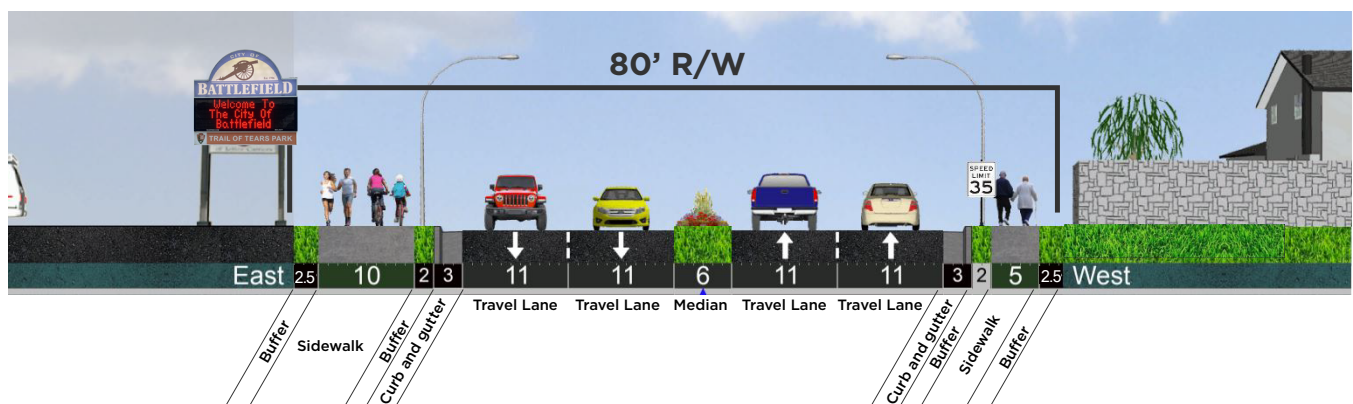
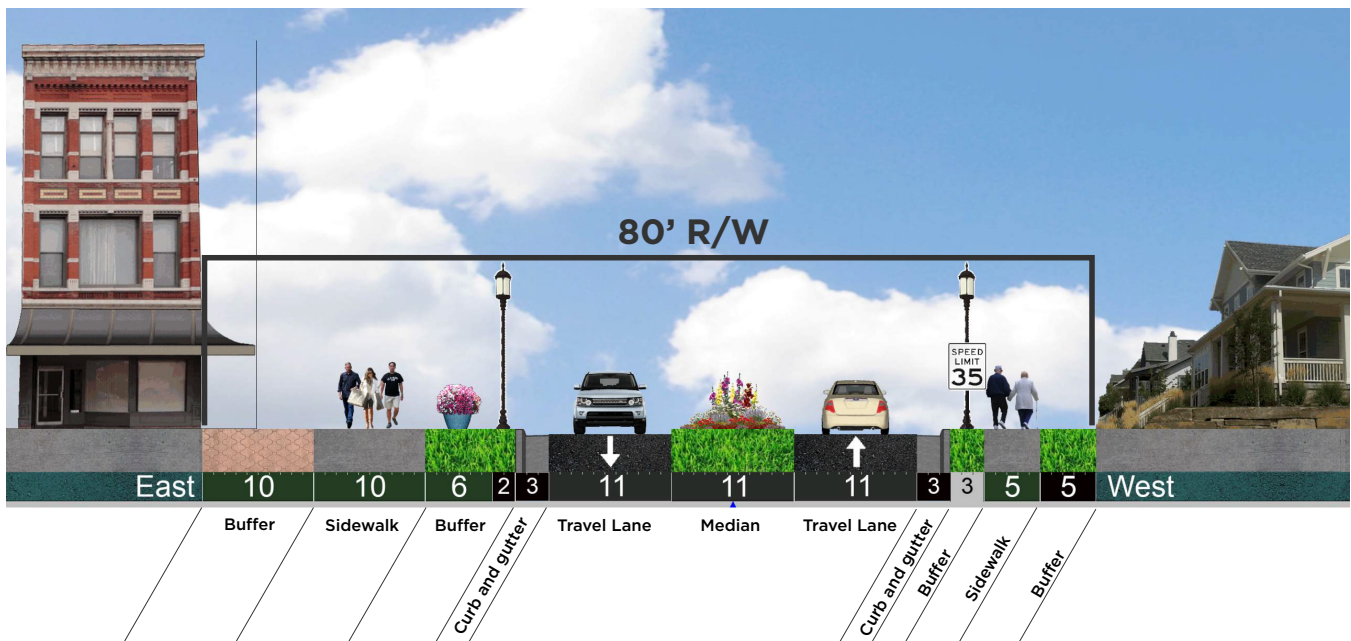
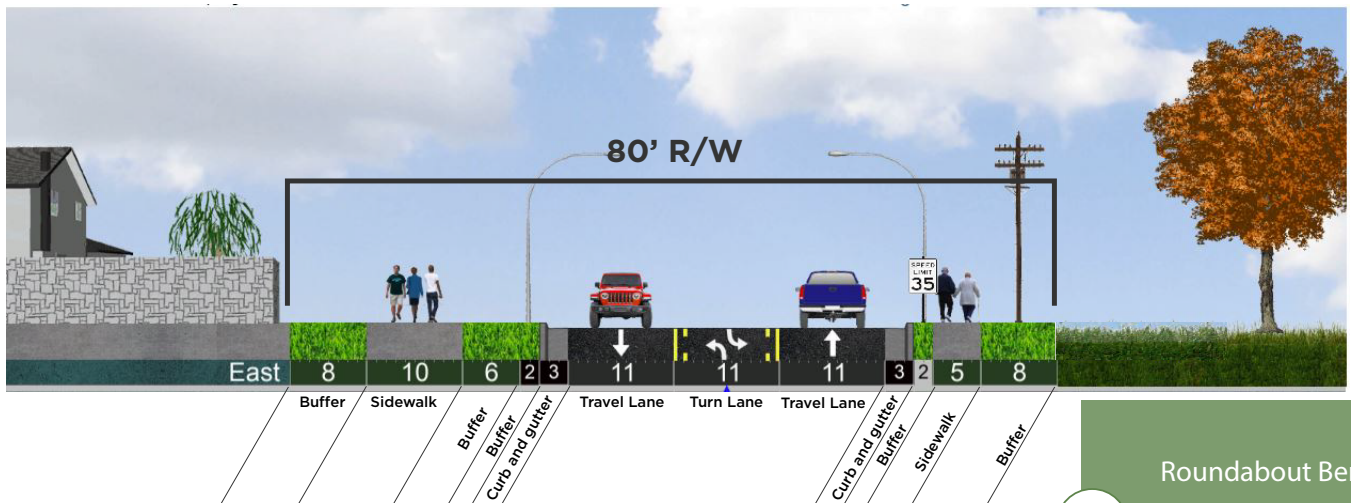


Figure 21- Route FF - Section 2 - Proposed



As seen here, a center median is taking up the space of the 3rd lane. This treatment is recommended in the Downtown area, where traffic calming, and access management will be important for increased pedestrian volumes.

Figure 22- Route FF - Section 3 - Proposed



DESIGNS AT INTERSECTIONS

Currently all the intersections along Route FF are side stop controlled, meaning that vehicular traffic along Route FF travelling north or south does not stop at any intersection within the study area. We heard several times during the study process that crossing Route FF as a motorist, or a pedestrian is difficult. Furthermore, we heard that crossing the street for children is nearly impossible. Additionally, no marked crossings to get across Route FF as pedestrians currently exist.

Roundabout Benefits



Crash reduction
(76% injury crash reduction)



Lower vehicle speeds
(2.5mph lower at intersection entry)



Lower long-term
maintenance costs

Redesigning the traffic control at key intersections will assist with slowing traffic down as it moves through the corridor, as well as provide for safer crossings (motorists and pedestrians) to get across Route FF. Updating key intersections along the Route FF corridor will also provide the opportunity for gateway treatments at development nodes within the City of Battlefield. Intersection enhancements will provide for better access at key nodes for commercial activity.

Conceptual intersection updates are identified here, as well as key next steps toward implementation to move these concepts to design. The final section of this report is an implementation plan. Locations have been prioritized based on input from the core team as well as what feedback was received during the public meeting.

Roundabouts provide significant safety benefits. In addition to reducing crashes, these promote slower speeds. According to Federal Highway Administration, Roundabouts are found to decrease speeds coming through intersections by 2.5 mph.

Safety Benefits of Roundabouts*

90% reduction in fatalities

76% reduction in injury

30-40% reduction in pedestrian crashes

10% reduction in bicycle crashes

*Institute for Highway Safety



Weaver Road (Initial Priority)

The Weaver Intersection Improvements are recommended as an initial project for multiple reasons including having the most number of crashes and the planned development between Weaver and 3rd. The intersection is a priority for MoDOT to enhance safety. The location of Weaver Road makes updates to the intersection an important gateway for motorists travelling south from Springfield on Route FF. The updated intersection can provide a visual cue to people that they have arrived at a place. This visual cue can help improve motorist behavior while travelling through the Battlefield Community.

In addition to serving as an important gateway for the area, the intersection is considered a priority due to the lack of opportunities to cross Route FF, either in a car or on foot. The updated intersection here will provide a safe crossing opportunity on the northern end of the corridor. Given the vision for a downtown Battlefield in Segment 2 of the corridor, the ability to safely cross Route FF at Weaver is critical to the economic vitality of the businesses at this node. The location of Wilson's Creek Intermediate School off Weaver Road and the safety concerns expressed at the August 2, 2022, open house meeting in enabling children to safely cross make this location as an immediate need for updates on the Route FF corridor. It should be noted that Weaver Road currently meets signal warrants. However, a roundabout here, coupled with a roundabout proposed at 3rd street, serves as an effective intersection treatment for safety and efficiency, while serving as a gateway treatment for the Battlefield community.

A roundabout at Weaver and Route FF will assist with safely and efficiently moving motor vehicle from all directions, while providing safe crossing opportunities for Route FF. Additionally, the roundabout treatment provides more branding and gateway treatment opportunities within the infrastructure updates. To advance this project, the City of Battlefield should work with MoDOT on advancing conceptual level designs at this location. The concepts should examine utility impacts, specific location with ROW, and what ROW needs to be purchased to advance the concept toward implementation. In collaborating with MoDOT and OTO, the City of Battlefield can advance this project as a priority project for the district. These improvements are estimated to cost approximately \$3.8 million, and a complete detailed cost estimate is located in the appendix.

3rd Street (Initial Priority)

Like Weaver Road, the intersection at 3rd Street is a priority for advancing the vision for a Downtown Battlefield. The addition of a new residential development presents an opportunity to update efficiency at the intersection and provide better opportunities to cross Route FF. The location of 3rd Street near Weaver Road presents an opportunity to effectively calm traffic in a repetitive way along the corridor. Traffic calming is an effective strategy when used in repetition, due to the need for motorists to alter their travel behavior.

The 3rd Street intersection is another gateway opportunity for the City of Battlefield as it works toward a downtown development. Thus, the location is ideal location for another roundabout. This roundabout, when coupled with the roundabout at Weaver will serve as effective corridor transition points from other locations on Route FF to the downtown area. The vision is that while Weaver Road serves as the gateway to downtown Battlefield from the north, 3rd Street serves as the gateway to downtown Battlefield from the south. Working together, the branding treatments at these intersections enforce the idea that you have arrived at a place, as opposed to a 'pass-thru' town.

A roundabout will functionally serve to move traffic safely and efficiently in all directions, as well as people across route FF. Aesthetically, a roundabout treatment provides gateway and branding opportunities that are in line with the future vision for downtown Battlefield. The installation of roundabouts throughout the corridor will require ROW acquisition. Existing space constraints may necessitate alternative roundabout design, such as mini roundabouts. These are smaller scale traffic circles that serve as traffic calming tools and efficiently move vehicular traffic at intersections. These mini roundabouts can be designed in a way that allows for the design vehicle (large trucks) to traverse over the roundabout mountable area, but so that cars still circle around them.



Figure 23- Trail of Tears alignment



Figure 24- Azalea Terrace

190. A roundabout will functionally serve to move traffic safely and efficiently in all directions, as well as people across Route FF. Aesthetically, the roundabout treatment provides gateway and branding opportunities that are in line with the future vision for downtown Battlefield. To advance this project, the City of Battlefield should work with MoDOT on advancing conceptual level designs at this location. The concepts should examine utility impacts, specific location with ROW, and what ROW needs to be purchased to advance the concept toward implementation. In collaborating with MoDOT and OTO, the City of Battlefield can advance this project as a priority project for the district.

*only necessary if the connection of Azalea Terrace is built

Trail of Tears/Route FF Crossing (Initial Project)

The future Trail of Tears alignment crosses Route FF at Somerset. Thus, some sort of enhanced crossing to allow for connections across Route FF should be included. This design should include high visibility crosswalk markings for improved safety. Additionally, the installation of a center median at this crossing will allow for a refuge area for people crossing FF using the trail. Enhanced signage should be included, and possible the addition of Rectangular Rapid Flashing Beacon (RRFB). The RRFB is a pedestrian activated signal that is routinely used at pedestrian crossings located outside of an intersection.

Azalea Terrace (Secondary Priority)*

A roundabout at Azalea terrace should follow the intersection upgrades downtown at Weaver and 3rd Street. As the next intersection goes to the south, this continues to build on the idea that you are entering a place. Visual cues like this work to improve more awareness among motorists and enhance the sense of place within a community. In addition to serving our mobility needs, streets are spaces within a community that can foster vibrant, healthy, and economically successful places. Building concepts such as these are important for the future development of Battlefield along Route FF.

The location at Azalea is important due to the new residential development between Azalea Terrace and Future Farm Road

FR 123 and Blue Springs (final priority)

As northern and southern entry points into Battlefield, updating intersections at FR 123 and Route FF, as well as Blue Springs and Route FF, are important for efficiency along the corridor. The recommended treatment at Blue Springs and Route FF is a roundabout. This unconventional intersection would be a candidate for a roundabout as well. The free movement southbound to westbound could be maintained with a bypass lane to the northwest quadrant of the roundabout allowing for that movement to maintain the existing free flow, while increasing safety for the other movements.

Future FR 190 (final priority)

The intersection at FR 190 should be designed to accommodate a future E/W collector route to the east of Route FF. As development happens in this area, access should be designed connecting to the E/W arterial rather than Route FF. The still unknown preferred alignment and traffic projections for this FR 190 E/W collector will guide the design of this intersection. Future development in the area will require additional study of this intersection and roadways to determine the most effective intersection type.

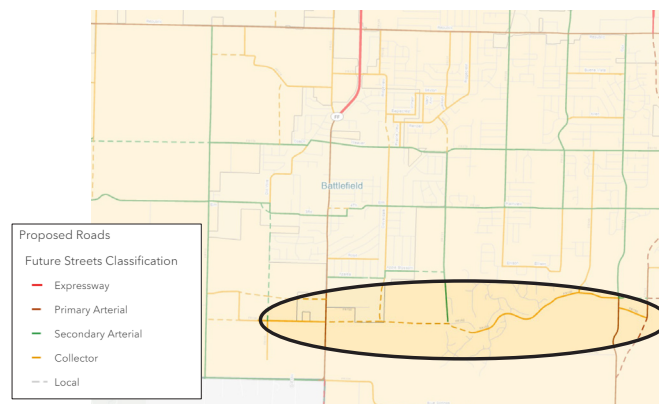


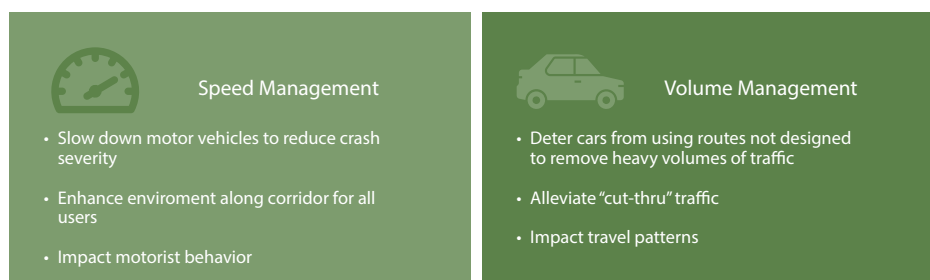
Figure 25- Proposed Future Roads

CORRIDOR WIDE TRAFFIC CALMING

Traffic calming is the combination of mostly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. The goals of traffic calming along a corridor include enhancing the quality of life along and within the corridor, creating safe and attractive streets, and promoting walking and biking as more viable modes of transportation. Objectives of traffic calming include slowing down motor vehicles, reducing crashes, increasing the safety of the road for non-motorized users, increasing access for all modes of transportation, and reducing cut-thru traffic.

Traffic calming is accomplished by focusing on (1) Speed management and/or (2) volume management. Speed management focuses on slowing down motorists on the roadway to minimize severity in any crashes. Speed management strategies focus on impacting motorists' behavior in how they are operating their vehicle on the roadway. Volume management strategies focus on deterring 'cut-thru' trips, or trips not specifically designed for how a road is to operate within the functional classification system. These strategies are physical ways to alter individual travel patterns.

Based on input from the core team, as well as input received at the public meeting, Route FF will benefit from corridor wide traffic calming tools that focus on speed management.



Speed Management Strategies

Within the traffic calming category of speed management, treatments are broken down by horizontal deflection, vertical deflection and signage and striping.

- Horizontal deflection devices encourage drivers to slow down by introducing a physical obstacle in the road that drivers must carefully navigate, resulting in slower travel speeds. The horizontal shift in the geometry of the roadway may also provide an optical narrowing of the roadway. An example of a horizontal deflection is a center median island or a curb extension. These are optimal treatments for the Route FF corridor.
- Vertical deflection devices encourage slower speeds by introducing raised sections of pavement within the road that vehicles have to drive over. Examples of these devices include speed humps and speed tables, as well as raised intersections or crosswalks. Vertical treatments are not preferred on arterial roads. Horizontal deflection devices are more likely preferred on arterial roads.

Signage and striping reinforce rules of the road. Examples of signing and striping include marked crosswalks, edgeline striping, or speed radar signs. These tools are low cost, but also low impact as there is no physically enforcing component to signage and striping.

Recommended Route FF Traffic Calming Tools

In order to achieve the desired aesthetics and traffic calming along Route FF, specific recommendations for corridor wide traffic calming are included here. These traffic calming treatments should be done in a repetitive manner that reinforces the need to travel slowly through Battlefield. When designed in a consistent and aesthetically pleasing way, these treatments can also add to the branding and sense of place along Route FF. Specific treatments recommended for Route FF are center medians, marked crosswalks, gateway/branding, and a sidewalk on both sides of the street



Figure 26- Center median

CENTER MEDIANS

Center medians are horizontal deflection that will visually and physically narrow the roadway during key segments along route FF. These medians can be installed where a TWLT is not needed. Due to the use of medians and access management within the Route FF corridor, reducing from 3-lanes to 2-lanes in key segments, such as Downtown, is feasible for an ADT up to 20,000. Where these are installed, mid-block crossings may be considered with appropriate signage, such as a rectangular rapid flashing beacon (RRFB) to allow for more crossing points for people across Route FF. For example, between Weaver and 3rd, where traffic should be moving slowly in Downtown, a mid-block crossing connecting to a center median may make sense at the time of future development. Medians may also be landscaped to add to the overall environment on Route FF. Any landscaping added would be maintained by the City of Battlefield, according to relevant maintenance agreements. Center medians should be installed in the future Downtown area and at pedestrian crossings outside of intersections (trail connection at Somerset).

MARKED CROSSWALKS

Due to the lack of locations to cross Route FF currently, the addition of marked crossings is key to enhancing mobility along the corridor for all users. The addition of highly visible, continental crosswalk markings will provide a space for people on foot to cross, as well as serve as a visual cue to motorists to be more aware of the activity in the area. As Route FF develops with more commercial properties, crossing the road will become increasingly necessary for people travelling on foot. Crosswalks should be striped at each approach to all major intersections, as well as considered at a few important mid-block locations, coupled with a center refuge median. Marked crosswalks should be installed at all intersections along the corridor and at the trail crossing at Somerset.



Figure 27- Marked crosswalk



Figure 28- Gateway branding

ON-STREET PARALLEL PARKING

The City of Battlefield should consider the addition of on-street parallel parking on Route FF in the Downtown area as it develops. On-street parking adds another layer of friction to thru motorists and can serve as a traffic calming tool when designed and used properly. Coordination with MoDOT will be necessary in allowing on-street parking. On-street parking would be recommended if a downtown area were to develop. This would require additional right of way at a future date once the area is more developed.

GATEWAY/BRANDING

While more traditional traffic calming tools (horizontal and vertical deflection strategies) are important treatments in slowing down traffic, the identity or sense of place surrounding a corridor is also an important component of a safe street. Developing Route FF as a place where people feel they have arrived, versus a pass-through corridor on the map, is a strategy to use when it comes to aesthetic treatments within traffic calming features along the

corridor. Examples of placemaking/branding ideas include decorative pedestrian scale lighting, branded wayfinding and signage, monumental treatments in roundabout locations, and the potential for enhanced landscaping within median space near intersection plantings. All of these components work together to provide a Route FF that is comfortable and safe, and a destination for people to visit and stay, not just drive through. Any gateway/branding treatments will need to be approved by MoDOT. Gateway branding treatments should be included at corridor entry points and within the Downtown area.

SHARED USE PATH (SUP) & SIDEWALK

Enhancing mobility on Route FF for users of all ages and abilities is another important component of the future growth in Battlefield. Walking is a proven strategy to enhance health within our communities, and houses located in walkable neighborhoods are more attractive for purchasing. A continuous sidewalk (5ft) along the Route FF on one side of the road, and a continuous SUP (10ft) along the other side of the road within the corridor is necessary to better connect neighborhoods adjacent to Route FF to future development that transpires along the corridor. This is an important project for the corridor as Route FF is identified as a priority corridor for sidewalks in OTO's Destination 2045 Bicycle & Pedestrian facilities map. Additionally, the sidewalk is a visual cue to motorists that people have space here, and thus driving behaviors should reflect the corridor as a shared space.



Figure 29- Shared use path

Planning Focused

Design focused recommendations are important for identifying necessary transportation and infrastructure projects along the Route FF corridor. While those projects should be prioritized with both the OTO and MoDOT, policy recommendations are vital for the long-term success of Route FF as a vibrant corridor. These planning and policy recommendations will ensure Route FF develops as a safe and functional corridor that efficiently moves traffic and serves the mobility needs of users of all ages and abilities.

UPDATE ROUTE FF ON OTO MAJOR THOROUGHFARE PLAN

Currently in the OTO Major Thoroughfare Plan, Route FF is identified as a primary arterial. A primary arterial in OTO design standards is described as a corridor with a design service volume between 10,000 and 30,000 ADT and a design speed of 35 – 45mph. Additionally the required minimum ROW is 110 ft to accommodate corridor mobility needs.

Given the future forecasted ADT along Route FF between 6,800 on the south end and 16,500 on the north end, the designation of primary arterial does not reflect the mobility needs of the corridor. The OTO Major Thoroughfare Plan should be

Subdivision Regulation Updates

- Section 405.390 - access management standards
- Section 405.400 - OTO MTP text adherence update
- Section 405.400 - design standards compared to MoDOT
- Section 405.410 - sidewalk code provision

updated to reflect Route FF as a SECONDARY ARTERIAL. According to the OTO design standards, a secondary arterial service between 6,000 and 20,000 ADT. The design speed of secondary arterials is 30 – 35mph and the minimum ROW required for proper facility design is 80ft.

Given the future vision of Route FF as a vibrant corridor that feels more like a place, the design components associated with the secondary arterial classification fit the future needs of Route FF. The goal to enhance Route FF as a safe street for users of all ages and abilities is more achievable when planning the road as a secondary arterial. For example, a design speed of 30 – 35mph for a secondary arterial is more compatible for active transportation users (walking or biking) as opposed to the design speed of 35 – 45mph on a primary arterial. Additionally, a narrower curb to curb roadway cross section includes more friction within the driving space, which will slow down motorist speeds along Route FF. Updating this standard is a necessary first step in developing the roadway design of Route FF moving forward.

UPDATE BATTLEFIELD SUBDIVISION REGULATIONS & STREET DESIGN STANDARDS

In achieving the long-term Route FF Corridor Study objectives detailed in this report, it is important that the City of Battlefield's Land Use Regulations (Chapter 405 of the Municipal Code) be amended to allow for consistency and effective implementation of these objectives as land develops or re-develops in the years ahead.

In assessing Battlefield current Subdivision Regulations, it is important to note that this review is narrowly focused on potential subdivisions which have frontage on Route FF or will derive public street access to Route FF corridor in the future. It is recommended that the City's Planning and Zoning Commission and Council give further consideration as to how recommended Subdivision Code changes for Route FF may impact subdivisions elsewhere in Battlefield.

By way of background, the majority of Battlefield's Subdivision Regulations were adopted in October 2002 by Ordinance No. 02-19 §§ 1 — 5. Numerous additional changes have been made to these regulations since 2002, the most significant of them being Ord. No. 08-16 § 1 from August 2008 and Ord. No. 10-10 §§ 1 — 3 from July 2010.

A full review of the language to the subdivision code is included in the appendix, but key regulations for review include:

- Section 405.390 – adopt OTO Access Management standards for secondary arterials
- Section 405.400 – amend text to reflect adherence to OTO MTP
- Section 405.400 – review Battlefield design standards and address any major differences in MoDOT standards where ownership transitions (impacts to FF)
- Section 405.410 – Update exterior sidewalk code provision to include installation of SUP and clarify responsibility of constructing or adopt corridor overlay district clearly detailing needs specific to FF

ASSIGN ROADWAY IMPROVEMENT NEEDS FOR FUTURE DEVELOPMENT

As the City of Battlefield embarks on its current land use and economic development study, development processes should be reviewed for requirements associated with impacts of new developments. The right mix of uses will work in tandem to create a healthy and vibrant Route FF. However, these new uses, as they create more trips, will have higher impacts on the transportation infrastructure along the corridor. Reviewing development standards and potential impact fees is important for providing necessary upgrades in the future as they are needed with new developments.

As an example, the City of Battlefield may assess a development impact fee as new developments are working through

the planning process. This impact fee then goes back into the street improvements along the Route FF corridor, to make infrastructure enhancements needed for the increase in trips. These enhancements do not have to be specific to vehicular trips but could also provide for updated pedestrian and bike facilities.

Another consideration is to review Battlefield Parking Standards. Traditional parking minimums are barriers to mode shift as they are likely to cause an oversupply of parking and create underutilized spaces (reserved for parked cars) within communities. In a mixed-use development model, typical parking standards may not be needed for each use when viewed as a separate entity. As the City embarks on its economic development and land use plan, these fees and standards should be updated to reflect the type of growth that is desired along the Route FF corridor.

MoDOT access management standards should also be reviewed to ensure vehicular access to future commercial businesses is appropriate. Driveways should be minimized to reduce the number of conflict zones where the sidewalks cross driveways along Route FF. In creating a walkable and healthy street, minimizing conflicts between people walking/biking or driving is important. The city should review the current standards and ensure design guidance will match the planned characteristics along the route.

EXPLORE THE POTENTIAL FOR STREET REBRANDING

Several times throughout the course of the planning process, the comment was made that Battlefield lacks an identity. City staff indicated that individuals that live in Battlefield consider themselves Springfield Residents, which adds challenges to planning for the future of the community. When planned and designed appropriately, streets can function as community spaces that are vibrant and attractive destinations. People can stop travelling through a place and start travelling to a place.

The city should explore the possibility of renaming Route FF to a name that draws more on the history and culture of the community within the Battlefield City limits. This renaming process will re-brand the street from a pass-through corridor to a place that can foster a stronger sense of community.

With the future idea of a Downtown Battlefield along Route FF, the corridor emerges as the destination corridor within the Battlefield community. As a key north/south route within the Springfield area, the corridor has the potential to attract not only residents within Battlefield, but individuals from the larger region.

Design treatments and streetscape enhancements are one component of turning Route FF into a place you travel to versus travel through, but branding is also a critical component. Route FF gives the connotation of a state-owned route, a pass through that connects you from place to place, but in and of itself is not a place you travel to.

Implementation Plan

In order to move toward implementing these recommendations, the City of Battlefield should approach achieving both the design and planning recommendations concurrently.

For design recommendations, continued collaboration with MoDOT and OTO is necessary for advancing the projects. With the initial priorities being Weaver Road and 3rd Street (for safety concerns and speed management), the City of Battlefield should engage with MoDOT on the scope of work for developing concept plans at both of these locations. These concept plans should include proper identification of any ROW needs, as well as utility coordination for the future roundabout design. Battlefield should identify this project as a priority need for the community that can move through the Transportation Improvement Program within OTO.

A potential timeline for implementation is:

- MTP amendment (primary to secondary arterial)– first half of 2023 (initial need)
- FF & Weaver Upgrades– prioritize for inclusion in 2024-28 MoDOT Statewide Transportation Improvement Program (STIP) (winter/spring 2023) - pending available funding
- 3rd & Azalea – push for inclusion in next MoDOT unfunded road and bridge needs (summer/fall 2023)
- Battlefield policy timeline – TBD pending economic development study

For planning recommendations, the first priority is to update the functional classification of Route FF on the major thoroughfare plan to a secondary arterial (first half of 2023). This will be needed before any improvements can be made so that infrastructure is being designed in accordance with the Metropolitan Planning Organization (MPO) street functional classification system.

The second priority is to review existing transportation improvement standards that accompany the development process. These standards should be updated within the Downtown District in order to achieve the look and feel of that part of the community that Battlefield desires. This is a key first step in assuring new development requirements will support enhanced infrastructure and mobility needs.

Next, the City of Battlefield should review the OTO Street Design Standards and consider adopting those standards within their community. Not only is it important to provide mobility needs on FF, but it is also important to ensure connections within the community to Route FF exist for users of all ages and abilities. During this process, Battlefield should review existing sidewalk network and gaps, ensuring sidewalk connectivity along Route FF.

Finally, it is important that Route FF recommendations work in conjunction with the Battlefield Economic and Housing Study (starting October 2022), especially those areas that are currently outside city limits but are likely to develop over the next 10-20 years. Road, bicycle, and pedestrian connections to the Route FF corridor from these new developments will be critical.

Ensuring a vibrant, safe and efficient Route FF will require approaching implementation for the design and planning recommendations in tandem. When done properly, Route FF will be an efficient and vibrant place for Battlefield and the entire region. A place that people travel to and not just through.

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

TAB 3

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM II.C.

OTO Growth Trends Report

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

AGENDA DESCRIPTION:

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

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website <https://www.ozarkstransportation.org/uploads/documents/2022-Growth-Trends-Report.pdf>.

Conclusions from the report include:

- In 2022, single-family housing permitting dropped to its lowest level (833) since 2017 (816). The decrease comes on the heels of previous years of increasing construction. Greene County had the largest growth in single-family residential units in 2022 (220) for the OTO area followed by Republic (208), Nixa (189), and Ozark (134).
- The total number of multi-family units permitted was slightly higher than the average for the period from 2012 - 2022. Ozark had the most multi-family units added (278) followed by Springfield (235) and Nixa (99) Most multi-family permitting occurred near U.S. Highway 65 in Ozark.
- Natural Increase (births minus deaths) in Greene County has been on the decline over the past decade although births still outnumbered deaths until 2021 which was the first time deaths outnumbered births. Natural increase was the lowest in Christian County in the same year. This is most likely a response to the Covid-19 pandemic.
- The annual average number of jobs in the MSA was lower in 2021 returned to pre-pandemic totals in 2019. Increases occurred in all MSA counties except for Greene which had a slightly lower average annual jobs number than 2019.
- Vehicle miles travelled in the OTO area were up 8.7% in 2021 recovering the decrease of 8.7% in 2020.

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

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY

Growth Trends Report

Through December 31, 2022

2208 W. Chesterfield Blvd, Suite
101

Springfield, Missouri 65807



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

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

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

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

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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) data for the Springfield, MO MSA at the county level.

- Residential Units

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

- Growth Trend Maps

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

- Demographics & Employment

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

Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2022. For the purpose of this report, single-family structures represent one residential unit and any structures divided into more than one residence are counted as multi-family units including duplexes.

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

The new housing units added in 2022 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 in this section of the report. A table of permit activity in the OTO area from 2001 – 2021 is included as an appendix.



Residential Units

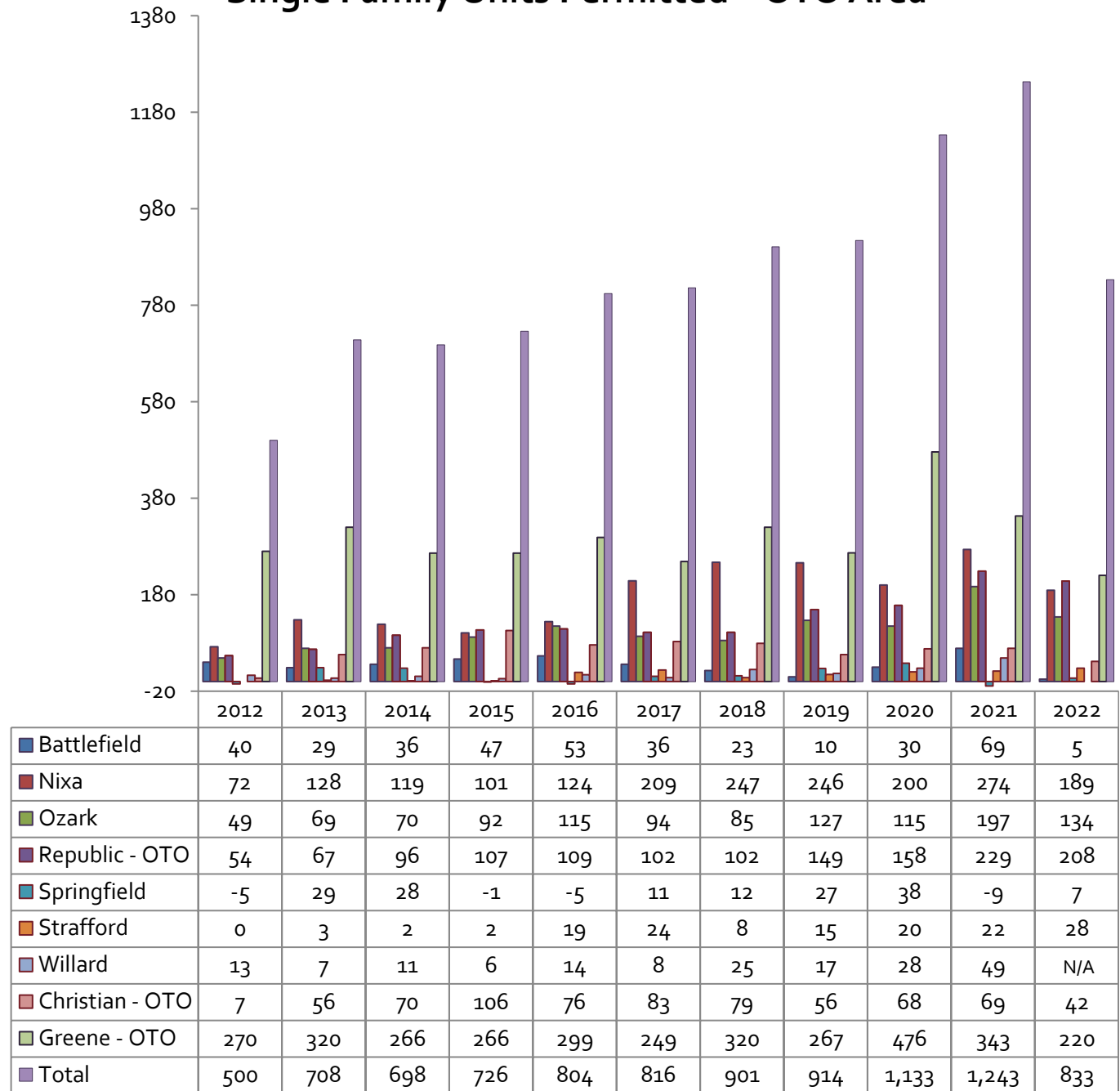
Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2012 – 2022.

In 2022, single-family housing permitting dropped to its lowest level (833) since 2017 (816). The decrease comes on the heels of previous years of increasing construction.

The permit total for new single-family structures in the OTO Area was offset by the demolition 132 houses. Most demolitions occurred in Springfield (103) and Greene County (17).

Single Family Units Permitted – OTO Area



Residential Units

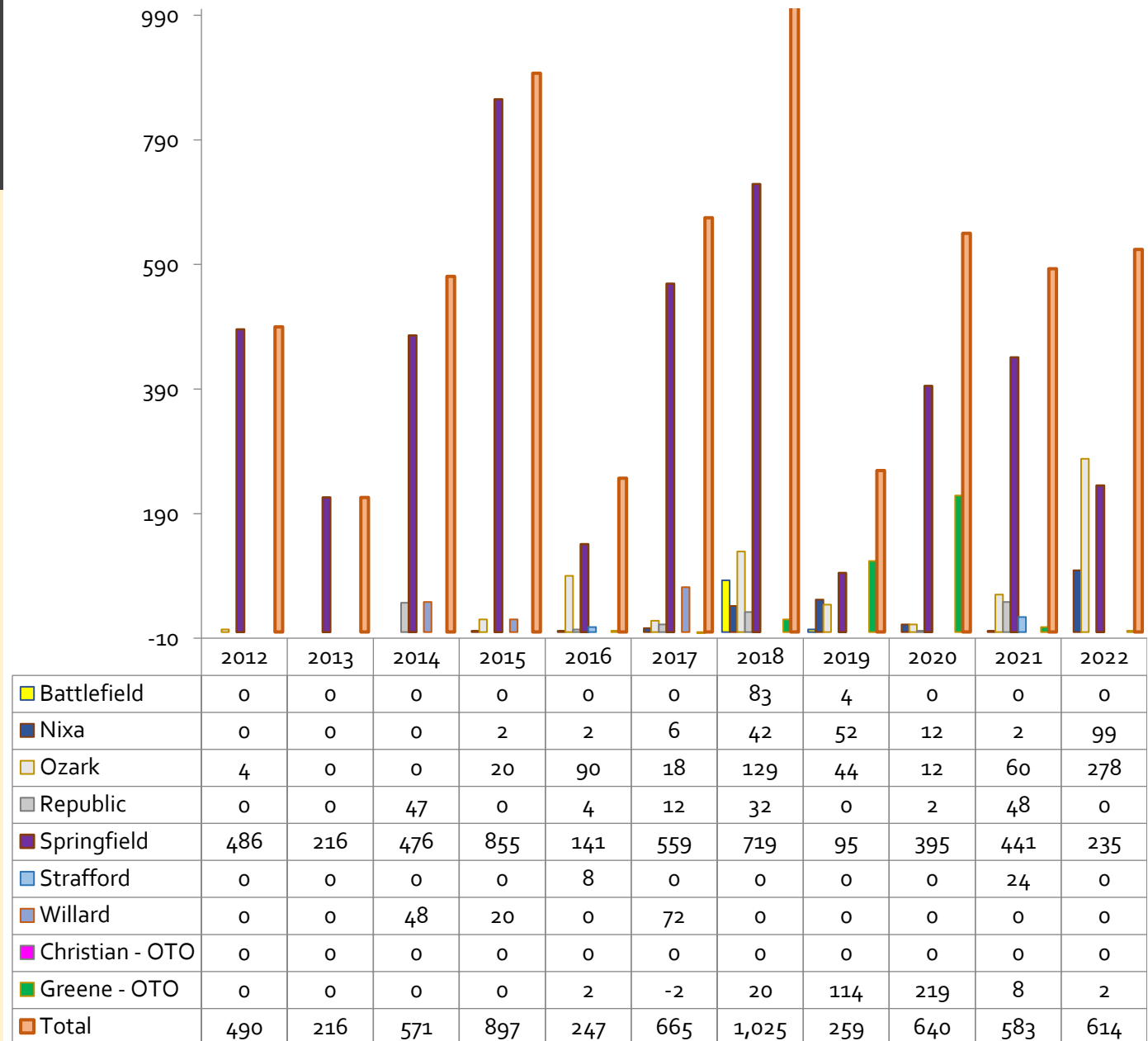
Multi-Family

From 2012 to 2021, most multi-family housing construction permits were issued in the city of Springfield.

In 2022, the total number of multi-family units permitted was slightly higher than the average for the period from 2012 - 2022. The largest number of the 614 multi-family units added in the OTO area were in the city of Ozark followed by Springfield, and Nixa.

The largest multi-family developments permitted were for a 100-unit complexes near US 65 in Ozark and Main & Tracker in Nixa.

Multi-Family Units Permitted - OTO Area



Residential Units Totals

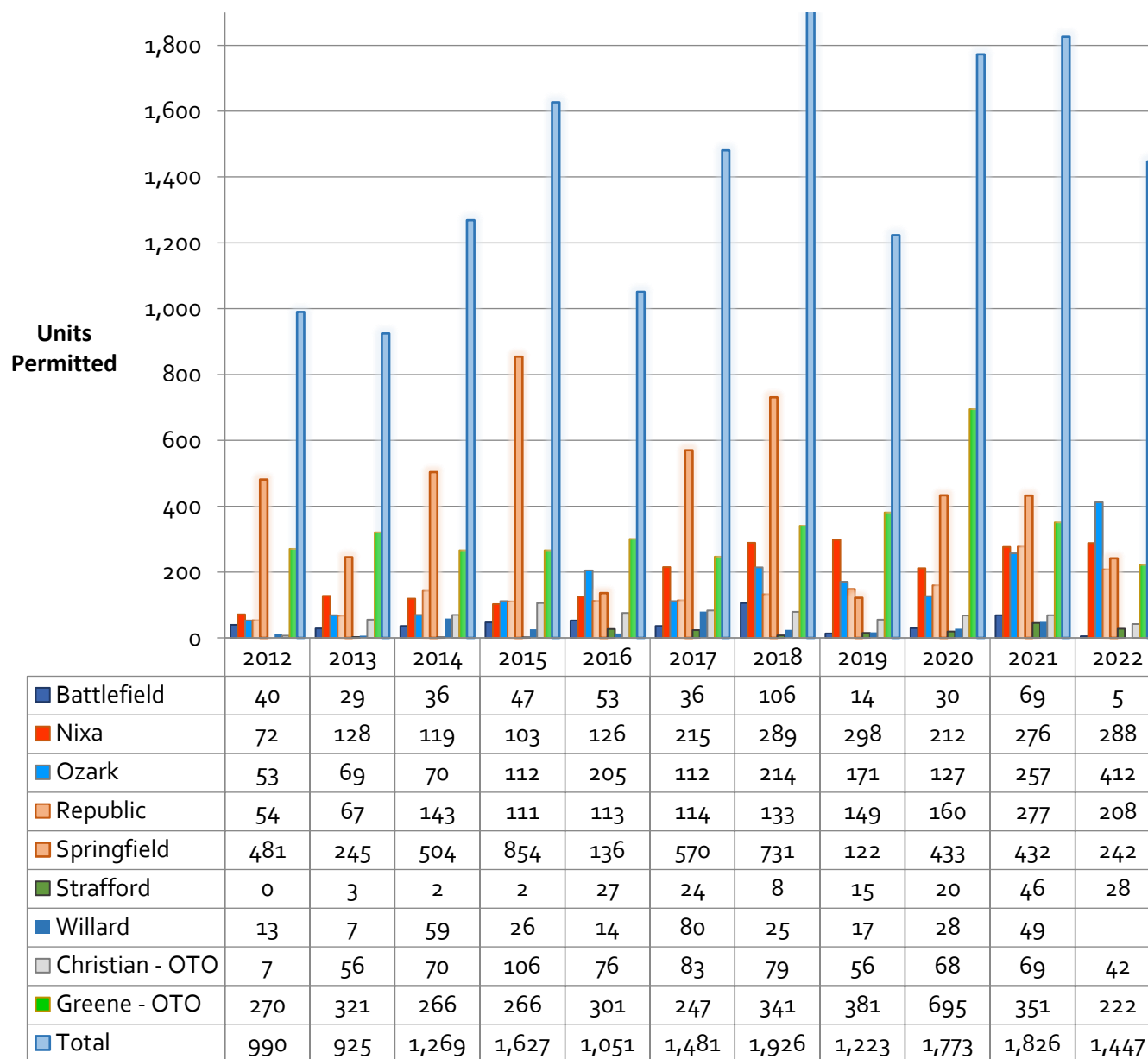
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2022 and the prior ten years.

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 structure permits recovered somewhat in the last few years driven by single-family developments in Nixa, Republic, Greene County & 55+ developments.

In 2022, however, the number of single-family residential structures permitted dropped well below previous years.

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 2022 as well as the period from 2010 to 2022.

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 2022 as well as 2010 - 2022.

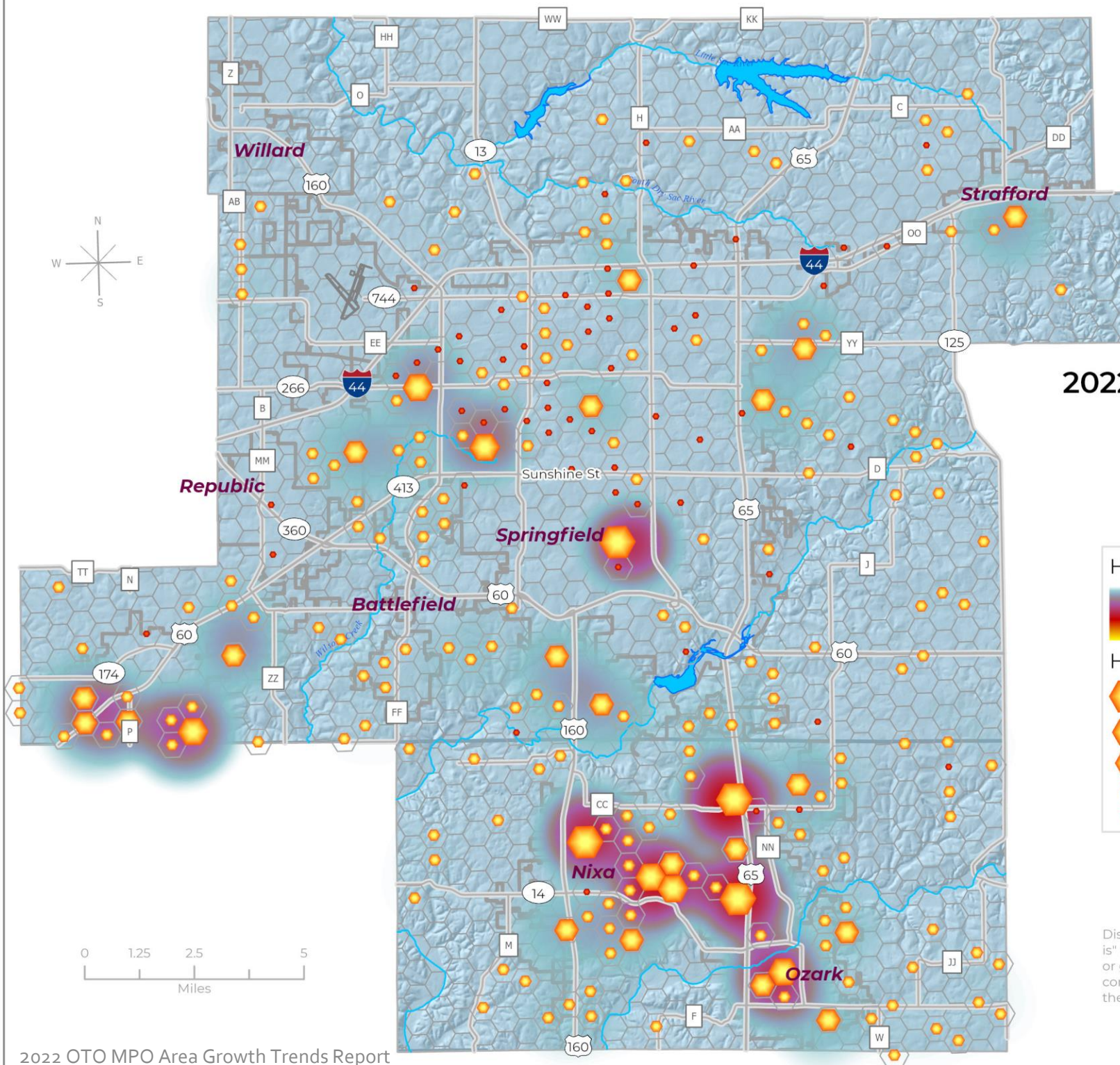
Migration Flows

County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2019 – 2020 are included. In addition, migration flows based on the American Community Survey 5-yr estimates for 2011 – 2015 & 2016 -2020 aggregated at the state-level are included to identify trends in migration over the last decade of available data .





2022 Housing Permit Heat Map



Housing Unit Density

Sparse

Dense

Housing Units Added

120 - 70

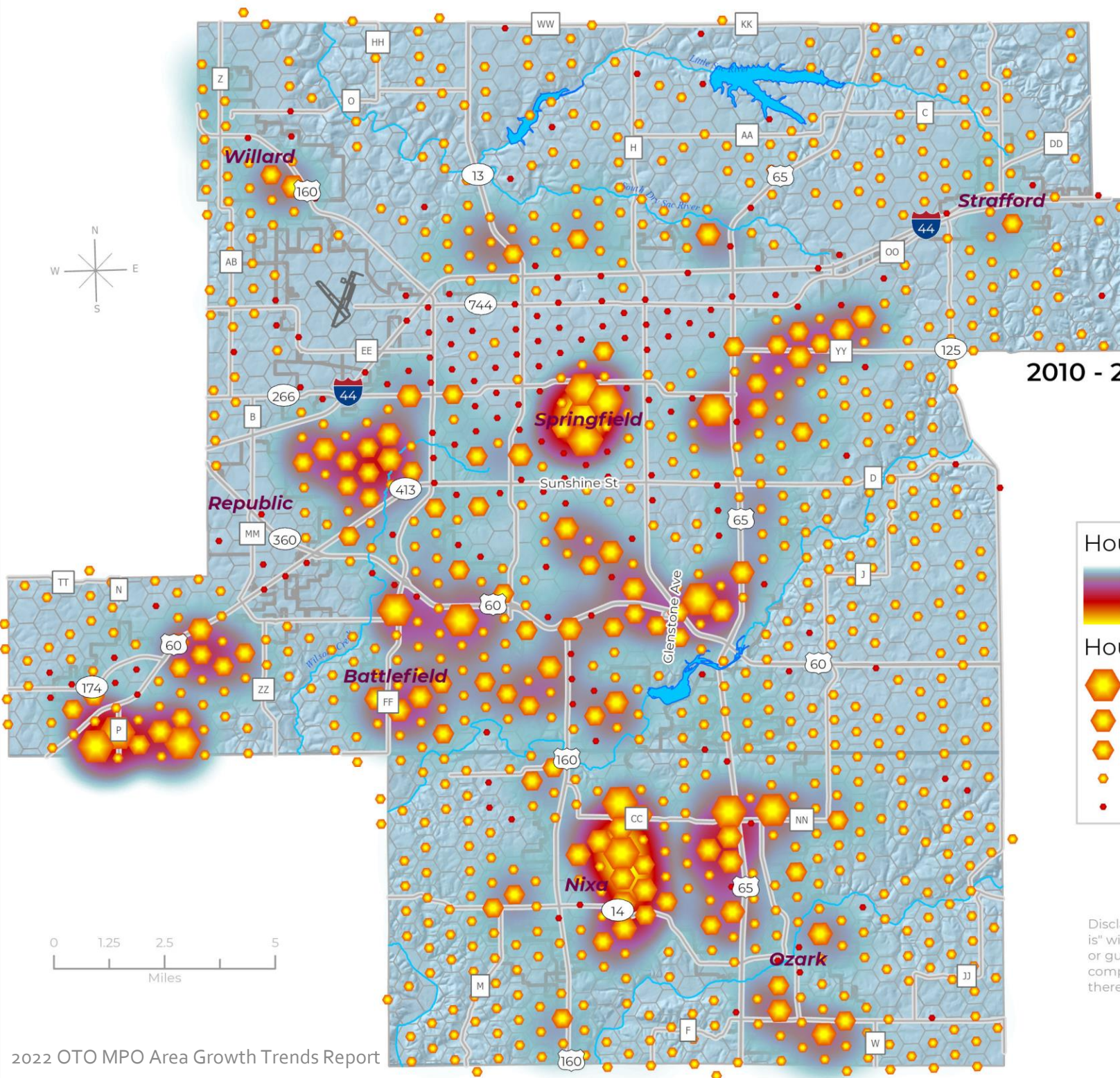
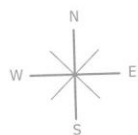
70 - 35

35 - 10

10 - 1

-1 - -10

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

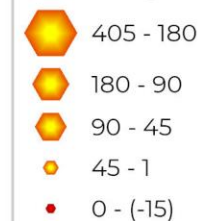


2010 - 2022 Housing Permit Heat Map

Housing Unit Density



Housing Units Added



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

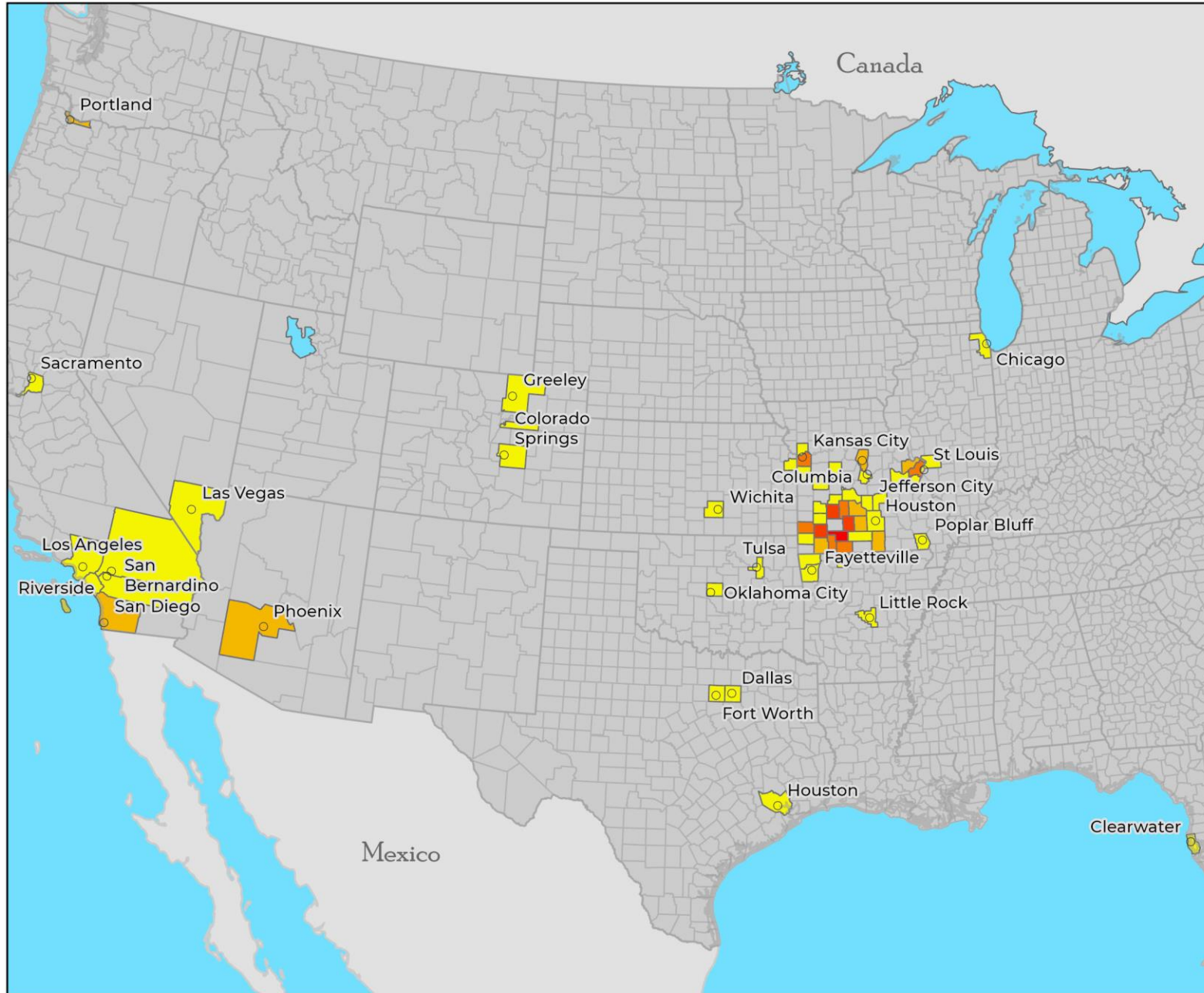
Greene County Migration Flow by State

| 2015 ACS 5-yr Estimates | | | |
|-------------------------|--------|--------------|--------|
| IN-Migrants | | OUT-Migrants | |
| Missouri | 16,305 | Missouri | 10,851 |
| Texas | 725 | Arkansas | 820 |
| Illinois | 676 | Kansas | 737 |
| Kansas | 642 | California | 617 |
| Oklahoma | 560 | Oklahoma | 514 |
| California | 533 | Florida | 455 |
| Arkansas | 457 | Illinois | 451 |
| Colorado | 429 | Texas | 430 |
| Ohio | 405 | Michigan | 300 |
| Virginia | 271 | Colorado | 282 |
| North Carolina | 258 | Arizona | 214 |

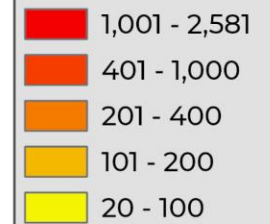
| 2020 ACS 5-yr Estimates | | | |
|-------------------------|--------|--------------|--------|
| IN-Migrants | | OUT-Migrants | |
| Missouri | 13,671 | Missouri | 10,626 |
| Arkansas | 726 | Texas | 1,117 |
| Illinois | 717 | California | 697 |
| Texas | 691 | Kansas | 626 |
| California | 548 | Arkansas | 521 |
| Kansas | 473 | Florida | 451 |
| Florida | 427 | Illinois | 435 |
| Oklahoma | 330 | Wisconsin | 409 |
| Alaska | 323 | Oklahoma | 394 |
| Iowa | 294 | Colorado | 278 |
| Ohio | 176 | New York | 210 |

IRS Migration Statistics

County-to-County Inflow Greene County 2019-2020



County Inflows



Returns Filed: 8,118
 Total Exemptions: 15,228
 Total Income*: \$395,855,000
 Income per Return: \$48,762
 *Adjusted Gross Income

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

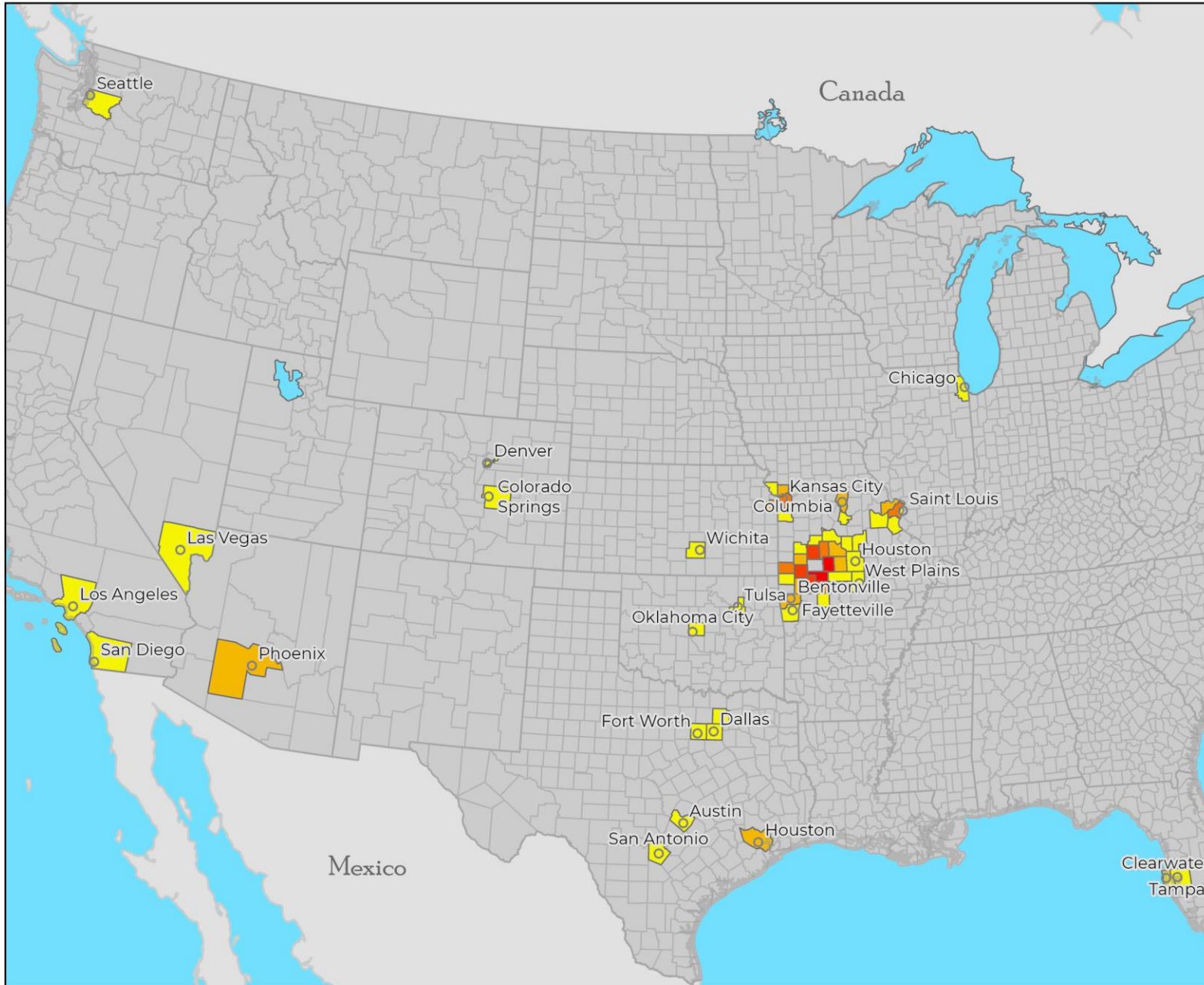
Northeast - 261
 Midwest - 1,310
 South - 2,143
 West - 1,223

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

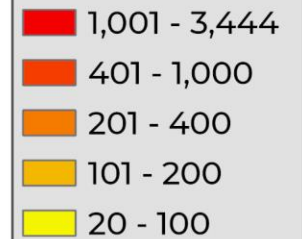


IRS Migration Statistics

County-to-County Outflow Greene County 2019-2020



County Outflows



Returns Filed: 8,570
 Total Exemptions: 16,404
 Total Income*: \$417,708,000
 Income per Return: \$48,740
 *Adjusted Gross Income

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

Northeast - 199
 Midwest - 1,140
 South - 2,165
 West - 830

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



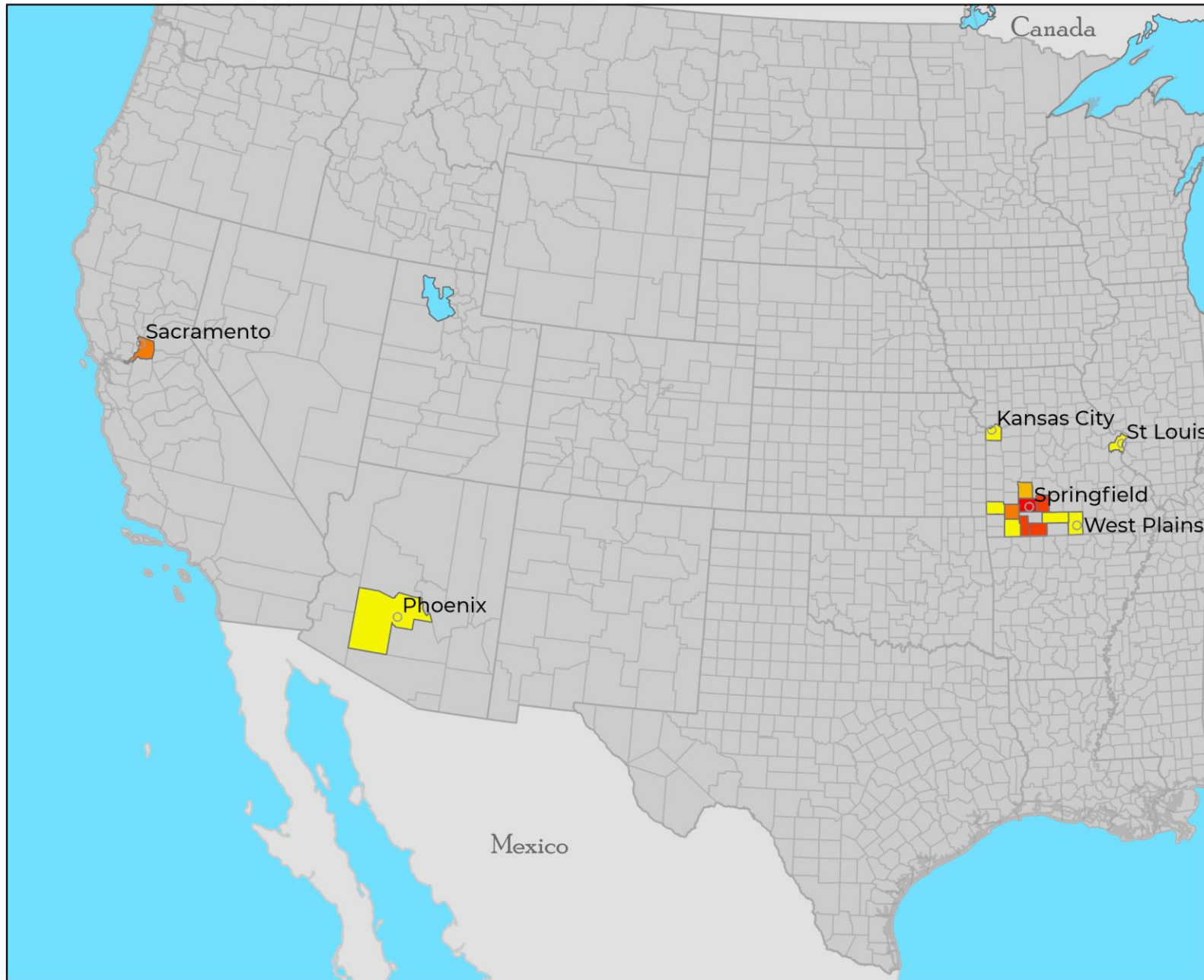
Christian County Migration Flow by State

| 2015 ACS 5-yr Estimates | | | |
|-------------------------|-------|--------------|-------|
| IN-Migrants | | OUT-Migrants | |
| Missouri | 4,685 | Missouri | 4,627 |
| Kansas | 213 | Arkansas | 158 |
| Florida | 180 | Colorado | 155 |
| Illinois | 173 | Florida | 122 |
| Oklahoma | 124 | Texas | 119 |
| Arkansas | 113 | Washington | 103 |
| California | 110 | Kansas | 101 |
| Georgia | 106 | Virginia | 95 |
| Oregon | 99 | California | 88 |
| New Hampshire | 89 | Wisconsin | 74 |
| Colorado | 83 | Ohio | 68 |

| 2020 ACS 5-yr Estimates | | | |
|-------------------------|-------|----------------|-------|
| IN-Migrants | | OUT-Migrants | |
| Missouri | 4,223 | Missouri | 3,828 |
| Texas | 327 | Texas | 195 |
| California | 291 | Oklahoma | 193 |
| Wisconsin | 254 | Hawaii | 134 |
| Illinois | 166 | Arkansas | 116 |
| Georgia | 150 | Tennessee | 70 |
| Oklahoma | 93 | Wisconsin | 57 |
| Arkansas | 87 | North Carolina | 53 |
| Tennessee | 64 | Arizona | 50 |
| Oregon | 61 | Florida | 45 |
| Utah | 59 | Virginia | 38 |

IRS Migration Statistics

County-to-County Inflow Christian County 2019-2020



| County Inflow | |
|--|-------------|
| ■ | 401 - 3,444 |
| ■ | 201 - 400 |
| ■ | 101 - 200 |
| ■ | 63 - 100 |
| ■ | 36 - 62 |

Returns Filed: 3,688
 Total Exemptions: 8,235
 Total Income*: \$219,188,000
 Income per Return: \$59,430
 *Adjusted Gross Income

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

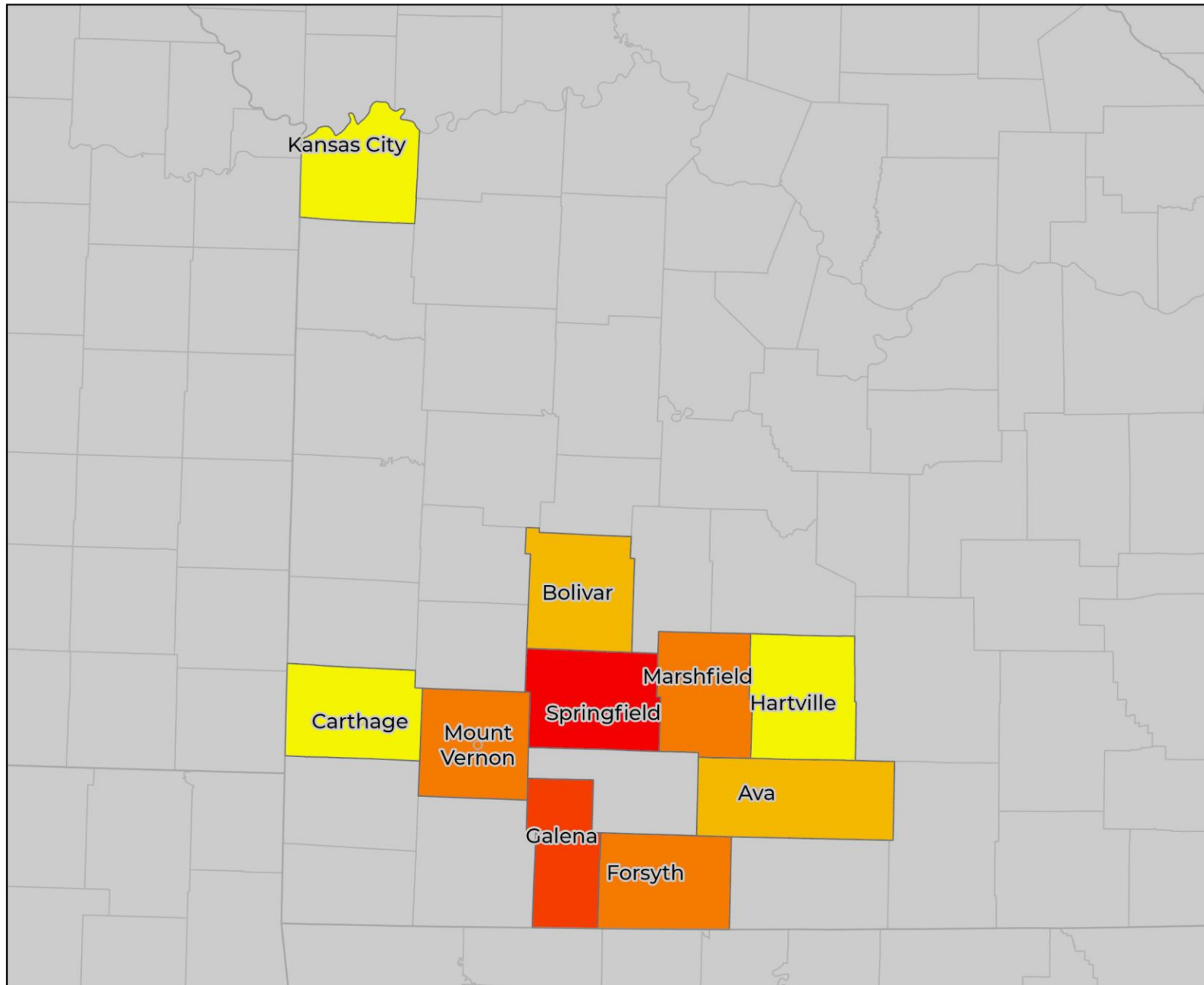
Northeast - 97
 Midwest - 607
 South - 1,050
 West - 745

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



IRS Migration Statistics

County-to-County Outflow Christian County 2019-2020



| County Outflows | |
|--|-------------|
| | 401 - 2,581 |
| | 276 - 400 |
| | 101 - 275 |
| | 59 - 100 |
| | 43 - 58 |

Returns Filed: 3,049
 Total Exemptions: 6,165
 Total Income*: \$162,376,000
 Income per Return: \$53,255
 *Adjusted Gross Income

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

Northeast - 44
 Midwest - 387
 South - 904
 West - 311

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



Demographics & Employment

Population Change

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

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

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



Springfield MSA

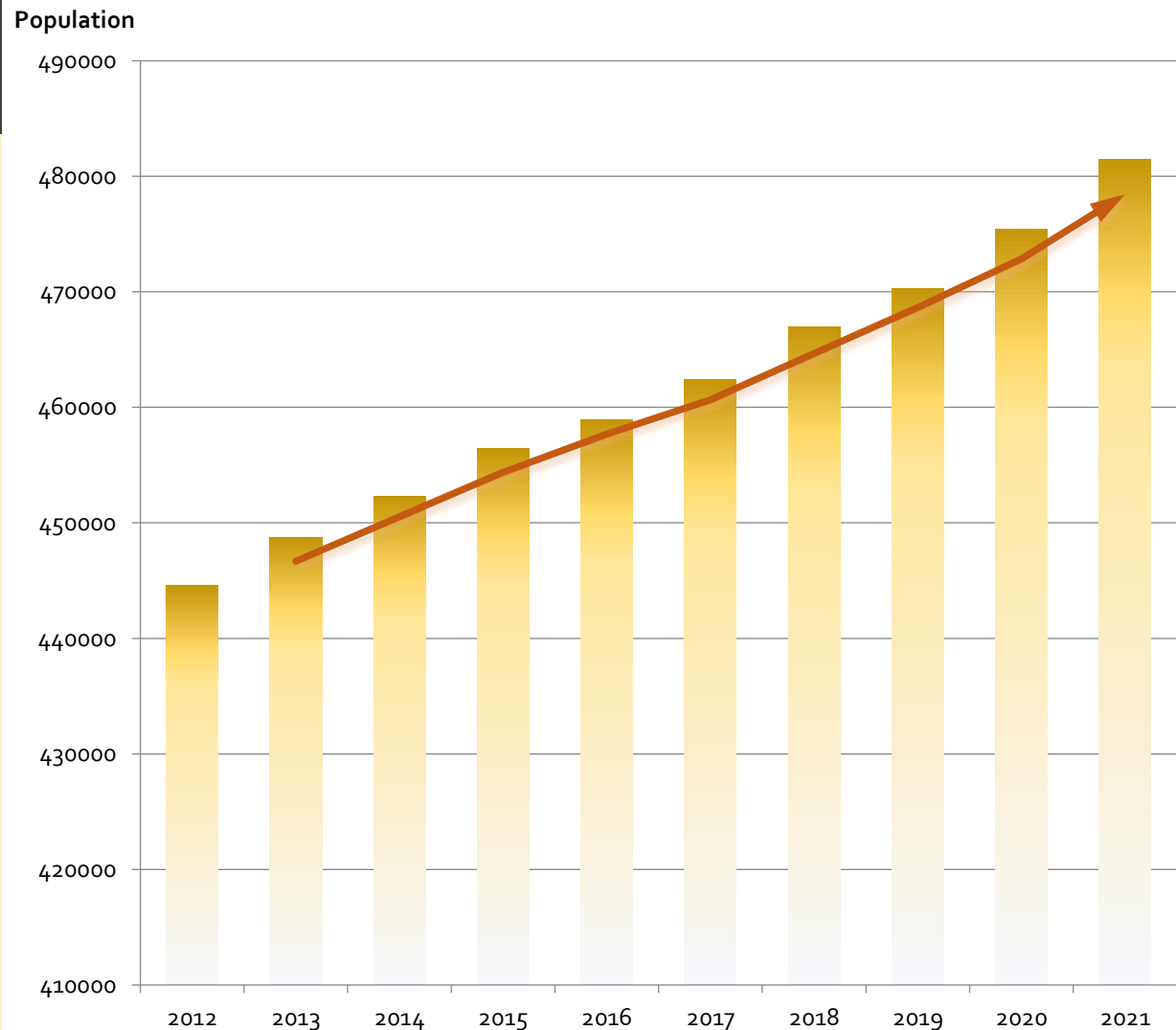
The Springfield, Missouri Metropolitan Statistical Area (MSA) includes Greene, Christian, Webster, Polk, and Dallas Counties.

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

From 2012 to 2021, the MSA population has increased from 444,617 to 481,483. Increasing 8.2%, equaling a 0.82% annual rate of growth.

Using the rule of 70, at an annual growth percent of 0.82, it will take the Springfield MSA over 85 years to double in population to 962,966.

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



Springfield MSA

Continued

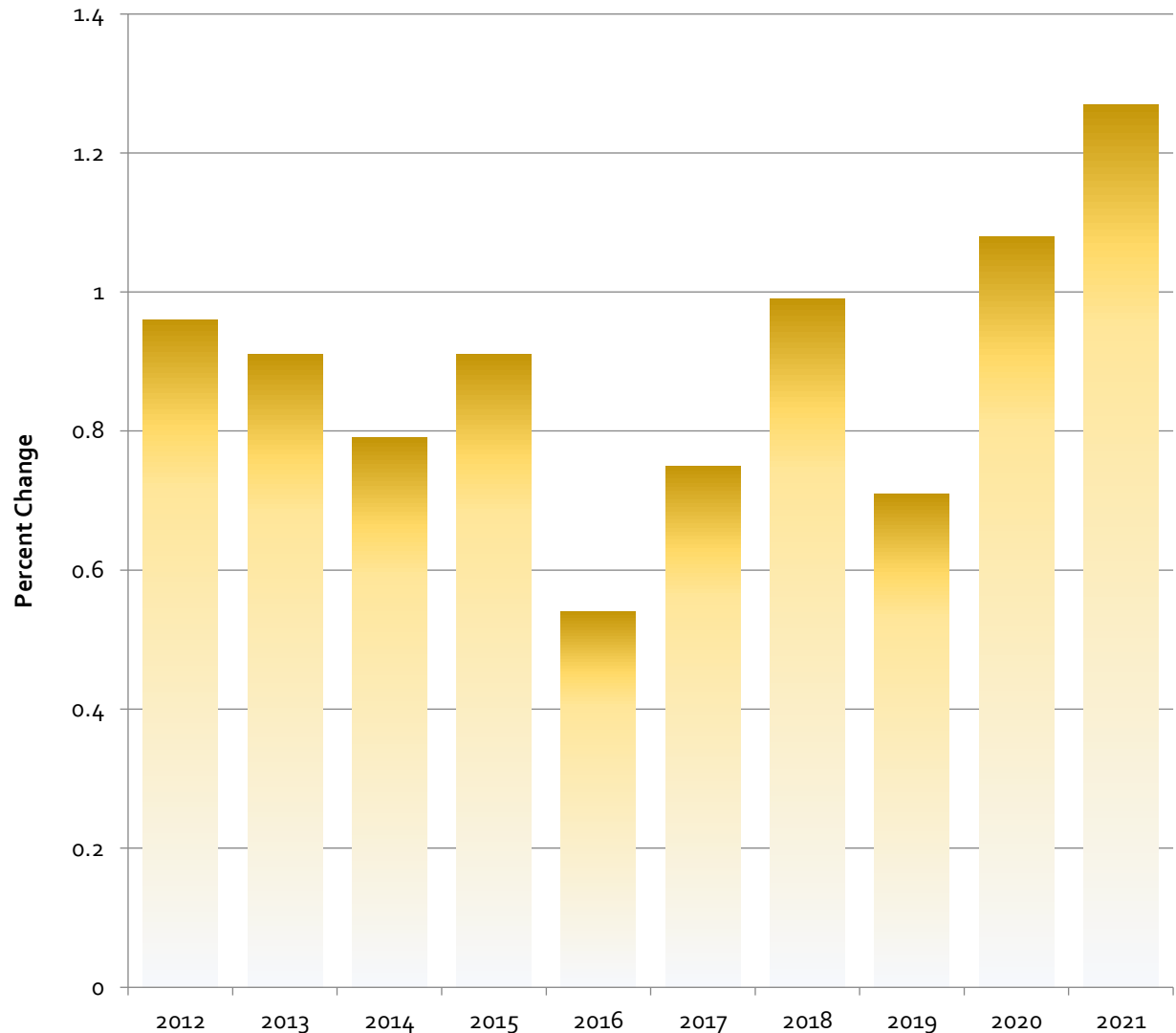
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

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 2012 to 2021 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



Individual Counties

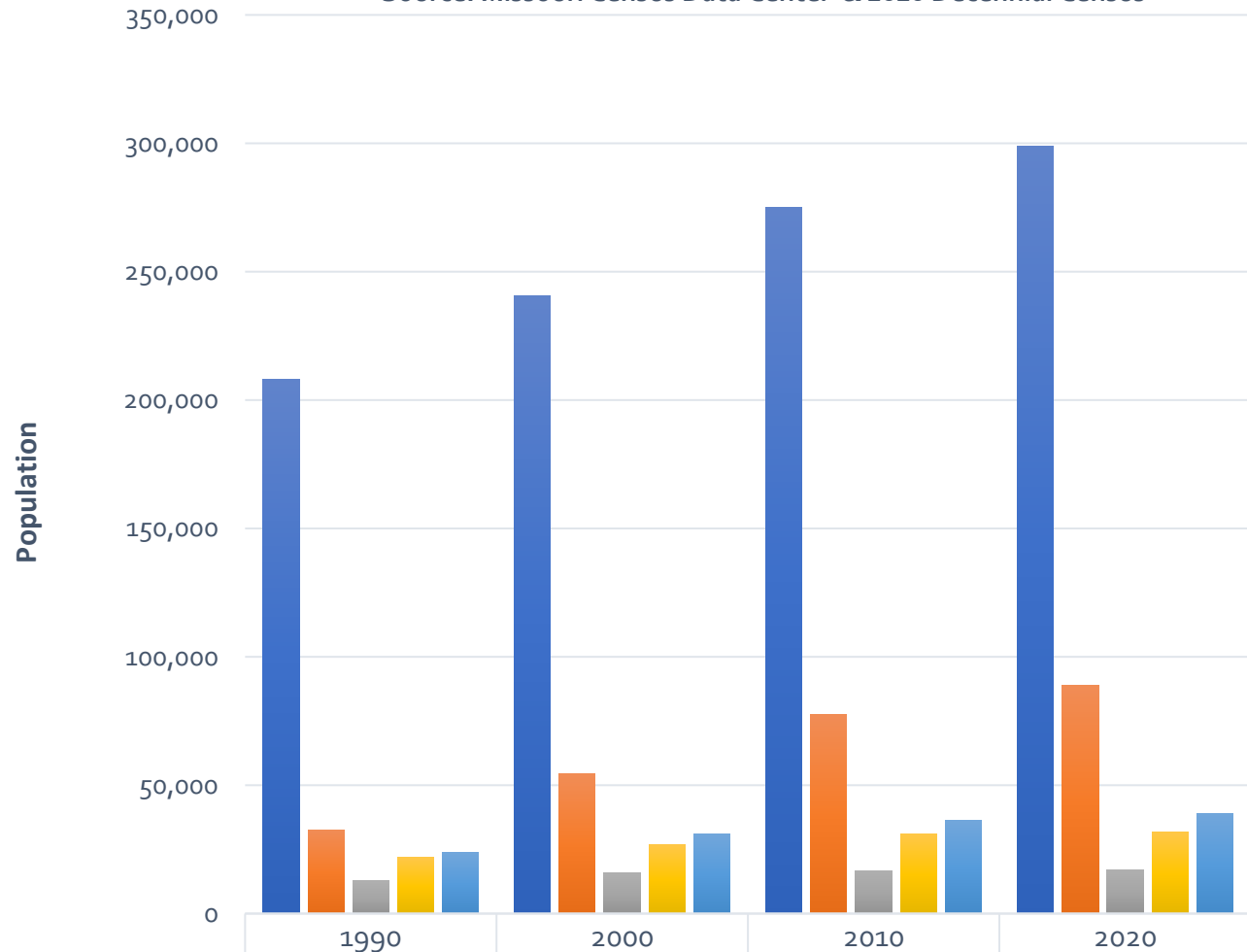
The chart on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1990 to 2020.

Christian county was the fastest growing county in the MSA in terms of percent change during the 30-year period adding 56,198 people. Greene county grew the most in terms of raw numbers adding 90,966 people.

Since 2010, the proportion of the total MSA population has decreased for Greene, Dallas, and Polk, counties while increasing for Christian and remaining constant in Webster counties.

Population Increase Springfield MSA Counties 1990-2020

Source: Missouri Census Data Center & 2020 Decennial Census



| | | | | |
|------------------|---------|---------|---------|---------|
| Greene County | 207,949 | 240,391 | 275,174 | 298,915 |
| Christian County | 32,644 | 54,285 | 77,422 | 88,842 |
| Dallas County | 12,646 | 15,661 | 16,777 | 17,071 |
| Polk County | 21,826 | 26,992 | 31,137 | 31,519 |
| Webster County | 23,753 | 31,045 | 36,202 | 39,085 |

Cities in the OTO Area

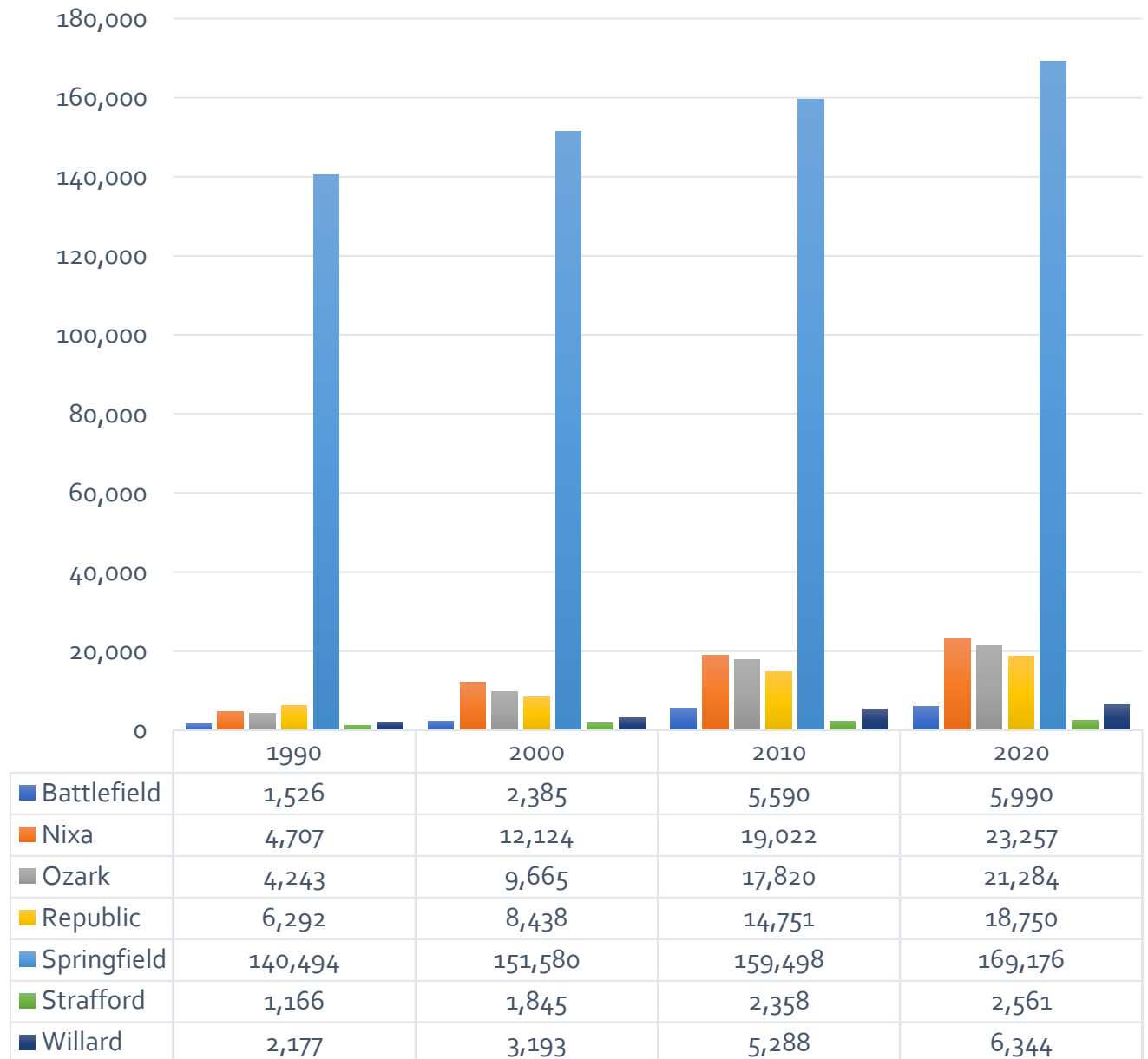
The information on this page shows population growth for cities within the OTO area from 1990 to 2020.

The City of Springfield has experienced steady growth since 2010 adding the most people (9,678) over the past decade to its population and remains the employment and activity hub for the OTO area.

Over three times as many people were added in cities other than Springfield from 2000 to 2010, 27,179 to 7,918.

During the period from 2010 to 2020, all cities other than Springfield added 13,357 people combined.

Population Growth for Cities in the OTO Area From 1990 to 2020



Cities in the OTO Area

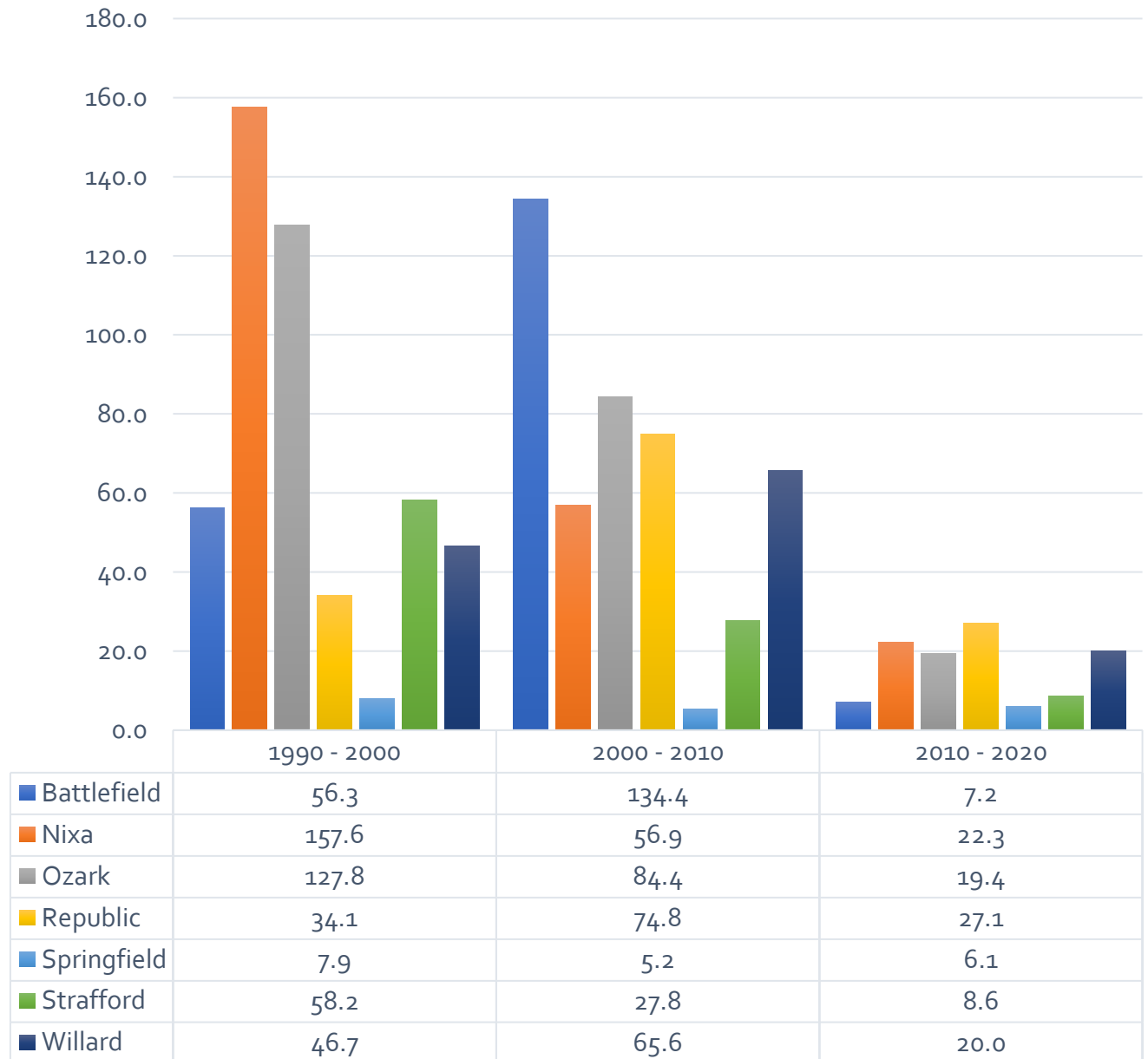
The information on this page shows population percent change for cities within the OTO for each decade from 1990 to 2020.

Although the City of Springfield has the most people to its population than any other city in each decade, its rate of growth has been the smallest.

This chart demonstrates the rapid growth in cities outside of Springfield in the 1990s and 2000s. These decades mark a period of urban sprawl in the metro area.

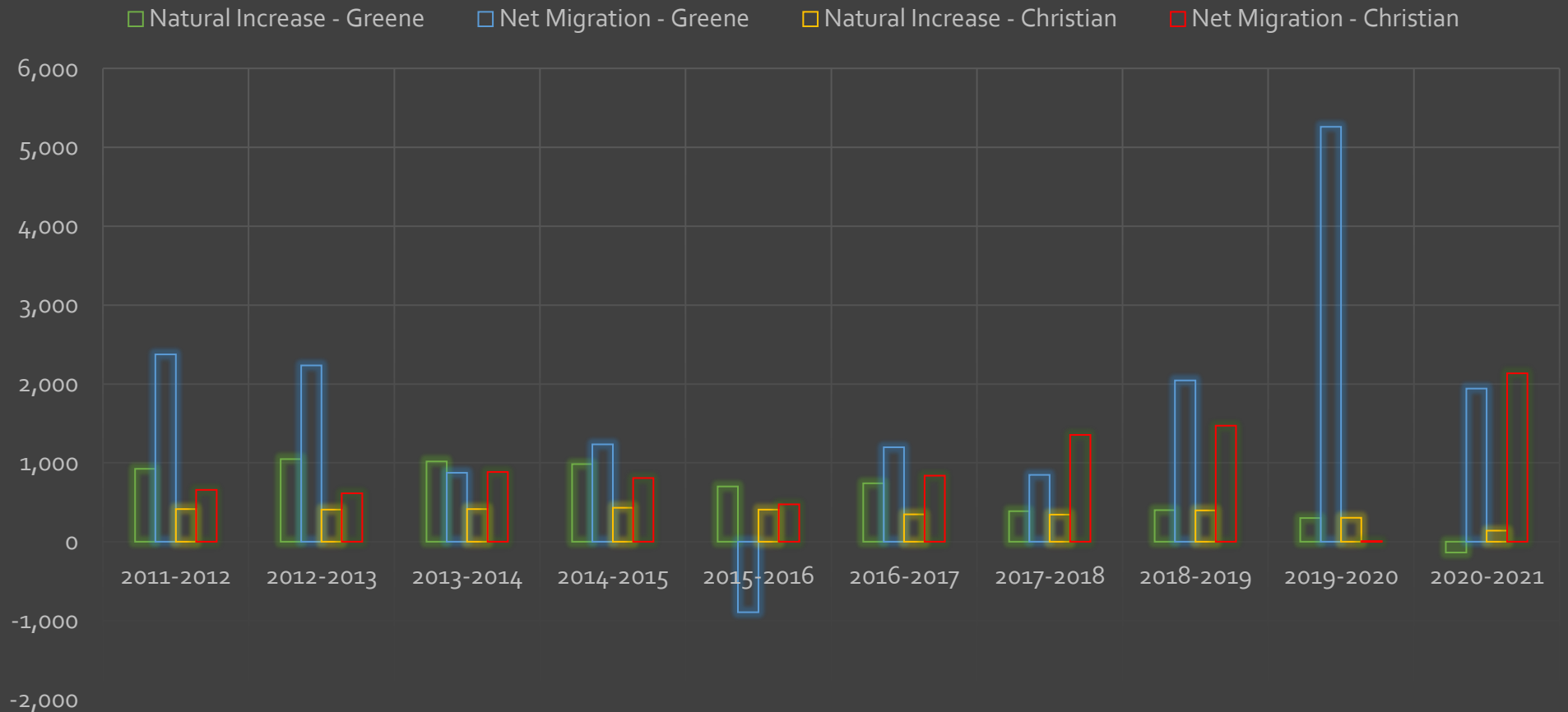
From 2010 – 2020, all cities experienced a significant decline in the rate of growth from prior decades apart from Springfield where the growth rate increased from the previous decade.

Population Percent Change for Cities in the OTO Area by Decade from 1990 to 2020



Components of Population Change

US Census Bureau Population & Housing Estimates



Natural Increase & Net Migration

Components of population change for Greene and Christian counties from 2011 to 2021 are presented on this page. Natural Increase, births minus deaths, in Greene County has been on the decline over the past decade although births still outnumbered deaths until 2021 which was the first time deaths outnumbered births. Natural increase was the lowest in Christian County in the same year. This is most likely a response to the Covid-19 pandemic. Net migration has been steadily climbing since reaching a low point in 2016 for both counties apart from 2019 to 2020. The extreme outliers for both counties during this period is due to the Covid-19 pandemic.

Median Household Income

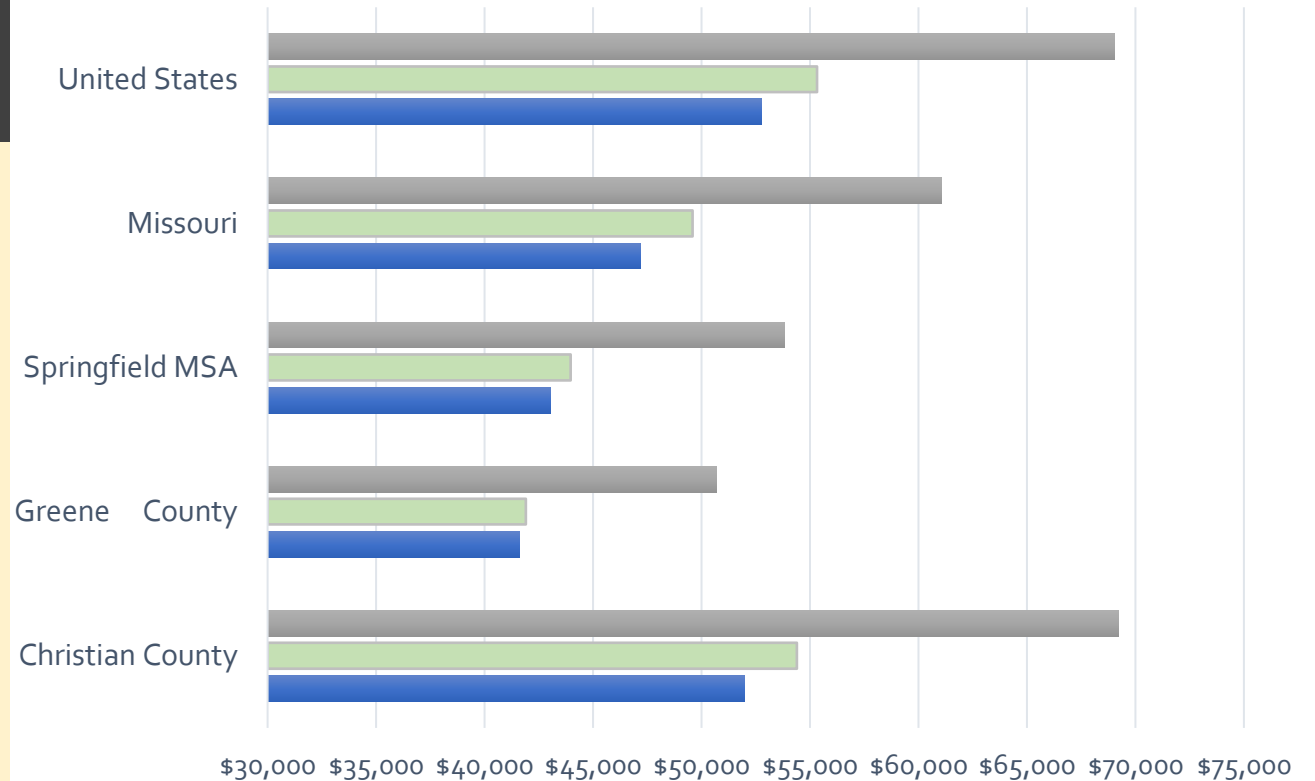
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2011, 2016, & 2021 American Community Survey 5-year estimates are presented here.

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

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

Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



| | Christian County | Greene County | Springfield MSA | Missouri | United States |
|------|------------------|---------------|-----------------|----------|---------------|
| 2021 | \$69,212 | \$50,682 | \$53,827 | \$61,043 | \$69,021 |
| 2016 | \$54,392 | \$41,908 | \$43,973 | \$49,593 | \$55,322 |
| 2011 | \$51,961 | \$41,622 | \$43,042 | \$47,202 | \$52,762 |

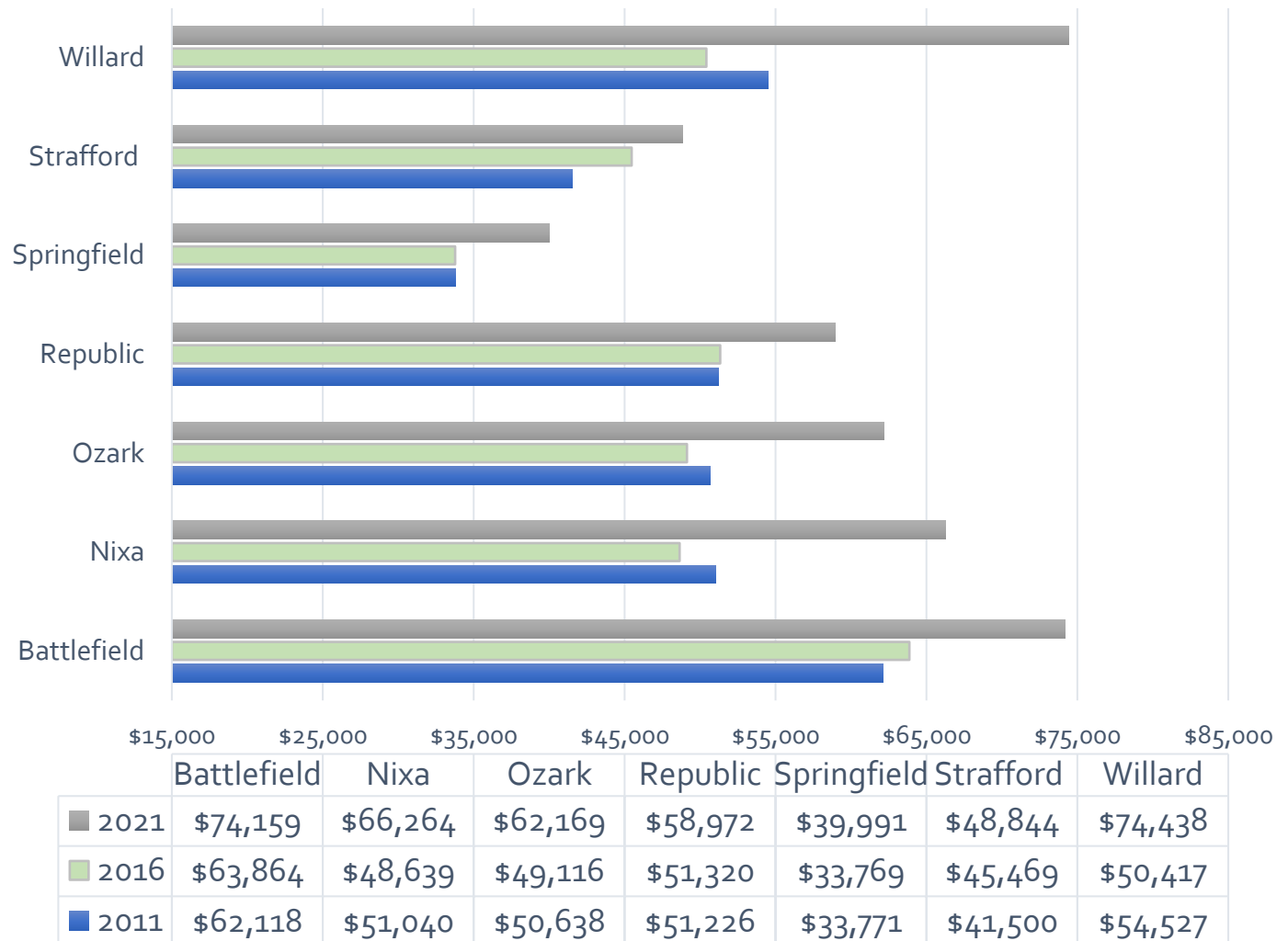
Median Household Income

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

The ACS estimate for 2021 is higher for all cities. However, there is no statistical difference in any of the estimates for Republic or Strafford. In the cases of Springfield, Battlefield, Ozark, Nixa, & Willard there is no significant difference between 2011 & 2016, but the 2021 estimate is statistically different from the earlier five-year samples.

Median Household Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



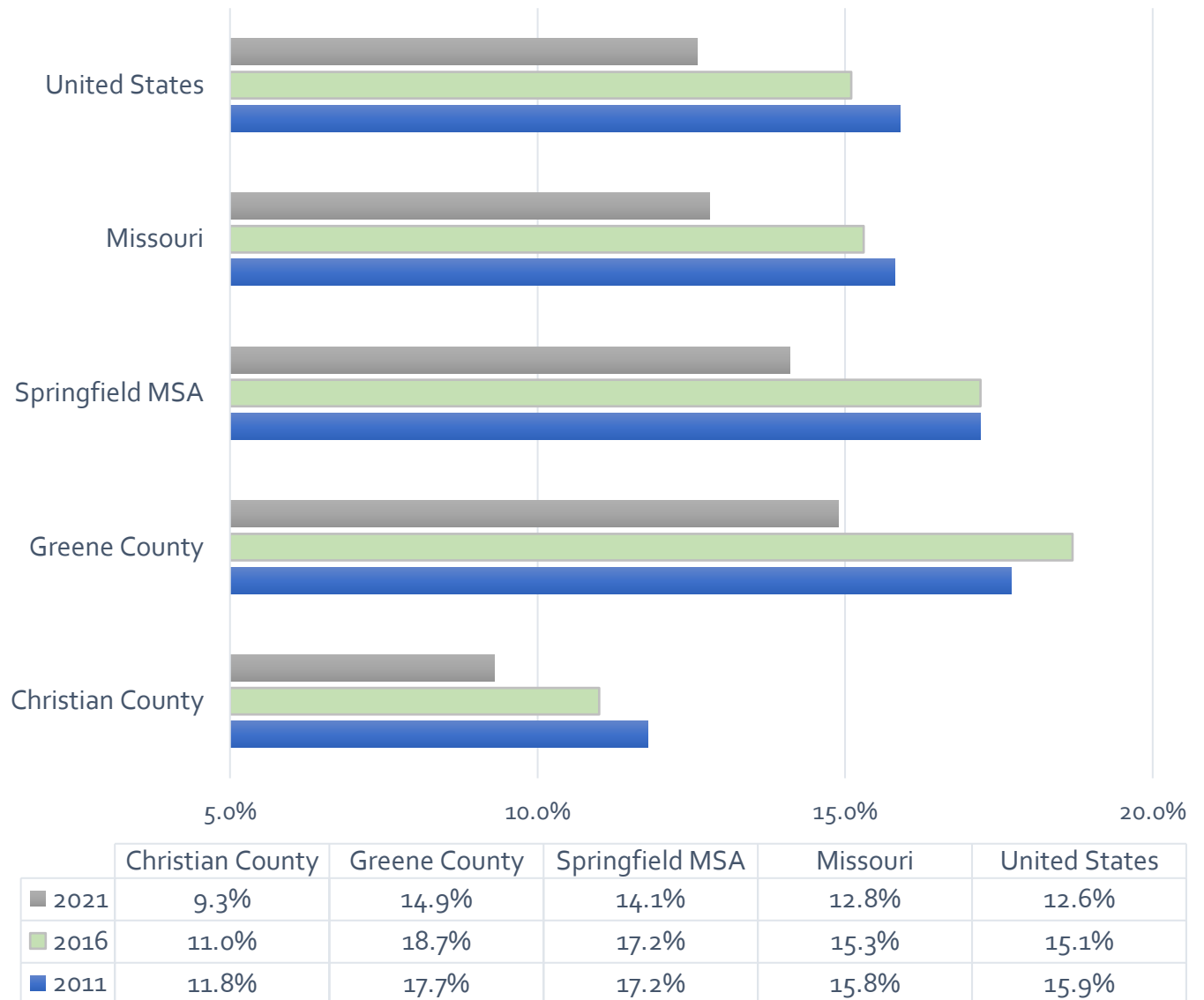
Individuals Living Below Poverty

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

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

Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



Children Living in Poverty

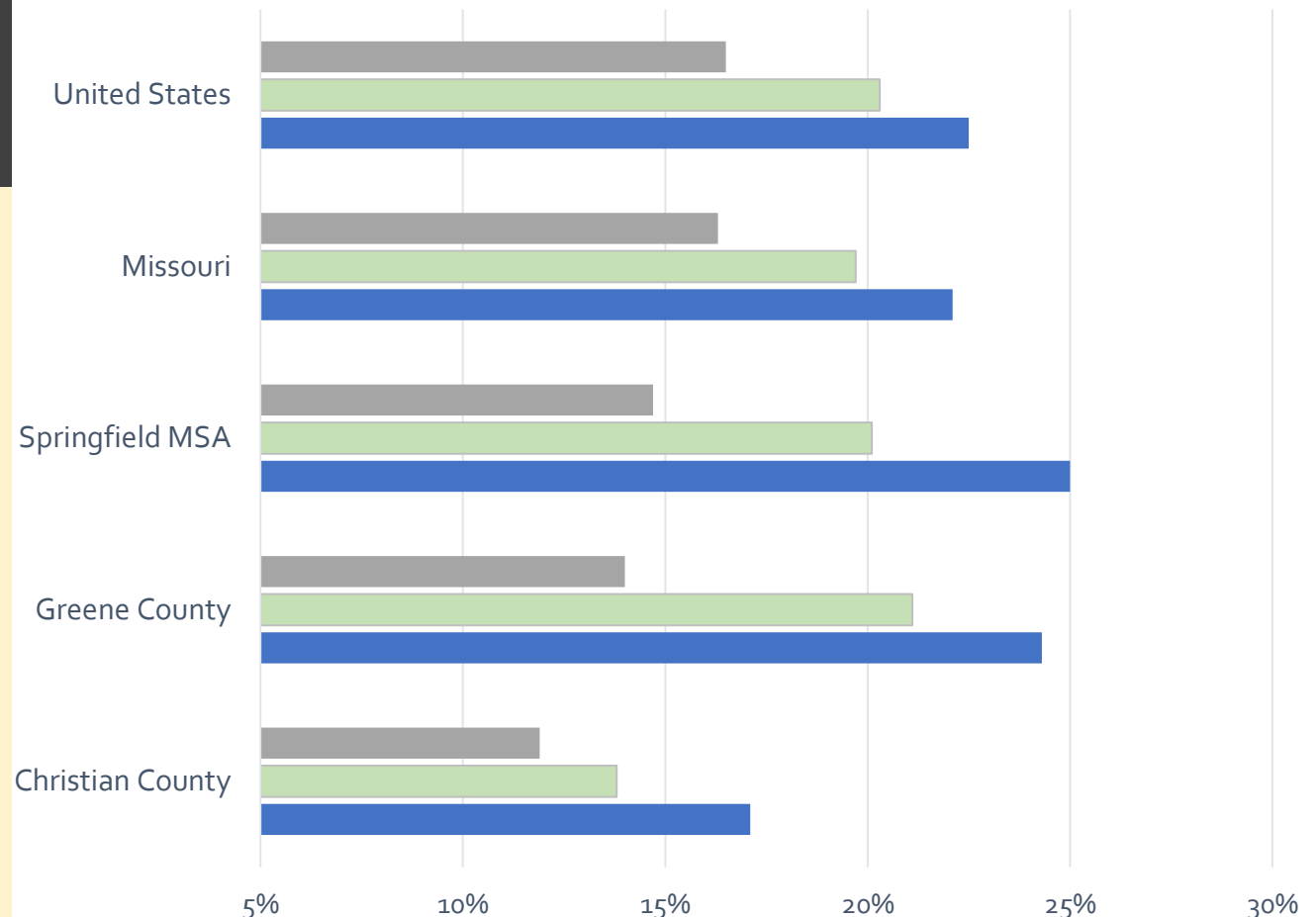
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA, Greene, and Christian Counties are compared with Missouri and the United States in the chart.

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

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

Children Living in Poverty

Source: American Community Survey 5-Year Estimates



| | Christian County | Greene County | Springfield MSA | Missouri | United States |
|------|------------------|---------------|-----------------|----------|---------------|
| 2021 | 11.9% | 14.0% | 14.7% | 16.3% | 16.5% |
| 2016 | 13.8% | 21.1% | 20.1% | 19.7% | 20.3% |
| 2011 | 17.1% | 24.3% | 25.0% | 22.1% | 22.5% |

Workforce Education Levels

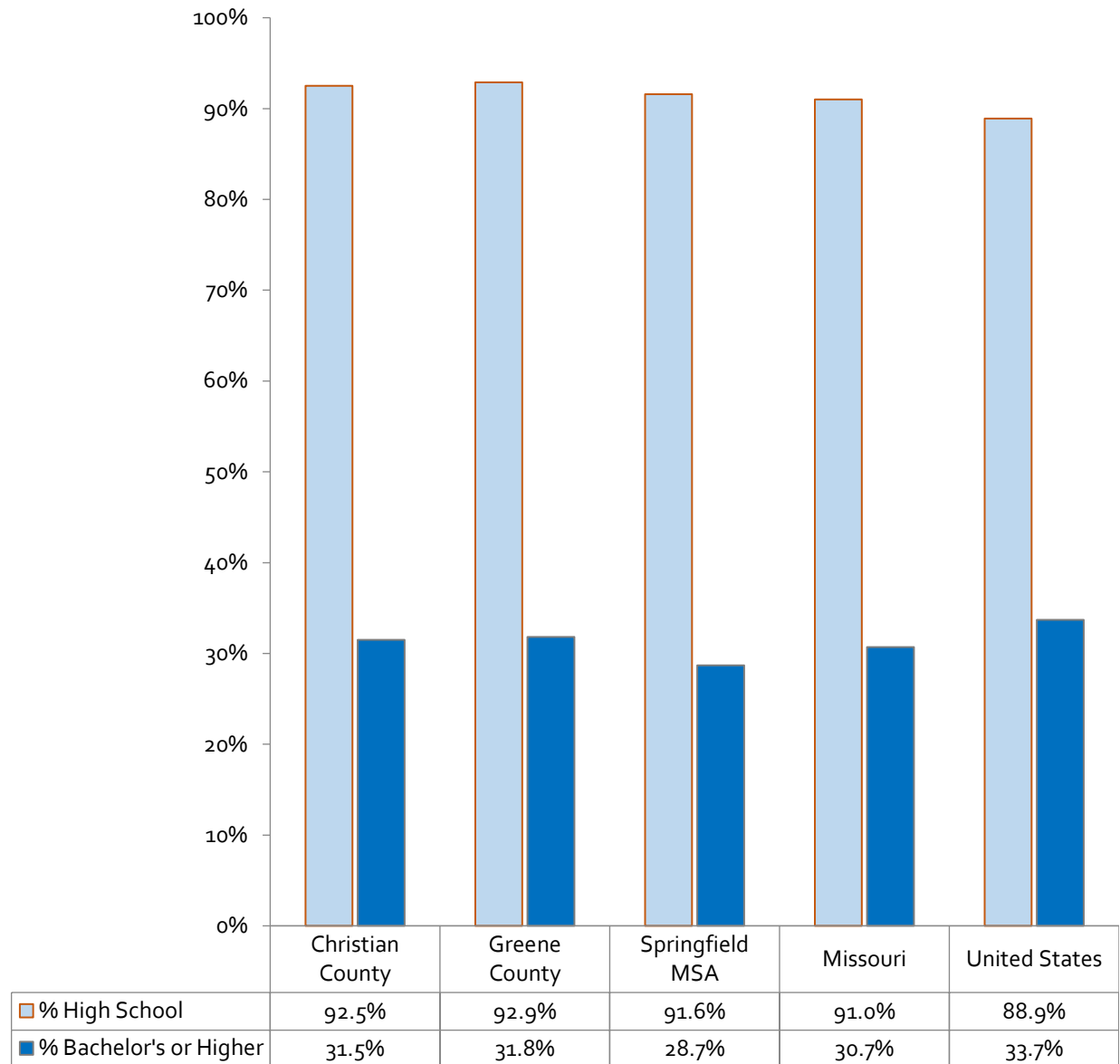
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have higher percentages of residents 25 years of age or older with a high school diploma than the MSA, State, or the U.S. Greene County has the higher percentage of residents 25 years of age or older with a four-year college degree at 31.5 percent compared to all other geographies except for the U.S.

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

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

Source: 2021 ACS 5-Year Estimates



Commuting Patterns

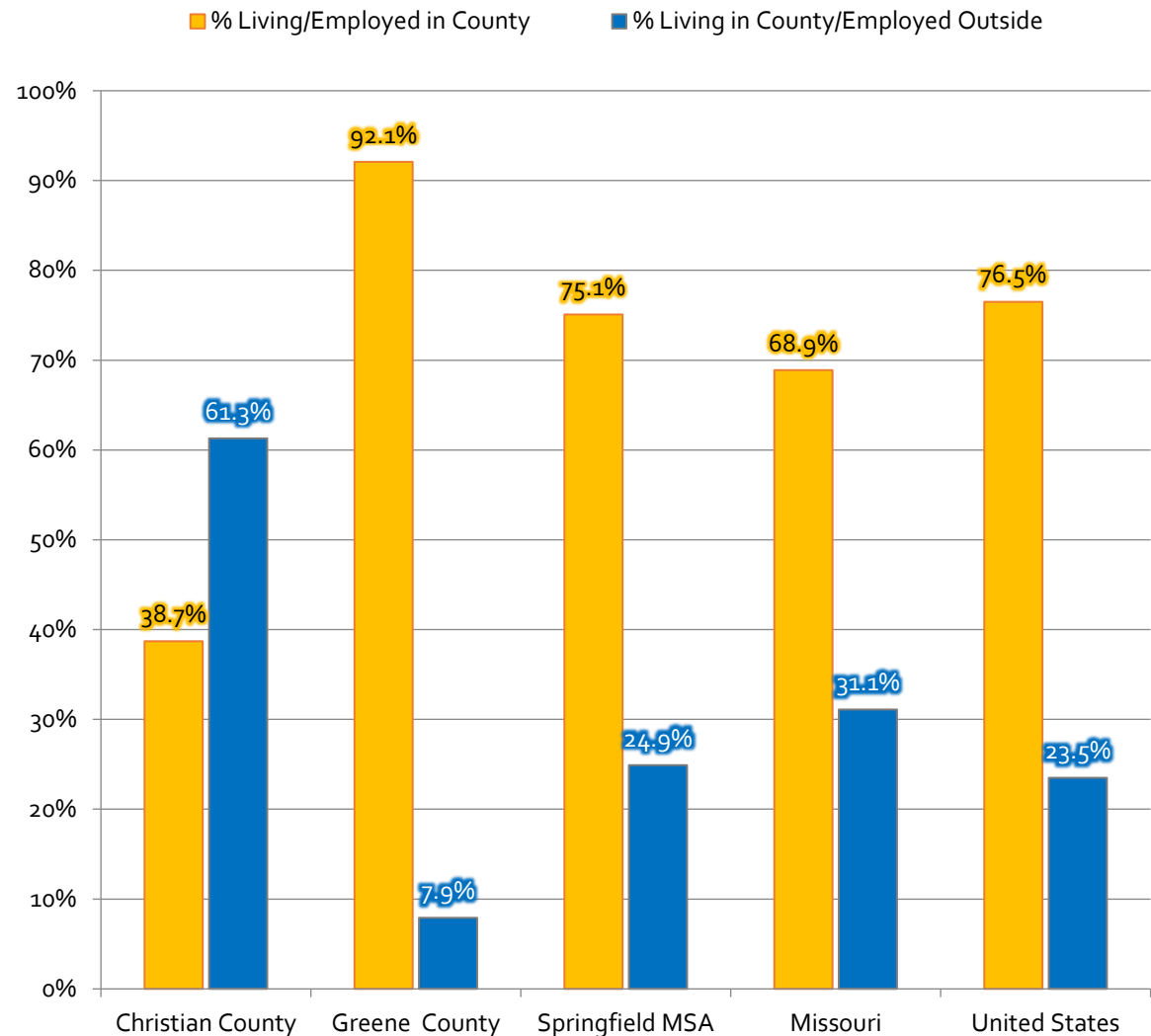
The chart to the right shows the percentage of workers who work in their county of residence compared to the percentage who work in a different county.

Of the people who work in Greene County, 92.1 percent also live in Greene County. Conversely, the majority (61.3%) of Christian County residents commute to another county for work.

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

County of Residence vs. County of Employment

Source: 2021 ACS 5-Year Estimates



Mean Travel Time to Work

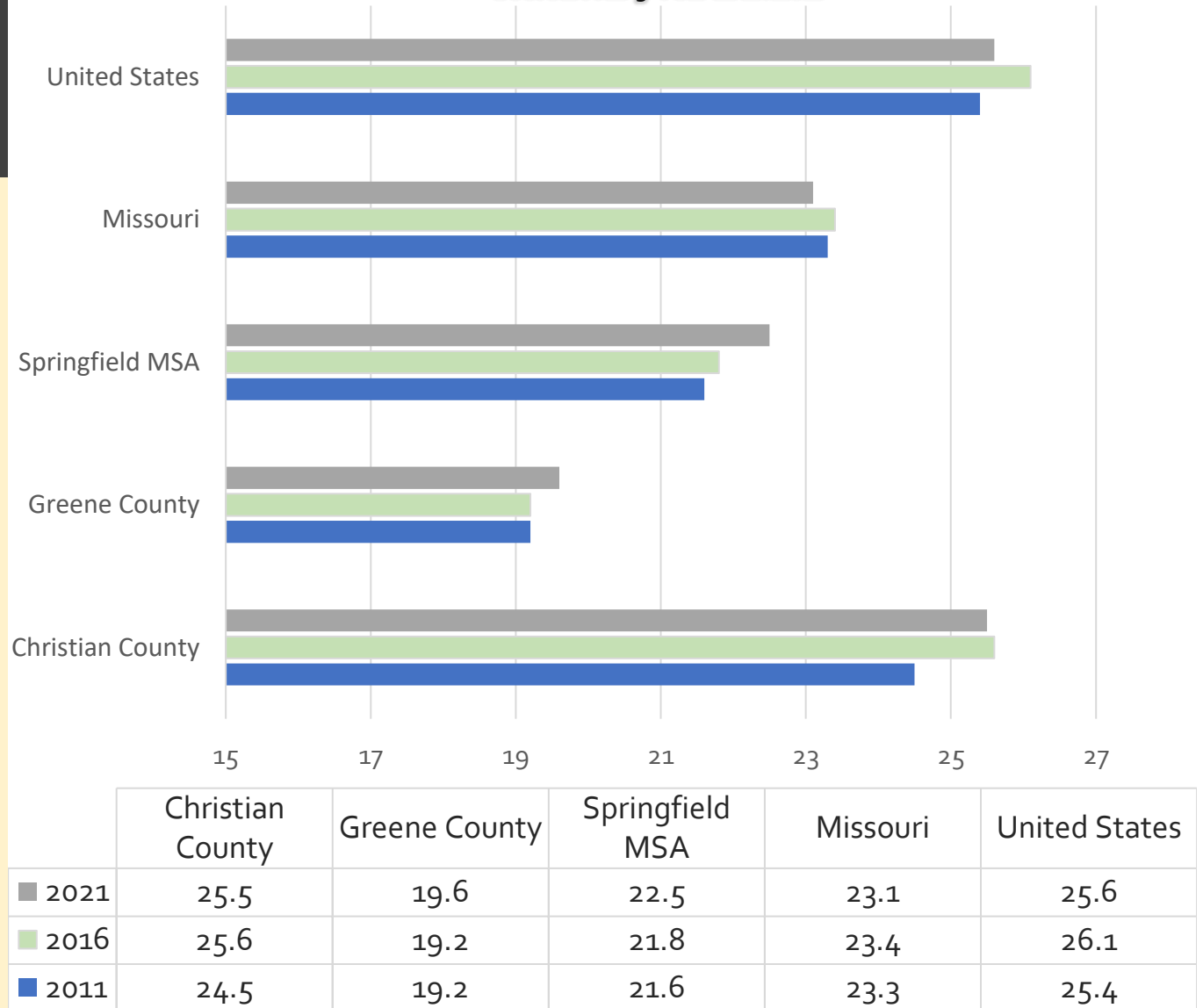
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 19.6 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25 minutes. This is comparable to the United States as a whole.

The travel time estimates for the United States are statistically different and have increased across all five-year samples. The Missouri estimate for 2021 is significantly more than previous estimates. Greene and Christian Counties are not statistically different across all samples.

Mean Travel Time to Work in Minutes Counties & MSA

Source: ACS 5-Year Estimates



Mean Travel Time to Work

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

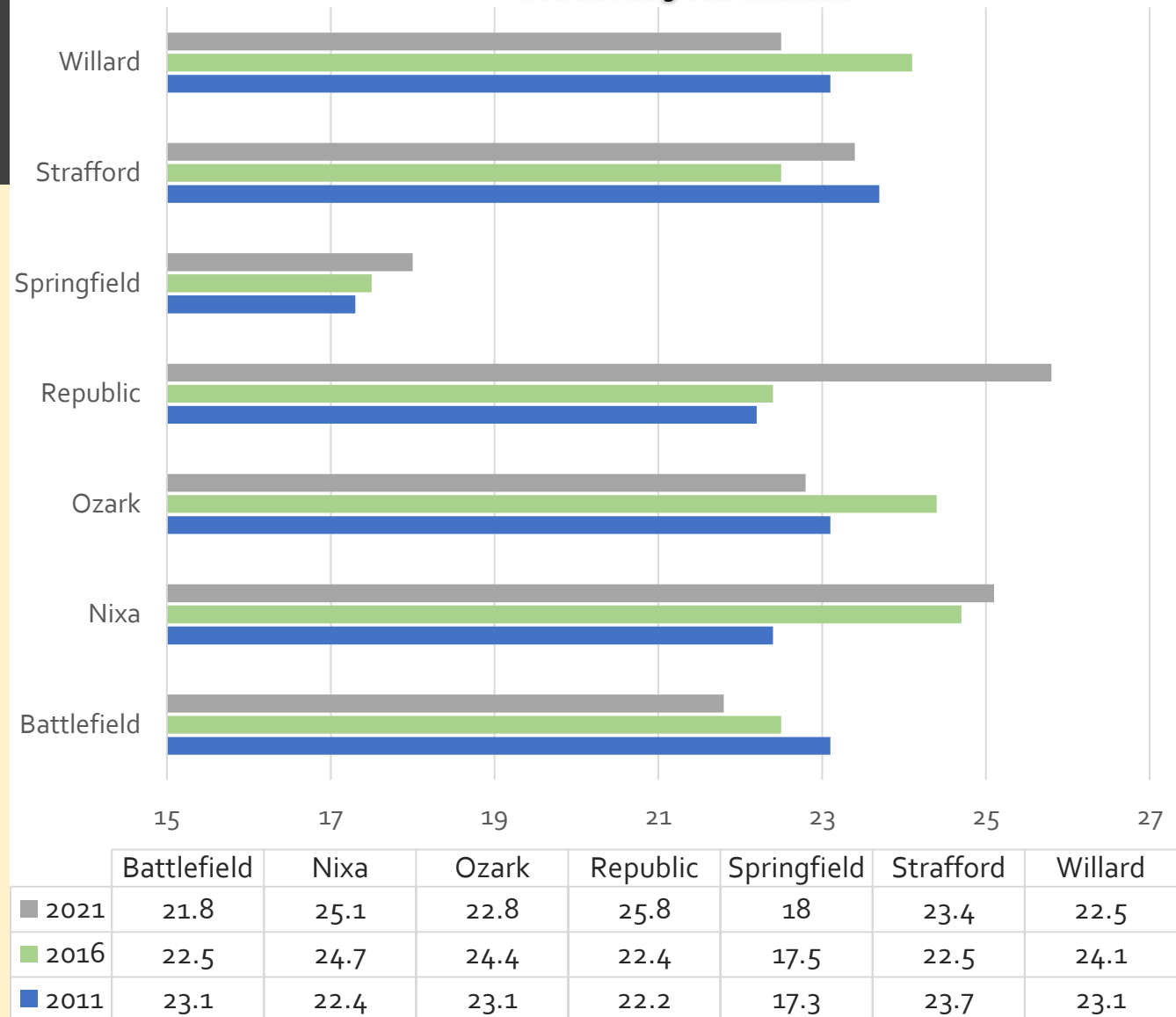
The 2021 estimates for Springfield & Republic are statistically different from 2016 showing an increase but the 2016 estimate is not statistically different from 2011.

The 2021 estimate is significantly higher than 2011 but no different than 2016 for Nixa. The estimates for Ozark indicate an increase in travel time from 2011 to 2016 and then back down to 2011 levels in 2021.

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

Mean Travel Time to Work in Minutes OTO Area Cities

Source: ACS 5-Year Estimates



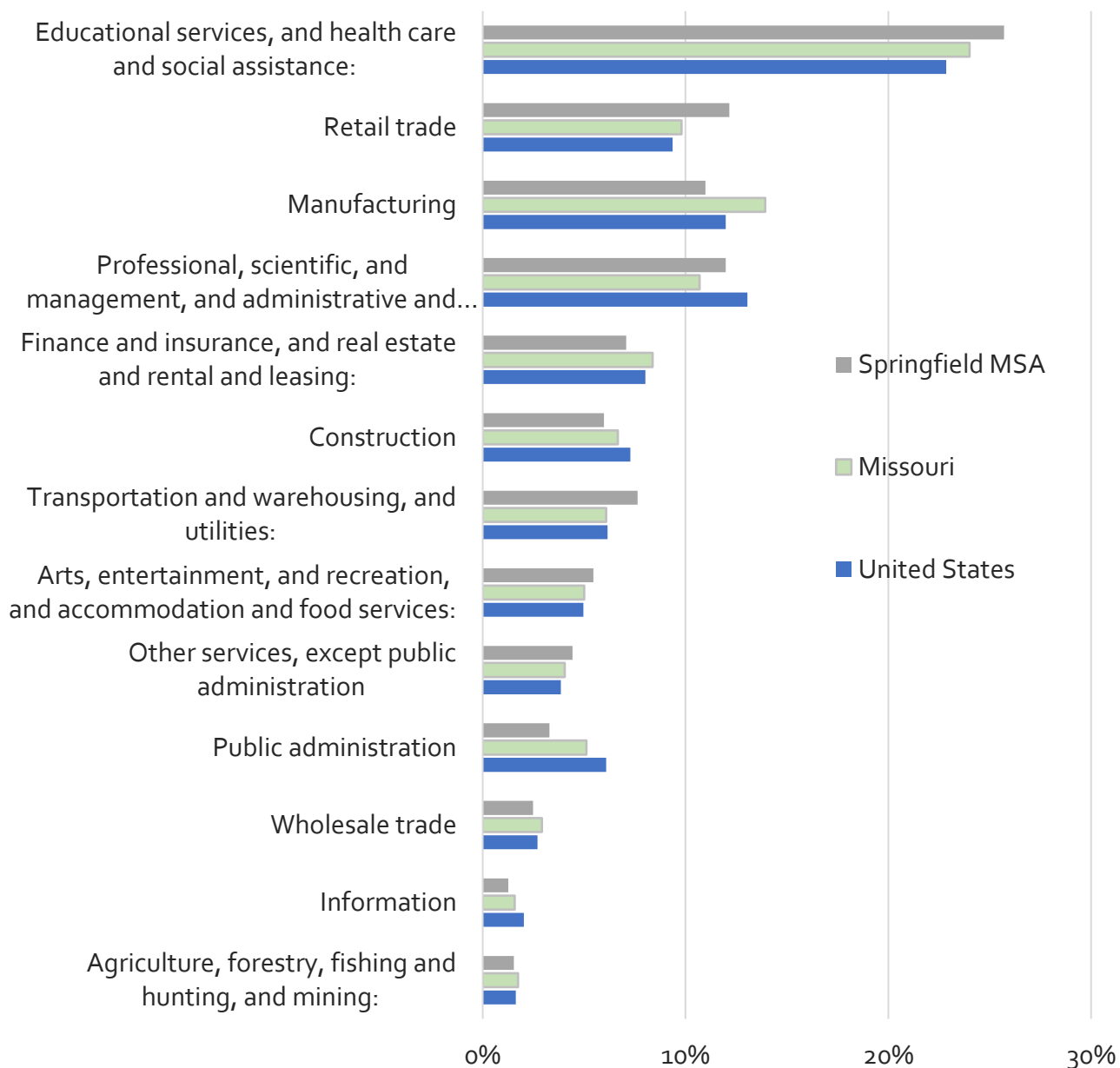
Workforce By Industry

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

The percent of industry employment in the Springfield MSA is greater than MO & the U.S. in Educational service, health care, and social assistance, Retail trade, Other services except public administration, & Wholesale trade.

The MSA percentages lag MO & the U.S., Manufacturing, Public Administration, and Information industries. The MSA percentage of Professional & Scientific workers is greater than MO but still falls short of the U.S.

Springfield MSA Percentage of Workers by Industry
Source: ACS 2021 5-Year Estimates



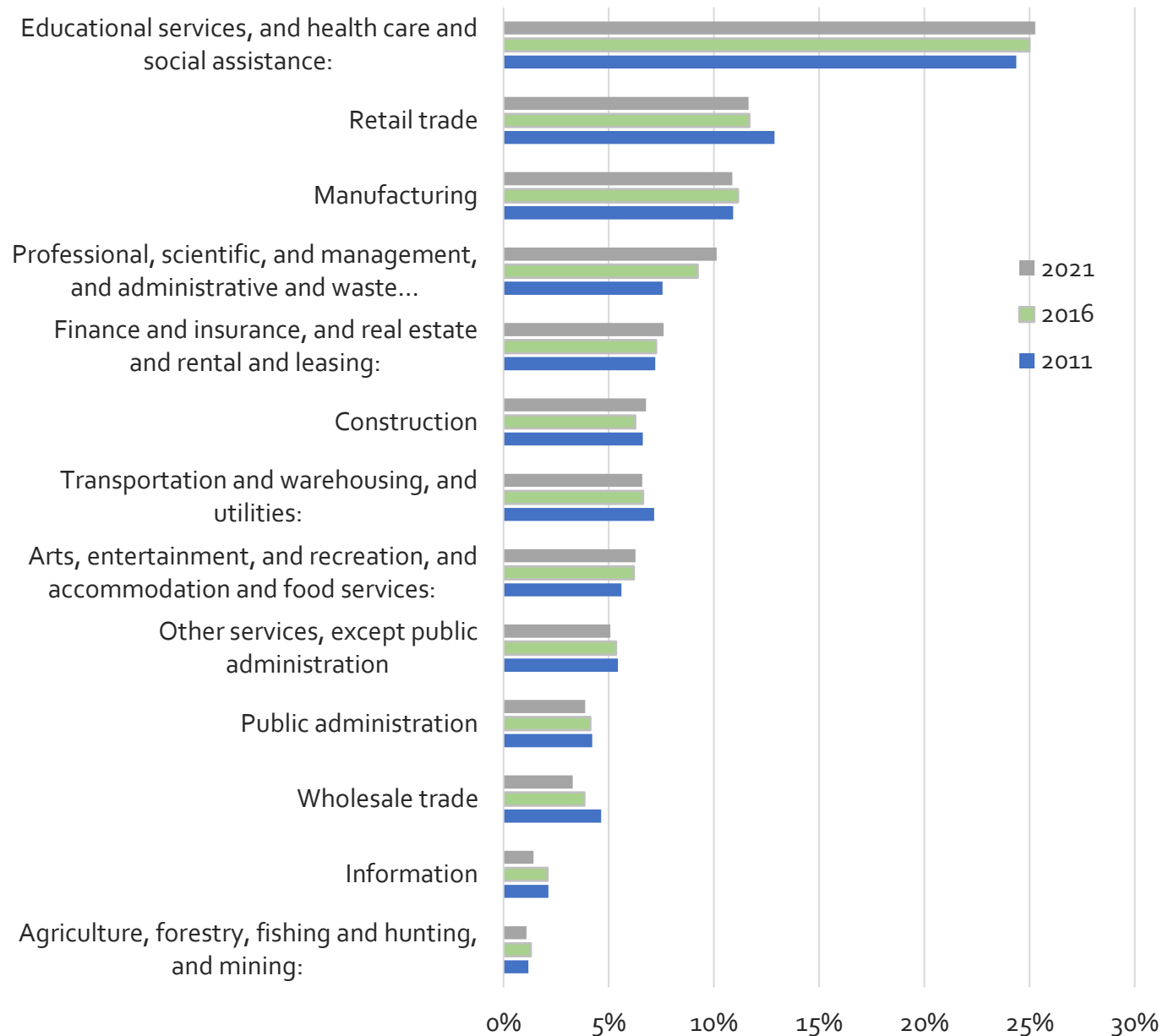
Workforce By Industry Springfield MSA

The chart to the right shows the 5-year estimates for the percentage of workers by industry in the Springfield MSA for 2021, 2016, & 2011.

There is no statistical difference for most industries amongst the surveys. However, the estimates are significantly different for Education & Healthcare and Construction Industries from prior 5-year samples, 2011 & 2016, respectively.

Employment percentages in the Wholesale Trade, Public Administration, & Information sectors declined from 2016 to 2021 while employment in the Professional, Scientific, etc. sector increased.

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



Springfield MSA Workforce Change by Industry 2011 – 2021, American Community Survey 5-yr Estimates

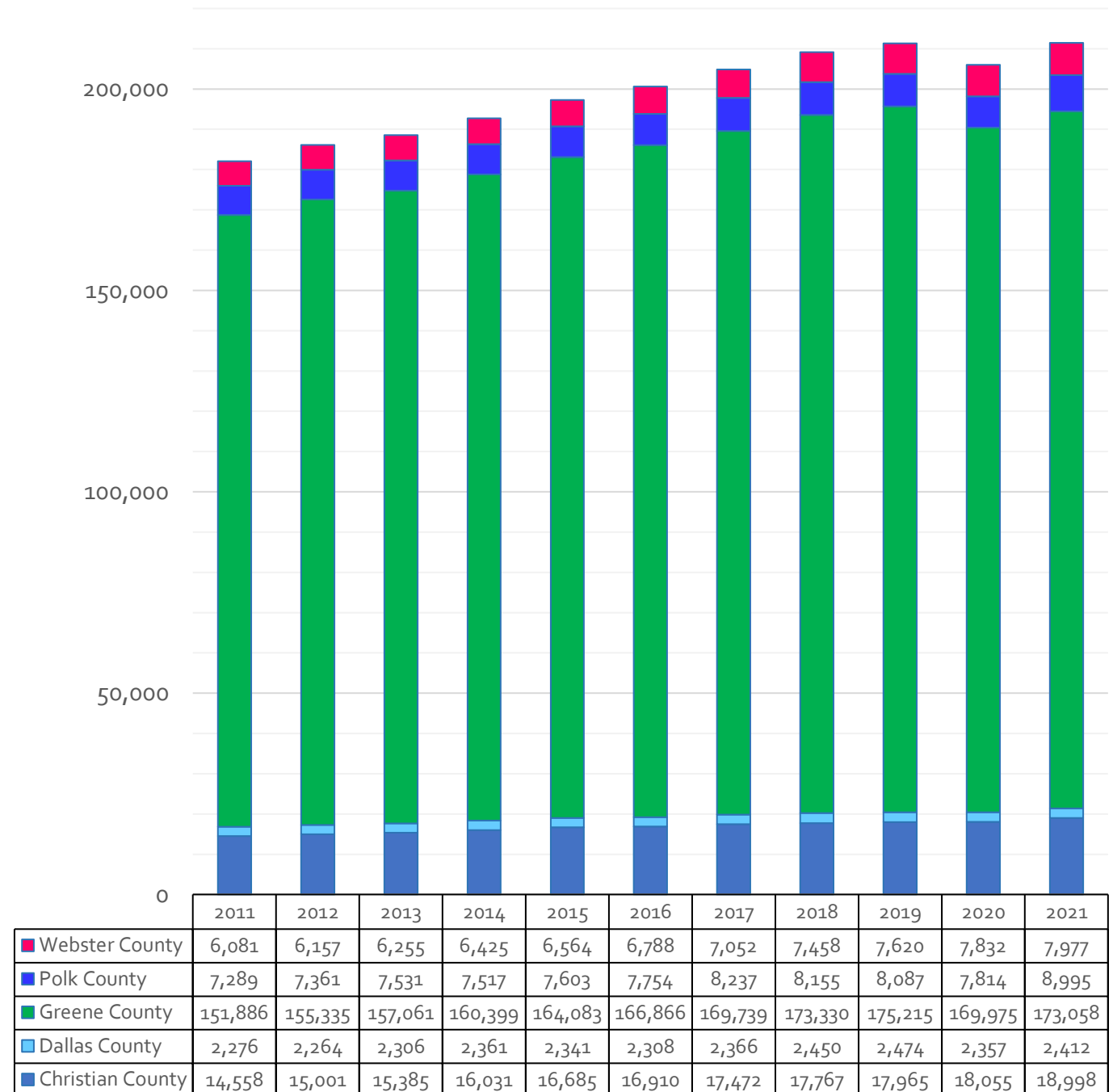
| | 2011 | 2021 | Difference | % Change |
|--|----------------|----------------|---------------|--------------|
| Full-time, year-round civilian employed population 16 years and over | 135,123 | 159,086 | 23,963 | 17.7 |
| Agriculture, forestry, fishing and hunting, and mining: | 1,602 | 1,738 | 136 | 8.5 |
| Agriculture, forestry, fishing and hunting | 1,450 | 1,544 | 94 | 6.5 |
| Mining, quarrying, and oil and gas extraction | 152 | 194 | 42 | 27.6 |
| Construction | 8,949 | 10,784 | 1,835 | 20.5 |
| Manufacturing | 14,755 | 17,299 | 2,544 | 17.2 |
| Wholesale trade | 6,267 | 5,236 | -1,031 | -16.5 |
| Retail trade | 17,490 | 18,607 | 1,117 | 6.4 |
| Transportation and warehousing, and utilities: | 9,680 | 10,493 | 813 | 8.4 |
| Transportation and warehousing | 7,858 | 8,842 | 984 | 12.5 |
| Utilities | 1,822 | 1,651 | -171 | -9.4 |
| Information | 2,887 | 2,266 | -621 | -21.5 |
| Finance and insurance, and real estate and rental and leasing: | 9,739 | 12,102 | 2,363 | 24.3 |
| Finance and insurance | 7,383 | 9,486 | 2,103 | 28.5 |
| Real estate and rental and leasing | 2,356 | 2,616 | 260 | 11.0 |
| Professional, scientific, and management, and administrative and waste management services: | 10,215 | 16,125 | 5,910 | 57.9 |
| Professional, scientific, and technical services | 5,741 | 9,727 | 3,986 | 69.4 |
| Management of companies and enterprises | 269 | 292 | 23 | 8.6 |
| Administrative and support and waste management services | 4,205 | 6,106 | 1,901 | 45.2 |
| Educational services, and health care and social assistance: | 32,925 | 40,192 | 7,267 | 22.1 |
| Educational services | 10,786 | 14,008 | 3,222 | 29.9 |
| Health care and social assistance | 22,139 | 26,184 | 4,045 | 18.3 |
| Arts, entertainment, and recreation, and accommodation and food services: | 7,570 | 9,975 | 2,405 | 31.8 |
| Arts, entertainment, and recreation | 1,102 | 1,900 | 798 | 72.4 |
| Accommodation and food services | 6,468 | 8,075 | 1,607 | 24.8 |
| Other services, except public administration | 7,345 | 8,082 | 737 | 10.0 |
| Public administration | 5,699 | 6,187 | 488 | 8.6 |

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 2019 to 2020. Beginning in 2011, jobs numbers start to climb every year through 2019. The overwhelming number of jobs in the MSA are in Greene County.

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



Data Sources

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

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

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

Other data sources include:

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

U.S. Census Bureau, 2020. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 3/29/2022
<https://lehd.ces.census.gov/data/#qwi>.

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

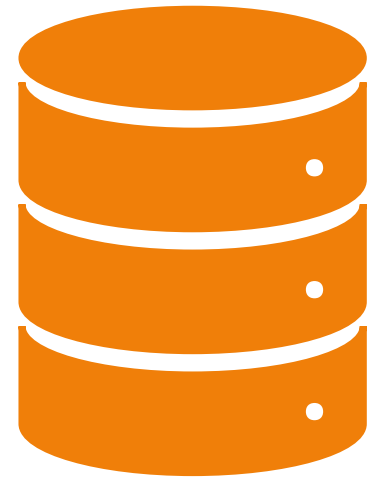
Missouri Census Data Center, (2020). <http://mcdc.missouri.edu/decennial-census/1980-1990.shtml>

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

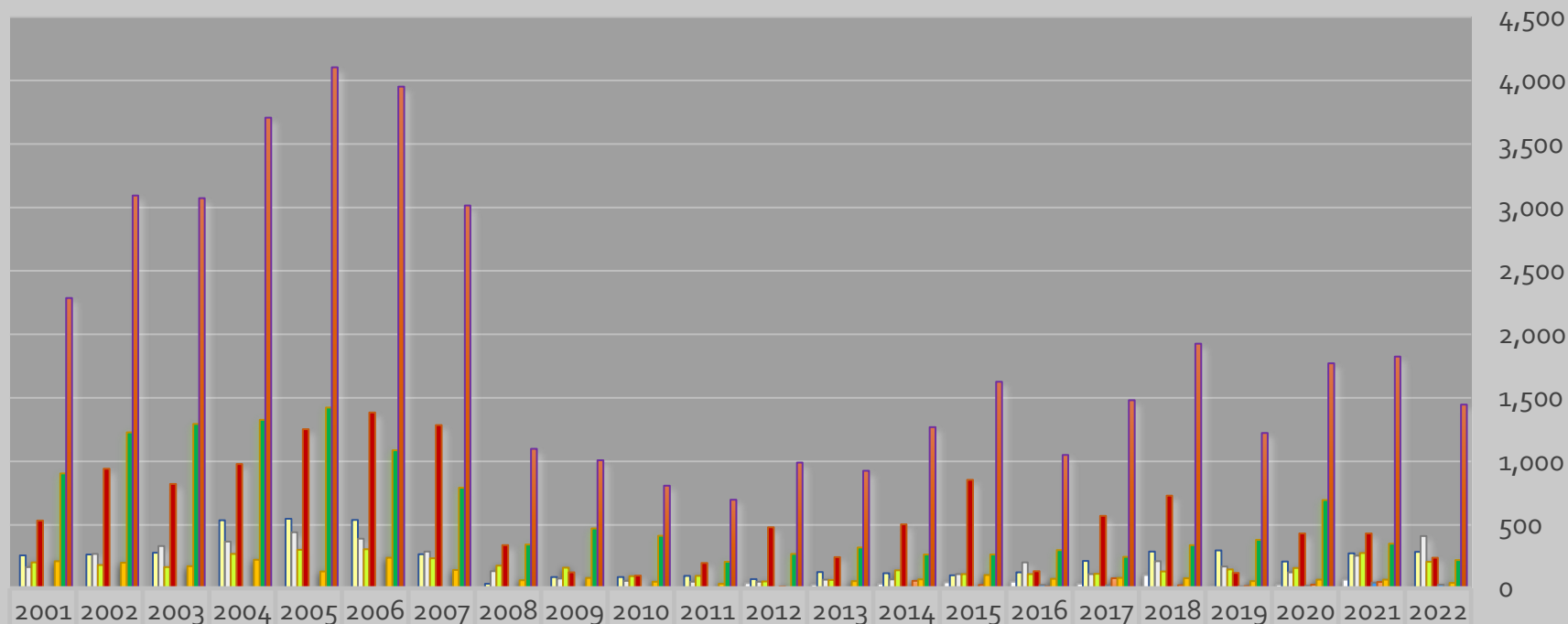
Missouri Census Data Center. (2022). *State/County Annual Population Change* [dataset application]. Available from <https://mcdc.missouri.edu/applications/population/change/>.

U.S. Census Bureau, 2020, 2019, 2015, 2014, 2010 American Community Survey 5-Year Estimates.
<https://data.census.gov/cedsci/>

[Internal Revenue Service, SOI Tax Stats – Migration Data](#), 2022.

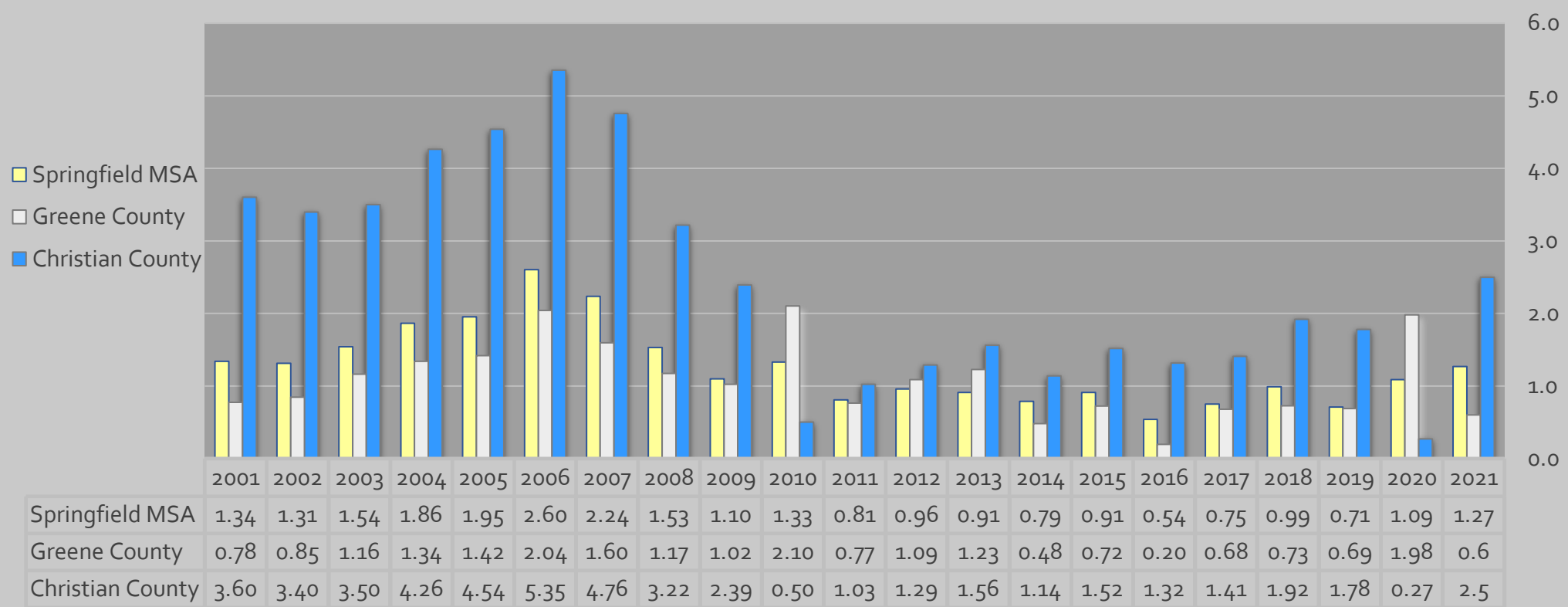


Appendix A: OTO Area Permit Activity 2001 - 2022

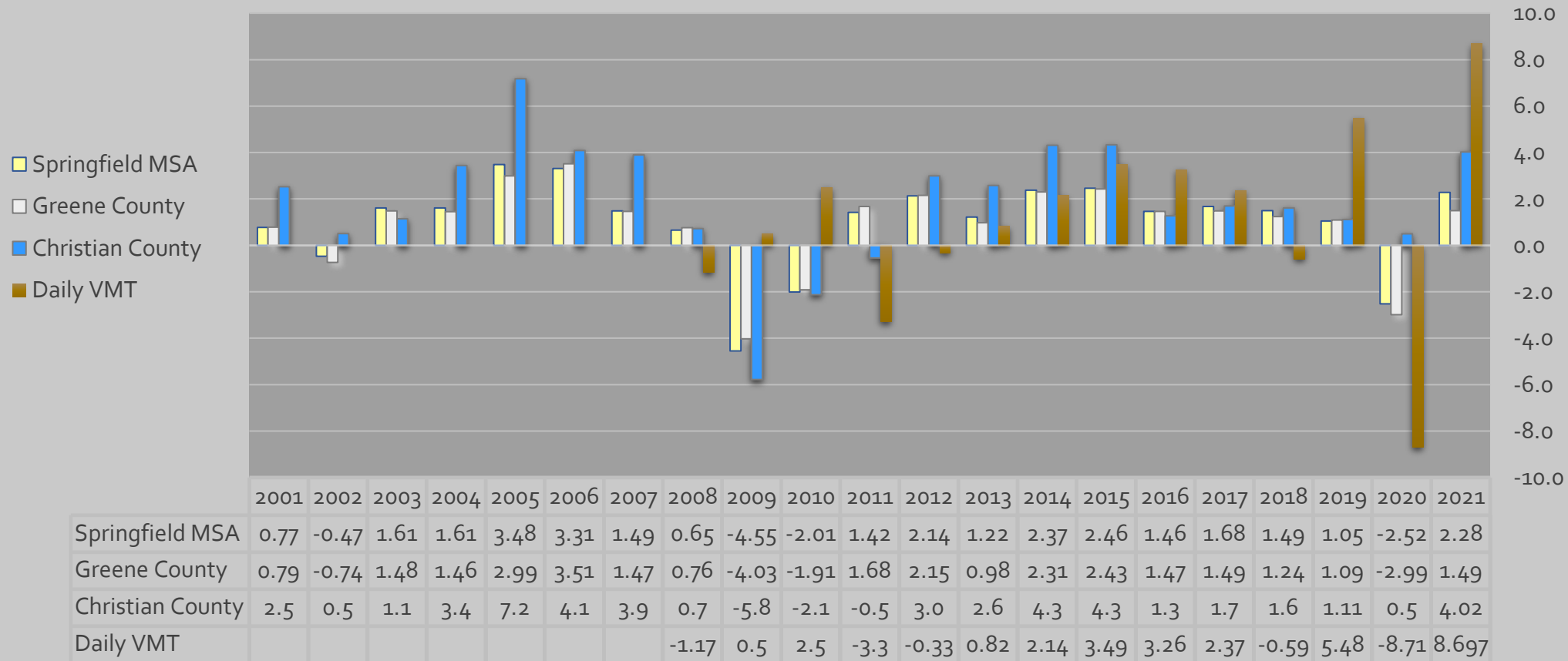


| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|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

Appendix B: Year-over-Year Population Percent Change 2000 - 2021



Appendix C: Year-over-Year Total Jobs Percent Change 2000 – 2021 & Daily Vehicle Miles Travelled



TAB 4

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM II.D.

Financial Statements for the Second Quarter FY 2023 Budget Year

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

CONSENT AGENDA DESCRIPTION:

Included for consideration are the second quarter financial statements for the FY 2023 (July 2022 through June 2023) Budget Year. This period includes October 1, 2022, through December 31, 2022. The second quarter expenses total 24.6% of budget. The revenue was 26.6% of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Section One – OTO Operational Financial Statements

- *Balance Sheet*
The current outstanding liabilities include:
 - \$1,598.09 – Purchasing Card
 - -\$73.88 – FSA Accounts
 - \$205,181.60 – In outstanding checks
 - \$206,705.81 – **Total**
- *Operating Fund Balance Report* shows the OTO has a fund balance of \$643,079.08 at the end of December. This balance is within 6-month range set for expenses.
- *Profit and Loss Statement*
During this period, revenue exceeded expenses in the amount of \$245,257.04.
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$2,726,618.00 for the budget year. Actual expenses at the end of the second quarter are \$657,957.44. This is 24.6% of budgeted expenses. Year-to-date revenue exceeded expenses in the amount of \$252,677.46.

The OTO's trail construction project (Coronavirus Response and Relief Supplemental Appropriations (CRRSA) funded project) is underway, and expenses will be reflected in the third quarter financials.

Section Two – OTO UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet*
The UPWP Financial statements include the amount in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 35.5% of the budgeted \$1,503,852.91.

The OTO utilized \$9,823.43 of in-Kind match income during the second quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to accept the Financial Statements for the Second Quarter FY 2023 Budget Year."

OR

"Move to return to staff the Financial Statements for the Second Quarter FY 2023 Budget Year in order to..."

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense



Ozarks Transportation Organization
Balance Sheet
As of December 31, 2022

| | Dec 31, 22 |
|---------------------------------------|-------------------|
| ASSETS | |
| Current Assets | |
| Checking/Savings | |
| Arvest Bank Operational Checkin | 437,062.65 |
| Arvest Bank Special Projects | 186,921.58 |
| Southern Bank--Money Market | 10,987.57 |
| Southern Bank-Sm Bus Checking | 9,631.49 |
| Total Checking/Savings | 644,603.29 |
| Total Current Assets | 644,603.29 |
| TOTAL ASSETS | 644,603.29 |
| LIABILITIES & EQUITY | |
| Liabilities | |
| Current Liabilities | |
| Credit Cards | |
| Central Bank--Purchasing Card | 1,598.09 |
| Total Credit Cards | 1,598.09 |
| Other Current Liabilities | -73.88 |
| Total Current Liabilities | 1,524.21 |
| Total Liabilities | 1,524.21 |
| Equity | |
| Unrestricted Net Assets | 349,933.13 |
| Net Income | 293,145.95 |
| Total Equity | 643,079.08 |
| TOTAL LIABILITIES & EQUITY | 644,603.29 |

Ozarks Transportation Organization
Operational Profit & Loss
October through December 2022

| | Oct - Dec 22 |
|--|--------------|
| Ordinary Income/Expense | |
| Income | |
| Other Types of Income | |
| Interest Income | 1,903.44 |
| Miscellaneous Revenue | 186,659.10 |
| Total Other Types of Income | 188,562.54 |
| OTO Revenue | |
| Consolidated Planning Grant CPG | 241,069.47 |
| Local Jurisdiction Study Fees | 8,000.00 |
| N Hwy 13 Corridor Study Match | -665.96 |
| N Hwy 13 Corridor Study STBG | 35,240.76 |
| Total OTO Revenue | 283,644.27 |
| Total Income | 472,206.81 |
| Gross Profit | 472,206.81 |
| Expense | |
| Bank Fees | 85.00 |
| Building | |
| Building Lease | 13,515.00 |
| Common Area Main Exp | 5,144.22 |
| Maintenance | 400.00 |
| Office Cleaning | 999.84 |
| Utilities | 586.47 |
| Total Building | 20,645.53 |
| Commodities | |
| Office Supplies/Furniture | 1,143.12 |
| OTO Promotional Items | 1,921.05 |
| Publications | 199.00 |
| Total Commodities | 3,263.17 |
| Information Technology | |
| Computer Upgrades/Equip Replace | 4,868.47 |
| IT Maintenance Contract | 3,159.00 |
| Software | 176.44 |
| Webhosting | 428.34 |
| Total Information Technology | 8,632.25 |
| Insurance | |
| Professional Liability | 284.00 |
| Workers Compensation | 336.00 |
| Total Insurance | 620.00 |
| Operating | |
| Copy Machine Lease | 804.05 |
| Dues/Memberships | 1,225.00 |
| Education/Training/Travel | |
| Hotel | 1,906.48 |
| Transportation | 135.00 |
| Education/Training/Travel - Other | 1,662.38 |
| Total Education/Training/Travel | 3,703.86 |

Ozarks Transportation Organization
Operational Profit & Loss
October through December 2022

| | Oct - Dec 22 |
|--------------------------------|-------------------|
| Food/Meeting Expense | 1,001.95 |
| Postage/Postal Services | 221.09 |
| Printing/Mapping Services | 722.00 |
| Staff Mileage Reimbursement | 1,004.68 |
| Telephone/Internet | 1,707.66 |
| Total Operating | 10,390.29 |
| Personnel | 172,737.78 |
| Services | |
| Legislative Education | 2,792.37 |
| Long Range Plan Update | 299.88 |
| Professional Services (Legal & | 4,983.50 |
| TIP Tool Maintenance | 2,500.00 |
| Total Services | 10,575.75 |
| Total Expense | 226,949.77 |
| Net Ordinary Income | 245,257.04 |
| Net Income | 245,257.04 |

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through December 2022

| | Jul - Dec 22 | Budget | \$ Over Budget | % of Budget |
|-------------------------------------|--------------|--------------|----------------|-------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Other Types of Income | | | | |
| Interest Income | 2,806.12 | 2,000.00 | 806.12 | 140.3% |
| Miscellaneous Revenue | 186,768.15 | 250.00 | 186,518.15 | 74,707.3% |
| Total Other Types of Income | 189,574.27 | 2,250.00 | 187,324.27 | 8,425.5% |
| OTO Revenue | | | | |
| Consolidated Planning Grant CPG | 381,321.11 | 925,953.00 | -544,631.89 | 41.2% |
| CRRSSA Funds | 0.00 | 1,132,750.00 | -1,132,750.00 | 0.0% |
| Local Jurisdiction Match Funds | 91,575.27 | 161,276.00 | -69,700.73 | 56.8% |
| Local Jurisdiction Study Fees | 8,000.00 | 14,500.00 | -6,500.00 | 55.2% |
| N Hwy 13 Corridor Study Match | -665.96 | 40,000.00 | -40,665.96 | -1.7% |
| N Hwy 13 Corridor Study STBG | 235,819.24 | 240,000.00 | -4,180.76 | 98.3% |
| Surface Trans Block Grant | 5,010.97 | 231,525.00 | -226,514.03 | 2.2% |
| Trail Construction Match Funds | 0.00 | 67,250.00 | -67,250.00 | 0.0% |
| Total OTO Revenue | 721,060.63 | 2,813,254.00 | -2,092,193.37 | 25.6% |
| Total Income | 910,634.90 | 2,815,504.00 | -1,904,869.10 | 32.3% |
| Gross Profit | 910,634.90 | 2,815,504.00 | -1,904,869.10 | 32.3% |
| Expense | | | | |
| Bank Fees | 435.00 | 22.00 | 413.00 | 1,977.3% |
| Building | | | | |
| Building Lease | 27,030.00 | 54,060.00 | -27,030.00 | 50.0% |
| Common Area Main Exp | 9,918.70 | 18,000.00 | -8,081.30 | 55.1% |
| Maintenance | 450.00 | 2,000.00 | -1,550.00 | 22.5% |
| Office Cleaning | 1,995.40 | 4,500.00 | -2,504.60 | 44.3% |
| Utilities | 1,302.94 | 3,500.00 | -2,197.06 | 37.2% |
| Total Building | 40,697.04 | 82,060.00 | -41,362.96 | 49.6% |
| Commodities | | | | |
| Office Supplies/Furniture | 1,576.91 | 7,500.00 | -5,923.09 | 21.0% |
| OTO Media/Advertising | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| OTO Promotional Items | 3,418.55 | 3,000.00 | 418.55 | 114.0% |
| Public Input Promotional Items | 24.95 | 2,500.00 | -2,475.05 | 1.0% |
| Publications | 268.00 | 1,000.00 | -732.00 | 26.8% |
| Total Commodities | 5,288.41 | 16,500.00 | -11,211.59 | 32.1% |
| Information Technology | | | | |
| Computer Upgrades/Equip Replace | 4,868.47 | 12,000.00 | -7,131.53 | 40.6% |
| Data Storage/Backup | 315.00 | 4,800.00 | -4,485.00 | 6.6% |
| GIS Licenses | 0.00 | 6,100.00 | -6,100.00 | 0.0% |
| IT Maintenance Contract | 5,277.45 | 12,800.00 | -7,522.55 | 41.2% |
| Software | -164.12 | 7,000.00 | -7,164.12 | -2.3% |
| Webhosting | 1,207.42 | 4,000.00 | -2,792.58 | 30.2% |
| Total Information Technology | 11,504.22 | 46,700.00 | -35,195.78 | 24.6% |

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through December 2022

| | Jul - Dec 22 | Budget | \$ Over Budget | % of Budget |
|---|-------------------|-------------------|--------------------|---------------|
| Insurance | | | | |
| Directors & Officers | 2,493.00 | 2,600.00 | -107.00 | 95.9% |
| Errors & Omissions | 0.00 | 3,300.00 | -3,300.00 | 0.0% |
| Professional Liability | 3,003.00 | 3,000.00 | 3.00 | 100.1% |
| Workers Compensation | 454.00 | 1,800.00 | -1,346.00 | 25.2% |
| Insurance - Other | 0.00 | 2,000.00 | -2,000.00 | 0.0% |
| Total Insurance | 5,950.00 | 12,700.00 | -6,750.00 | 46.9% |
| Operating | | | | |
| Copy Machine Lease | | | | |
| Lease Interest Expense | 16.00 | | | |
| Lease Principal Expense | 135.25 | | | |
| Maintenance for Copier | 52.00 | | | |
| Toner & Overages | 73.11 | | | |
| Copy Machine Lease - Other | 12,929.05 | 12,500.00 | 429.05 | 103.4% |
| Total Copy Machine Lease | 13,205.41 | 12,500.00 | 705.41 | 105.6% |
| Dues/Memberships | 3,969.55 | 9,500.00 | -5,530.45 | 41.8% |
| Education/Training/Travel | | | | |
| Hotel | 3,572.13 | | | |
| Training | 145.00 | | | |
| Transportation | 1,693.40 | | | |
| Education/Training/Travel - Other | 6,458.38 | 26,000.00 | -19,541.62 | 24.8% |
| Total Education/Training/Travel | 11,868.91 | 26,000.00 | -14,131.09 | 45.6% |
| Food/Meeting Expense | 2,532.09 | 9,500.00 | -6,967.91 | 26.7% |
| Legal/Bid Notices | 11.25 | 1,500.00 | -1,488.75 | 0.8% |
| Postage/Postal Services | 320.04 | 700.00 | -379.96 | 45.7% |
| Printing/Mapping Services | 1,072.35 | 4,000.00 | -2,927.65 | 26.8% |
| Public Input Event Registration | 0.00 | 800.00 | -800.00 | 0.0% |
| Staff Mileage Reimbursement | 1,392.54 | 3,200.00 | -1,807.46 | 43.5% |
| Telephone/Internet | 3,481.70 | 6,800.00 | -3,318.30 | 51.2% |
| Total Operating | 37,853.84 | 74,500.00 | -36,646.16 | 50.8% |
| Personnel | 370,252.29 | 757,503.00 | -387,250.71 | 48.9% |
| Services | | | | |
| Aerial Photos | 25,000.00 | 25,000.00 | 0.00 | 100.0% |
| Data Acquisition | 5,250.00 | 21,000.00 | -15,750.00 | 25.0% |
| Legislative Education | 7,161.17 | 7,000.00 | 161.17 | 102.3% |
| Long Range Plan Update | 299.88 | | | |
| Professional Services (Legal & Rideshare) | 8,366.50 | 55,000.00 | -46,633.50 | 15.2% |
| TIP Tool Maintenance | 0.00 | 500.00 | -500.00 | 0.0% |
| Trail Construction | 6,250.00 | 15,228.00 | -8,978.00 | 41.0% |
| Trail Counters | 0.00 | 1,200,000.00 | -1,200,000.00 | 0.0% |
| Trail Counters | 0.00 | 5,000.00 | -5,000.00 | 0.0% |
| Trans Consult/Model Services | 133,649.09 | 340,000.00 | -206,350.91 | 39.3% |

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
 July through December 2022

| | Jul - Dec 22 | Budget | \$ Over Budget | % of Budget |
|---------------------------------|-------------------|-------------------|-------------------|---------------|
| Travel Demand Model Update | 0.00 | 15,000.00 | -15,000.00 | 0.0% |
| Travel Sensing & Time Serv Proj | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| Total Services | 185,976.64 | 1,686,228.00 | -1,500,251.36 | 11.0% |
| Total Expense | 657,957.44 | 2,676,213.00 | -2,018,255.56 | 24.6% |
| Net Ordinary Income | 252,677.46 | 139,291.00 | 113,386.46 | 181.4% |
| Net Income | 252,677.46 | 139,291.00 | 113,386.46 | 181.4% |

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2023

Monthly Ending Balance

| Date | ICS Balance | Money Market Balance | Southern Bank Checking Balance | Arvest Operational | Arvest Special Projects | Total Balance |
|------------|--------------|----------------------|--------------------------------|--------------------|-------------------------|---------------|
| 7/31/2022 | \$200,797.67 | \$10,956.54 | \$73,965.79 | | | \$285,720.00 |
| 8/31/2022 | \$351,024.71 | \$10,961.19 | \$186,151.23 | | | \$548,137.13 |
| 9/30/2022 | \$351,429.81 | \$10,966.07 | \$41,103.41 | | | \$403,499.29 |
| 10/31/2022 | \$291,892.07 | \$10,973.06 | \$64,044.86 | | | \$366,909.99 |
| 11/30/2022 | \$192,214.39 | \$10,979.82 | \$162,426.53 | \$99,862.14 | \$186,628.34 | \$652,111.22 |
| 12/31/2022 | \$192,214.39 | \$10,987.57 | \$9,883.55 | \$449,777.80 | \$186,921.58 | \$849,784.89 |
| 1/31/2023 | | | | | | \$0.00 |
| 2/28/2023 | | | | | | \$0.00 |
| 3/31/2023 | | | | | | \$0.00 |
| 4/30/2023 | | | | | | \$0.00 |
| 5/31/2023 | | | | | | \$0.00 |
| 6/30/2023 | | | | | | \$0.00 |

Balance After Liabilities

| | |
|---|---------------------|
| Southern Bank, Arvest & ICS Balances 12/31/2022 | \$849,784.89 |
| Outstanding Checking Withdrawals | -\$205,181.60 |
| Other Outstanding Liabilities | -\$1,524.21 |
| Total Equity 12/31/2022 | \$643,079.08 |

FY 2023 UPWP Budget

3 months of expenses

6 months of expenses

\$1,499,252.91

\$374,813.23

\$749,626.46

OTO UPWP Financial Reports

Same as OTO Operational Financial Reports but includes In-Kind Income/Expense to match Unified Planning Work Program (OTO Consolidated Planning Grant) Budget.



Ozarks Transportation Organization
UPWP Profit & Loss
October through December 2022

| | Oct - Dec 22 |
|--|--------------|
| Ordinary Income/Expense | |
| Income | |
| Other Types of Income | |
| In-Kind Match, Donated Direct C | 9,823.43 |
| Interest Income | 1,903.44 |
| Miscellaneous Revenue | 100.55 |
| Total Other Types of Income | 11,827.42 |
| OTO Revenue | |
| Consolidated Planning Grant CPG | 241,069.47 |
| Total OTO Revenue | 241,069.47 |
| Total Income | 252,896.89 |
| Gross Profit | 252,896.89 |
| Expense | |
| Building | |
| Building Lease | 13,515.00 |
| Common Area Main Exp | 5,144.22 |
| Maintenance | 400.00 |
| Office Cleaning | 999.84 |
| Utilities | 586.47 |
| Total Building | 20,645.53 |
| Commodities | |
| Office Supplies/Furniture | 1,109.08 |
| Publications | 199.00 |
| Total Commodities | 1,308.08 |
| In-Kind Match Expense | |
| Direct Cost - MoDOT Salaries | 7,149.64 |
| Member Attendance at Meetings | 2,673.79 |
| Total In-Kind Match Expense | 9,823.43 |
| Information Technology | |
| Computer Upgrades/Equip Replace | 4,868.47 |
| IT Maintenance Contract | 3,159.00 |
| Software | 176.44 |
| Webhosting | 428.34 |
| Total Information Technology | 8,632.25 |
| Insurance | |
| Professional Liability | 284.00 |
| Workers Compensation | 336.00 |
| Total Insurance | 620.00 |
| Operating | |
| Copy Machine Lease | 804.05 |
| Dues/Memberships | 1,000.00 |
| Education/Training/Travel | |
| Hotel | 1,906.48 |
| Transportation | 135.00 |
| Education/Training/Travel - Other | 1,662.38 |
| Total Education/Training/Travel | 3,703.86 |

Ozarks Transportation Organization

UPWP Profit & Loss

October through December 2022

| | Oct - Dec 22 |
|---|--------------|
| Food/Meeting Expense | 834.13 |
| Postage/Postal Services | 116.09 |
| Printing/Mapping Services | 722.00 |
| Staff Mileage Reimbursement | 1,004.68 |
| Telephone/Internet | 1,707.66 |
| Total Operating | 9,892.47 |
| Personnel | 172,737.78 |
| Services | |
| Long Range Plan Update | 299.88 |
| Professional Services (Legal & TIP Tool Maintenance | 4,983.50 |
| | 2,500.00 |
| Total Services | 7,783.38 |
| Total Expense | 231,442.92 |
| Net Ordinary Income | 21,453.97 |
| Net Income | 21,453.97 |

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July through December 2022

| | Jul - Dec 22 | Budget | \$ Over Budget | % of Budget |
|-------------------------------------|--------------|--------------|----------------|-------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Other Types of Income | | | | |
| In-Kind Match, Donated Direct C | 21,203.23 | 118,806.00 | -97,602.77 | 17.8% |
| Interest Income | 2,806.12 | | | |
| Miscellaneous Revenue | 209.60 | 250.00 | -40.40 | 83.8% |
| Total Other Types of Income | 24,218.95 | 119,056.00 | -94,837.05 | 20.3% |
| OTO Revenue | | | | |
| Consolidated Planning Grant CPG | 381,321.11 | 925,953.00 | -544,631.89 | 41.2% |
| In Kind Match, Meeting Attend | 705.23 | | | |
| Local Jurisdiction Match Funds | 91,575.27 | 161,276.00 | -69,700.73 | 56.8% |
| Local Jurisdiction Study Fees | 0.00 | 14,500.00 | -14,500.00 | 0.0% |
| N Hwy 13 Corridor Study STBG | 122,091.69 | | | |
| Surface Trans Block Grant | 5,010.97 | 231,525.00 | -226,514.03 | 2.2% |
| Total OTO Revenue | 600,704.27 | 1,333,254.00 | -732,549.73 | 45.1% |
| Total Income | 624,923.22 | 1,452,310.00 | -827,386.78 | 43.0% |
| Gross Profit | 624,923.22 | 1,452,310.00 | -827,386.78 | 43.0% |
| Expense | | | | |
| Building | | | | |
| Building Lease | 27,030.00 | 54,060.00 | -27,030.00 | 50.0% |
| Common Area Main Exp | 9,918.70 | 18,000.00 | -8,081.30 | 55.1% |
| Maintenance | 450.00 | 2,000.00 | -1,550.00 | 22.5% |
| Office Cleaning | 1,995.40 | 4,500.00 | -2,504.60 | 44.3% |
| Utilities | 1,302.94 | 3,500.00 | -2,197.06 | 37.2% |
| Total Building | 40,697.04 | 82,060.00 | -41,362.96 | 49.6% |
| Commodities | | | | |
| Office Supplies/Furniture | 1,542.87 | 7,500.00 | -5,957.13 | 20.6% |
| Public Input Promotional Items | 24.95 | 2,500.00 | -2,475.05 | 1.0% |
| Publications | 268.00 | 1,000.00 | -732.00 | 26.8% |
| Total Commodities | 1,835.82 | 11,000.00 | -9,164.18 | 16.7% |
| In-Kind Match Expense | | | | |
| Direct Cost - MoDOT Salaries | 15,219.71 | 82,806.00 | -67,586.29 | 18.4% |
| Member Attendance at Meetings | 6,688.75 | 36,000.00 | -29,311.25 | 18.6% |
| Total In-Kind Match Expense | 21,908.46 | 118,806.00 | -96,897.54 | 18.4% |
| Information Technology | | | | |
| Computer Upgrades/Equip Replace | 4,868.47 | 12,000.00 | -7,131.53 | 40.6% |
| Data Storage/Backup | 315.00 | 4,800.00 | -4,485.00 | 6.6% |
| GIS Licenses | 0.00 | 6,100.00 | -6,100.00 | 0.0% |
| IT Maintenance Contract | 5,277.45 | 12,800.00 | -7,522.55 | 41.2% |
| Software | 273.88 | 7,000.00 | -6,726.12 | 3.9% |
| Webhosting | 1,207.42 | 4,000.00 | -2,792.58 | 30.2% |
| Total Information Technology | 11,942.22 | 46,700.00 | -34,757.78 | 25.6% |

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July through December 2022

| | Jul - Dec 22 | Budget | \$ Over Budget | % of Budget |
|--|-------------------|-------------------|--------------------|---------------|
| Insurance | | | | |
| Directors & Officers | 2,493.00 | 2,600.00 | -107.00 | 95.9% |
| Errors & Omissions | 0.00 | 3,300.00 | -3,300.00 | 0.0% |
| Professional Liability | 3,003.00 | 3,000.00 | 3.00 | 100.1% |
| Workers Compensation | 454.00 | 1,800.00 | -1,346.00 | 25.2% |
| Insurance - Other | 0.00 | 2,000.00 | -2,000.00 | 0.0% |
| Total Insurance | 5,950.00 | 12,700.00 | -6,750.00 | 46.9% |
| Operating | | | | |
| Copy Machine Lease | | | | |
| Lease Interest Expense | 16.00 | | | |
| Lease Principal Expense | 135.25 | | | |
| Maintenance for Copier | 52.00 | | | |
| Toner & Overages | 73.11 | | | |
| Copy Machine Lease - Other | 12,929.05 | 12,500.00 | 429.05 | 103.4% |
| Total Copy Machine Lease | 13,205.41 | 12,500.00 | 705.41 | 105.6% |
| Dues/Memberships | 3,486.67 | 9,500.00 | -6,013.33 | 36.7% |
| Education/Training/Travel | | | | |
| Hotel | 3,572.13 | | | |
| Training | 145.00 | | | |
| Transportation | 1,693.40 | | | |
| Education/Training/Travel - Other | 6,458.38 | 26,000.00 | -19,541.62 | 24.8% |
| Total Education/Training/Travel | 11,868.91 | 26,000.00 | -14,131.09 | 45.6% |
| Food/Meeting Expense | 2,019.23 | 9,500.00 | -7,480.77 | 21.3% |
| Legal/Bid Notices | 11.25 | 1,500.00 | -1,488.75 | 0.8% |
| Postage/Postal Services | 215.04 | 700.00 | -484.96 | 30.7% |
| Printing/Mapping Services | 1,072.35 | 4,000.00 | -2,927.65 | 26.8% |
| Public Input Event Registration | 0.00 | 800.00 | -800.00 | 0.0% |
| Staff Mileage Reimbursement | 1,392.54 | 3,200.00 | -1,807.46 | 43.5% |
| Telephone/Internet | 3,481.70 | 6,800.00 | -3,318.30 | 51.2% |
| Total Operating | 36,753.10 | 74,500.00 | -37,746.90 | 49.3% |
| Personnel | 370,252.29 | 757,503.00 | -387,250.71 | 48.9% |
| Services | | | | |
| Aerial Photos | 25,000.00 | 25,000.00 | 0.00 | 100.0% |
| Data Acquisition | 5,250.00 | 21,000.00 | -15,750.00 | 25.0% |
| Long Range Plan Update | 299.88 | | | |
| Professional Services (Legal & | 8,366.50 | 55,000.00 | -46,633.50 | 15.2% |
| Rideshare | 0.00 | 500.00 | -500.00 | 0.0% |
| TIP Tool Maintenance | 6,250.00 | 15,228.00 | -8,978.00 | 41.0% |
| Trail Counters | 0.00 | 5,000.00 | -5,000.00 | 0.0% |
| Trans Consult/Model Services | 0.00 | 261,355.91 | -261,355.91 | 0.0% |

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July through December 2022

| | Jul - Dec 22 | Budget | \$ Over Budget | % of Budget |
|---------------------------------|------------------|-------------------|-------------------|----------------|
| Travel Demand Model Update | 0.00 | 15,000.00 | -15,000.00 | 0.0% |
| Travel Sensing & Time Serv Proj | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| Total Services | 45,166.38 | 400,583.91 | -355,417.53 | 11.3% |
| Total Expense | 534,505.31 | 1,503,852.91 | -969,347.60 | 35.5% |
| Net Ordinary Income | 90,417.91 | -51,542.91 | 141,960.82 | -175.4% |
| Net Income | 90,417.91 | -51,542.91 | 141,960.82 | -175.4% |

CRRSSA



1:43 PM

01/13/23

Cash Basis

Ozarks Transportation Organization
CRRSSA Profit & Loss Budget vs. Actual
 July through December 2022

| | Jul - Dec 22 | Budget | \$ Over Budget | % of Budget |
|--------------------------------|--------------|--------------|----------------|-------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| OTO Revenue | | | | |
| CRRSSA Funds | 0.00 | 1,132,750.00 | -1,132,750.00 | 0.0% |
| Trail Construction Match Funds | 0.00 | 67,250.00 | -67,250.00 | 0.0% |
| Total OTO Revenue | 0.00 | 1,200,000.00 | -1,200,000.00 | 0.0% |
| Total Income | 0.00 | 1,200,000.00 | -1,200,000.00 | 0.0% |
| Gross Profit | 0.00 | 1,200,000.00 | -1,200,000.00 | 0.0% |
| Expense | | | | |
| Services | | | | |
| Trail Construction | 0.00 | 1,200,000.00 | -1,200,000.00 | 0.0% |
| Total Services | 0.00 | 1,200,000.00 | -1,200,000.00 | 0.0% |
| Total Expense | 0.00 | 1,200,000.00 | -1,200,000.00 | 0.0% |
| Net Ordinary Income | 0.00 | 0.00 | 0.00 | 0.0% |
| Net Income | 0.00 | 0.00 | 0.00 | 0.0% |

STBG



Ozarks Transportation Organization
STBG Profit & Loss Budget vs. Actual
 July through December 2022

| | Jul - Dec 22 | Budget | \$ Over Budget | % of Budget |
|-------------------------------|-------------------|-------------------|--------------------|---------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| OTO Revenue | | | | |
| N Hwy 13 Corridor Study Match | -665.96 | 40,000.00 | -40,665.96 | -1.7% |
| N Hwy 13 Corridor Study STBG | 113,727.55 | 240,000.00 | -126,272.45 | 47.4% |
| Total OTO Revenue | 113,061.59 | 280,000.00 | -166,938.41 | 40.4% |
| Total Income | 113,061.59 | 280,000.00 | -166,938.41 | 40.4% |
| Gross Profit | 113,061.59 | 280,000.00 | -166,938.41 | 40.4% |
| Expense | | | | |
| Services | | | | |
| Trans Consult/Model Services | 133,649.09 | 78,644.09 | 55,005.00 | 169.9% |
| Total Services | 133,649.09 | 78,644.09 | 55,005.00 | 169.9% |
| Total Expense | 133,649.09 | 78,644.09 | 55,005.00 | 169.9% |
| Net Ordinary Income | -20,587.50 | 201,355.91 | -221,943.41 | -10.2% |
| Net Income | -20,587.50 | 201,355.91 | -221,943.41 | -10.2% |

TAB 5

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM II.E.

REVISED

MoDOT/OTO Sidewalk Cost Share Program Recommendations

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

AGENDA DESCRIPTION:

Background

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

OTO solicited projects between November 7, 2022 and January 10, 2023. The City of Ozark submitted four applications and the City of Strafford submitted one. A meeting was held between OTO staff, Ozark, and Strafford to discuss the details of each project. The Bicycle and Pedestrian Advisory Committee met February 1, 2023 to review the applications and make a recommendation for funding. MoDOT has also clarified that proposed sidewalk cost shares need to be part of an existing roadway project. Two projects were recommended for funding, while the remaining projects either need additional scoping or are not part of a planned roadway project.

As the application round has been left open to allow for more sidewalk cost shares, the City of Republic later submitted a proposal for the Route MM Multi-Use Path from Farm Road 160 to US 60. This was reviewed at the March BPAC meeting and added to this Board agenda.

Recommended Projects

City of Ozark – Route 14 (South) from 6th to 14th on both sides.

This project will be added to the TIP with the annual update, as MoDOT Project 8P0583B (OK2201) is not scheduled until 2026 and this will allow MoDOT time to accordingly update the STIP.

| | |
|----------------|-----------|
| Total Cost: | \$337,090 |
| MoDOT Share: | \$134,836 |
| TAP/CRP Share: | \$134,836 |
| Ozark Share: | \$67,417 |

City of Strafford – Route OO from Route 125 to just east of Dollar General

While MoDOT does not have a project planned along this section of Route 125, this project can be let with additional improvements planned for Route OO/125. MoDOT will not cost share on this section, but it was recommended that OTO support the advantage of combining projects by funding 80% of the project cost with TAP/CRP funds. Strafford agreed to provide the total match for the project. This project is recommended as part of FY 2023-2026 TIP Amendment 4, as this will be in addition to the project MoDOT has in the STIP.

| | |
|------------------|-----------|
| Total Cost: | \$245,008 |
| MoDOT Share: | \$0 |
| TAP/CRP: | \$196,006 |
| Strafford Share: | \$49,002 |

City of Republic – Route Mm Multi-Use Path

This project will add 4,567.2 feet of trail on the east side of MM from Farm Road 160 to Route 60 as part of the MoDOT Route MM Project (8S0836D). This project is scheduled for 2025.

Total Cost: \$855,000

MoDOT Share: \$427,500

TAP/CRP: \$342,000

Republic Share: \$85,500

The application will remain open for additional requests to be considered as they are received.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

At its meeting on February 1, 2023, the OTO Bicycle and Pedestrian Advisory Committee recommended that the Ozark Route 14 (South) Street Project receive \$134,836 in TAP/CRP funds and that Strafford's Route OO Project receive \$196,006 in TAP/CRP funds.

At its meeting on March 14, 2023, the OTO Bicycle and Pedestrian Advisory Committee recommended that the Republic MM Multi-Use Path Project receive \$342,000 in TAP/CRP funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on February 15, 2023, the Technical Planning Committee recommended the Board of Directors approve TAP/CRP funding for Ozark in the amount of \$134,836 for a sidewalk cost share with MoDOT along South Street from 6th to 14th and for Strafford in the amount of \$196,006 to construct sidewalk along Route OO between 125 and the east side of Dollar General.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve TAP/CRP funding for Ozark in the amount of \$134,836 for a sidewalk cost share with MoDOT along South Street from 6th to 14th, for Strafford in the amount of \$196,006 to construct sidewalk along Route OO between 125 and the east side of Dollar General, and for Republic in the amount of \$342,000 to construct the Route MM Multi-Use Path.”

OR

“Move to approve with the following...”

2022 OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [City of Ozark](#)

Point of Contact: [John McCart](#)

Phone: [417 581 2407](#)

Email: jmccart@ozarkmissouri.org

State System and Project Information

Which MoDOT Road will this project occur along? [Jackson/3rd/South \(MO 14\)](#)

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

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

- ☐ Glenstone Avenue: Operational and pedestrian improvements from Valley Water Mill Road to Rte. 60 (SU0003, 2024)
- ☐ Glenstone Avenue: ADA Transition Plan improvements from Valley Water Mill Rd. to Rte. 60 in Springfield (8S3160, 2023)
- ☐ Chestnut Expressway: Safety improvements from I-44 to Rte. 65 in Springfield (8P3144, 2024)
- ☐ Sunshine Street: ADA Transition Plan on from Bus. 65 (Glenstone Avenue) to Blackman Road (8S3153, 2024)
- ☐ Sunshine Street: Safety and operational improvements from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199 (8S3133, 2024)
- ☐ Kansas Expressway: Upgrade pedestrian facilities to comply with the ADA Transition Plan and add sidewalks at various locations from north of I-44 to Rte. 60 (8S3173, 2023)
- ☐ Kearney Street: Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield. (8S3190, 2023)
- ☐ Kearney Street: Add lanes and modify signals from Springfield-Branson National Airport to LeCompte Avenue. (SU0085, 2023)
- ☐ Route MM: Add lanes on from I-44 to Rte. 360 (James River Freeway) in Republic (8S0836B, 2024)
- ☐ MO 125: Intersection improvements at various locations from 0.2 mile north of Evergreen Street to 0.1 mile west of Washington Avenue in Strafford (8S3238, 2024)
- ☒ MO 14: Roadway improvements from 6th Avenue to 14th Avenue in Ozark (8P0583B, 2026)
- ☐ Route CC: Add roundabout at Main Street in Nixa (8S0736F, 2024)
- ☐ US 60: Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic (SU0078, 2027)
- ☐ Other : Click or tap here to enter text.

Funding Request

Expected Total Project Cost: \$ 337,090.00

Expected OTO Cost Share Funding Request: \$296,672.00

Expected Local Match Percentage: 20 %

Please Provide Project Budget Information In The Table Below:

| Category | Community Funds | | MoDOT Funds | Other Funding Sources | Totals |
|--------------|-----------------|----------------------------|-------------|-----------------------|-----------|
| | Local Match | Requested Cost Share Funds | | | |
| Engineering | 23596.2 | 47192.4 | 47192.4 | 0 | 117,981. |
| ROW | 0 | 0 | 0 | 0 | 0 |
| Construction | 43,821.70 | 87,643.40 | 87,643.40 | 0 | 219,108.5 |
| Totals | 67417.9 | 134.835.8 | 134.835.8 | 0 | 337090 |

Please list other funding sources included in project budget: Click or tap here to enter text.

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

Please include copies of estimates used in this application

Project Details

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

Total Length of Proposed Sidewalk(s): 5186

| | Segment Length (ft) | Side of Road | Within Existing /Planned ROW? | Sidewalk Width (ft) | Distance off back of curb (ft) |
|------------|---------------------|--|--|---------------------|--------------------------------|
| Segment #1 | 2593 | <input type="checkbox"/> N <input checked="" type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input checked="" type="checkbox"/> Y <input type="checkbox"/> N | 5 | 0-5 |
| Segment #2 | 2593 | <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input checked="" type="checkbox"/> Y <input type="checkbox"/> N | 5 | 0-5 |
| Segment #3 | | <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input type="checkbox"/> Y <input type="checkbox"/> N | | |
| Segment #4 | | <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input type="checkbox"/> Y <input type="checkbox"/> N | | |
| Segment #5 | | <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input type="checkbox"/> Y <input type="checkbox"/> N | | |

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

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

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

Project Description

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

This connection will continue the north and south sidewalks located on Mo 14. This sidewalk will continue the new existing sidewalks that ended at 6th Ave. They will continue east connecting many residents to commercial elements in our community.

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

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

Ozark's current residents continue to walk along Hwy 14 or within ditches to access commercial shopping within the community. Hwy 14 has narrow shoulders with little to no space for a citizen to walk. This prevents safety for the pedestrians in an already heavily driven roadway that continues to see increased traffic.

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

The nearest school is located .75 miles away. The sidewalks built in the safe route to school in 2016 will be within 1000'. 14th Ave will require sidewalks to make the connection between the two projects.

Please describe the level of community support for this project.

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

Ozark citizens voice their desire for pedestrian pathways along arterials to create safe routes for citizens that choose to walk/bike. In 2017 the Ozark Citizens passed a Transportation Tax to assist in projects that would provide not only vehicular but also pedestrian safety. The project will have two large high density developments within less than .25 mile of the project

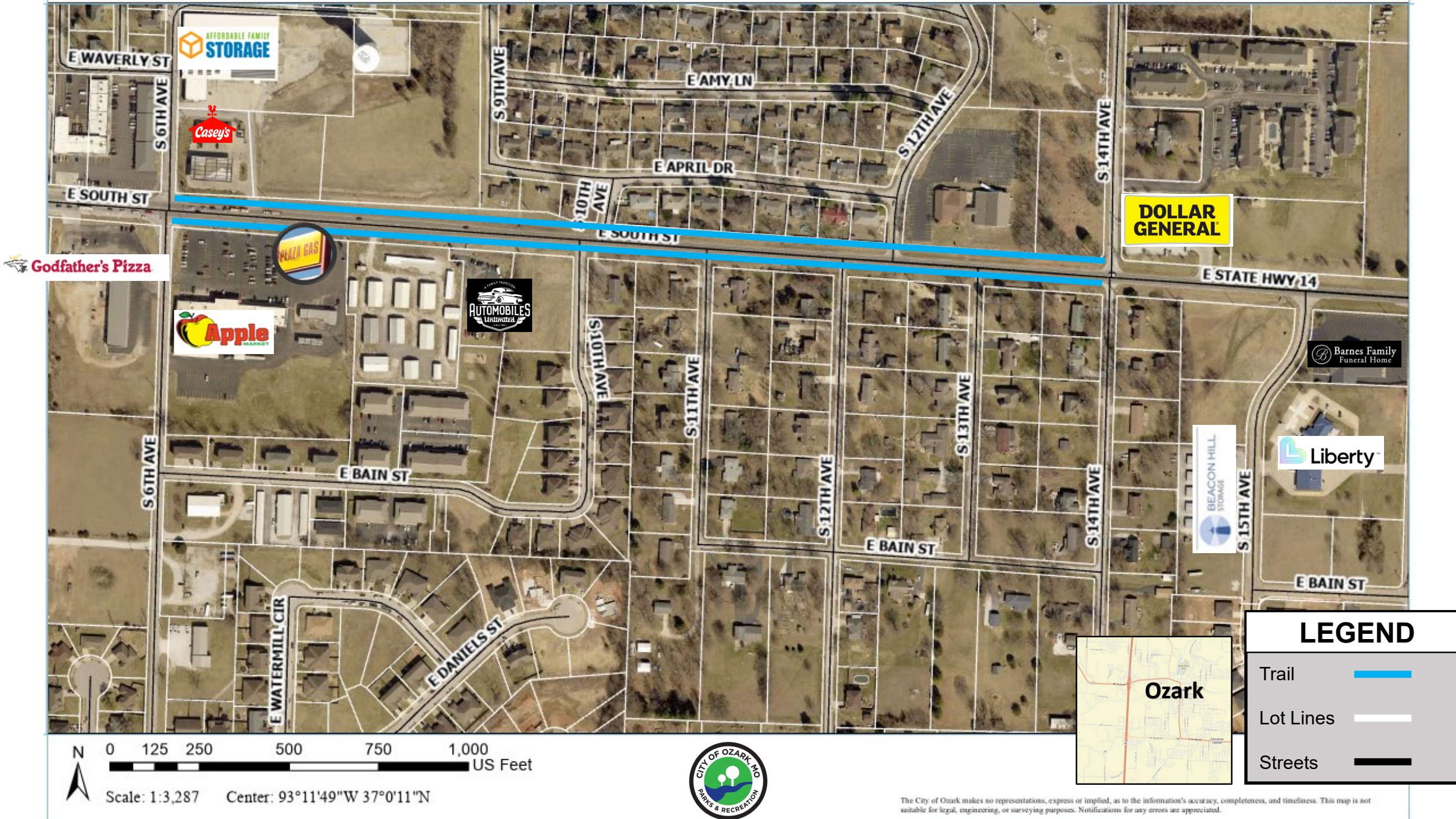
Please describe how this project will create connections to community facilities or social service agencies.

This potential project will provide connections to large churches, a funeral home, advance our goal of connecting Hwy 14 to our downtown, elementary schools and community facilities

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

This potential project will provide safer routes to multiple commercial developments. The commercial businesses adjacent to the project include a large grocery store (Apple Mart) 2 convenience stores, multiple restaurants and a day care facility. Ozark citizens voice their needs for pedestrian pathways along arterials to create safe routes for citizens that choose to walk/bike. In 2017 the Ozark Citizens passed a Transportation Tax to assist in projects that would provide not only vehicular but also pedestrian safety. .

DRAFT



AFFORDABLE FAMILY
STORAGE

Casey's

PLAZA GAS

Apple
MARKET

AUTOMOBILES
Unlimited

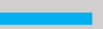
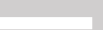

**DOLLAR
GENERAL**

Barnes Family
Funeral Home

Liberty

BEACON HILL
STORAGE

LEGEND

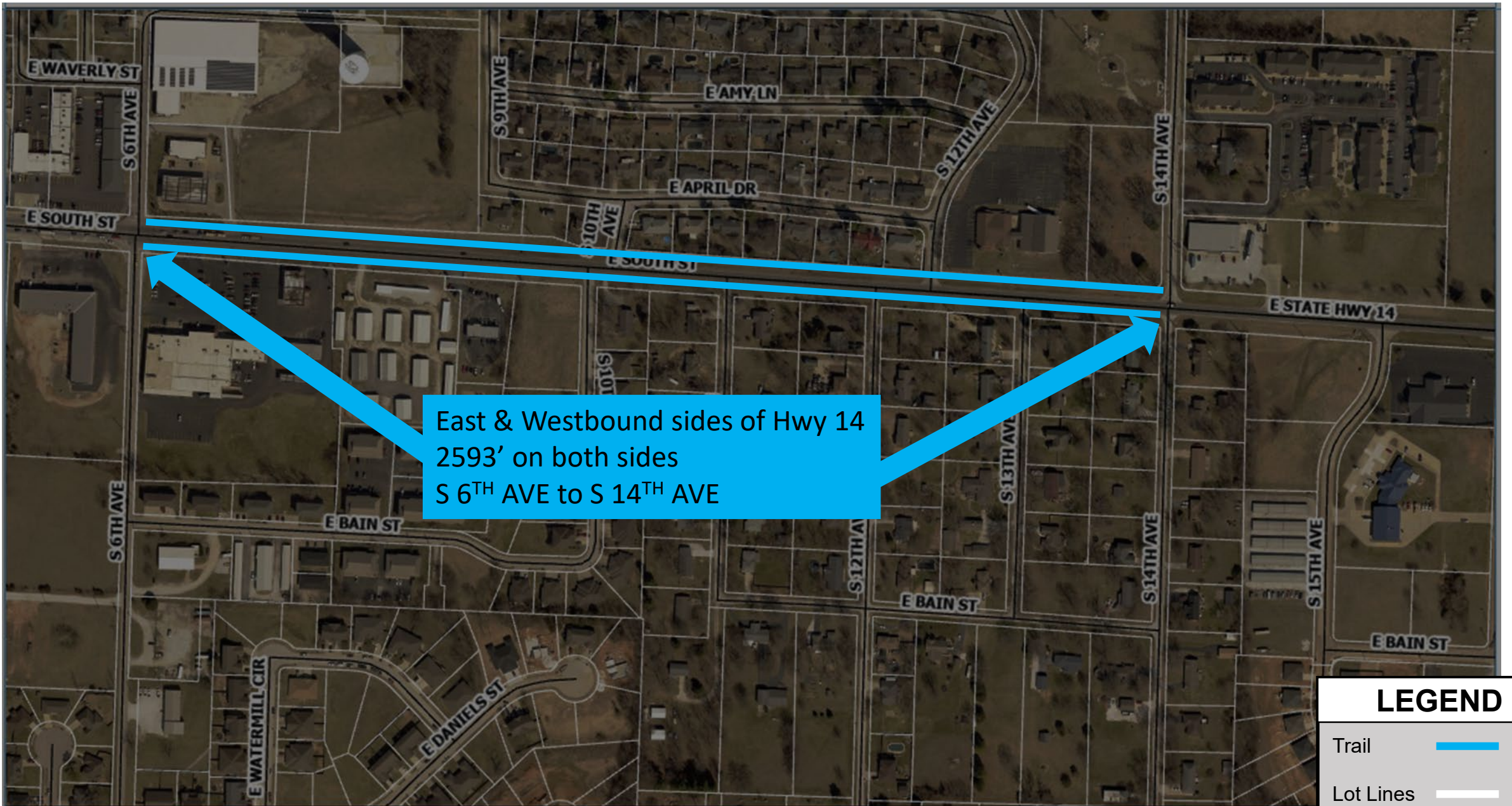
- Trail 
- Lot Lines 
- Streets 




N
0 125 250 500 750 1,000 US Feet
Scale: 1:3,287 Center: 93°11'49"W 37°0'11"N



The City of Ozark makes no representations, express or implied, as to the information's accuracy, completeness, and timeliness. This map is not suitable for legal, engineering, or surveying purposes. Notifications for any errors are appreciated.



LEGEND

- Trail 
- Lot Lines 
- Streets 



0 125 250 500 750 1,000 US Feet

Scale: 1:3,287

Center: 93°11'49"W 37°0'11"N



The City of Ozark makes no representations, express or implied, as to the information's accuracy, completeness, and timeliness. This map is not suitable for legal, engineering, or surveying purposes. Notifications for any errors are appreciated.

2022 OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [City of Strafford](#)

Point of Contact: [Martha Smartt, City Administrator](#)

Phone: [417-736-2154](#)

Email: ca@straffordmo.net

State System and Project Information

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

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

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

- ☐ Glenstone Avenue: Operational and pedestrian improvements from Valley Water Mill Road to Rte. 60 (SU0003, 2024)
- ☐ Glenstone Avenue: ADA Transition Plan improvements from Valley Water Mill Rd. to Rte. 60 in Springfield (8S3160, 2023)
- ☐ Chestnut Expressway: Safety improvements from I-44 to Rte. 65 in Springfield (8P3144, 2024)
- ☐ Sunshine Street: ADA Transition Plan on from Bus. 65 (Glenstone Avenue) to Blackman Road (8S3153, 2024)
- ☐ Sunshine Street: Safety and operational improvements from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199 (8S3133, 2024)
- ☐ Kansas Expressway: Upgrade pedestrian facilities to comply with the ADA Transition Plan and add sidewalks at various locations from north of I-44 to Rte. 60 (8S3173, 2023)
- ☐ Kearney Street: Upgrade pedestrian facilities to comply with the ADA Transition Plan from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield. (8S3190, 2023)
- ☐ Kearney Street: Add lanes and modify signals from Springfield-Branson National Airport to LeCompte Avenue. (SU0085, 2023)
- ☐ Route MM: Add lanes on from I-44 to Rte. 360 (James River Freeway) in Republic (8S0836B, 2024)
- ☐ MO 125: Intersection improvements at various locations from 0.2 mile north of Evergreen Street to 0.1 mile west of Washington Avenue in Strafford (8S3238, 2024)
- ☐ MO 14: Roadway improvements from 6th Avenue to 14th Avenue in Ozark (8P0583B, 2026)
- ☐ Route CC: Add roundabout at Main Street in Nixa (8S0736F, 2024)
- ☐ US 60: Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic (SU0078, 2027)
- ☒ Other : [on the north side of Hwy OO, from Hwy 125 to the east property line of Dollar General](#)

Funding Request

Expected Total Project Cost: \$ 245,008

Expected OTO Cost Share Funding Request: \$98,003

Expected Local Match Percentage: 10 %

Please Provide Project Budget Information In The Table Below:

| Category | Community Funds | | MoDOT Funds | Other Funding Sources | Totals |
|--------------|-----------------|----------------------------|-------------|-----------------------|------------|
| | Local Match | Requested Cost Share Funds | | | |
| Engineering | 2,429.80 | 9,719.20 | 12,149.00 | 0 | 24,298.00 |
| ROW | 0 | 0 | 0 | 0 | 0 |
| Construction | 22,071.00 | 88,284.00 | 110,355.00 | 0 | 220,710.00 |
| Totals | 24,500.80 | 98,003.20 | 122,504.00 | 0 | 245,008.00 |

Please list other funding sources included in project budget: Click or tap here to enter text.

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

Please include copies of estimates used in this application

Project Details

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

Total Length of Proposed Sidewalk(s): 1,910 L.F.

| | Segment Length (ft) | Side of Road | Within Existing /Planned ROW? | Sidewalk Width (ft) | Distance off back of curb (ft) |
|------------|---------------------|--|--|---------------------|--------------------------------|
| Segment #1 | 1,910 | <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input checked="" type="checkbox"/> Y <input type="checkbox"/> N | 5 | 20 |
| Segment #2 | | <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input type="checkbox"/> Y <input type="checkbox"/> N | | |
| Segment #3 | | <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input type="checkbox"/> Y <input type="checkbox"/> N | | |
| Segment #4 | | <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input type="checkbox"/> Y <input type="checkbox"/> N | | |
| Segment #5 | | <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W | <input type="checkbox"/> Y <input type="checkbox"/> N | | |

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

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

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

Project Description

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

The City of Strafford is requesting funds to construct approximately 1,910 lineal feet of ADA compliant sidewalks along the north side of Hwy 00, from Hwy 125 to the east property line of Dollar General. Currently, there are no sidewalks along this stretch of Hwy 00 and pedestrians are forced to walk in the grass. This project is part of the City's long term goal to provide sidewalks throughout the City to encourage walking and safety. This project will provide a much needed ADA compliant pedestrian facility for the many residents in this area. Specifically, this project will connect sidewalks to the Harter House grocery store and Dollar General and the downtown Central Business District along Hwy 125. In addition, this project will directly connect to the new sidewalks to be installed as part of MoDOT's "Missouri Route 125 Intersection Improvements," scheduled for construction in 2024. See attached MoDOT Fact Sheet and Project Map.

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

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

The goal of this project is to not only encourage walking and safety between the numerous activity centers, neighborhoods and businesses in the area, but also to provide safe passage for numerous pedestrians, senior citizens and school age children specifically, which can be seen walking daily to the grocery store and Dollar General.

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

This project will not create a safer route for school children walking to school, however will provide a safer route for children who are walking from the school to the grocery store and Dollar General after school.

Please describe the level of community support for this project.

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

There is significant community support for this project as there are local citizens who do not drive an automobile and must to obtain some of their daily needs by navigating on foot.

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

The proposed sidewalk would also provide connection to the Mercy medical clinic which is in the heart of the corridor where this sidewalk is proposed.

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

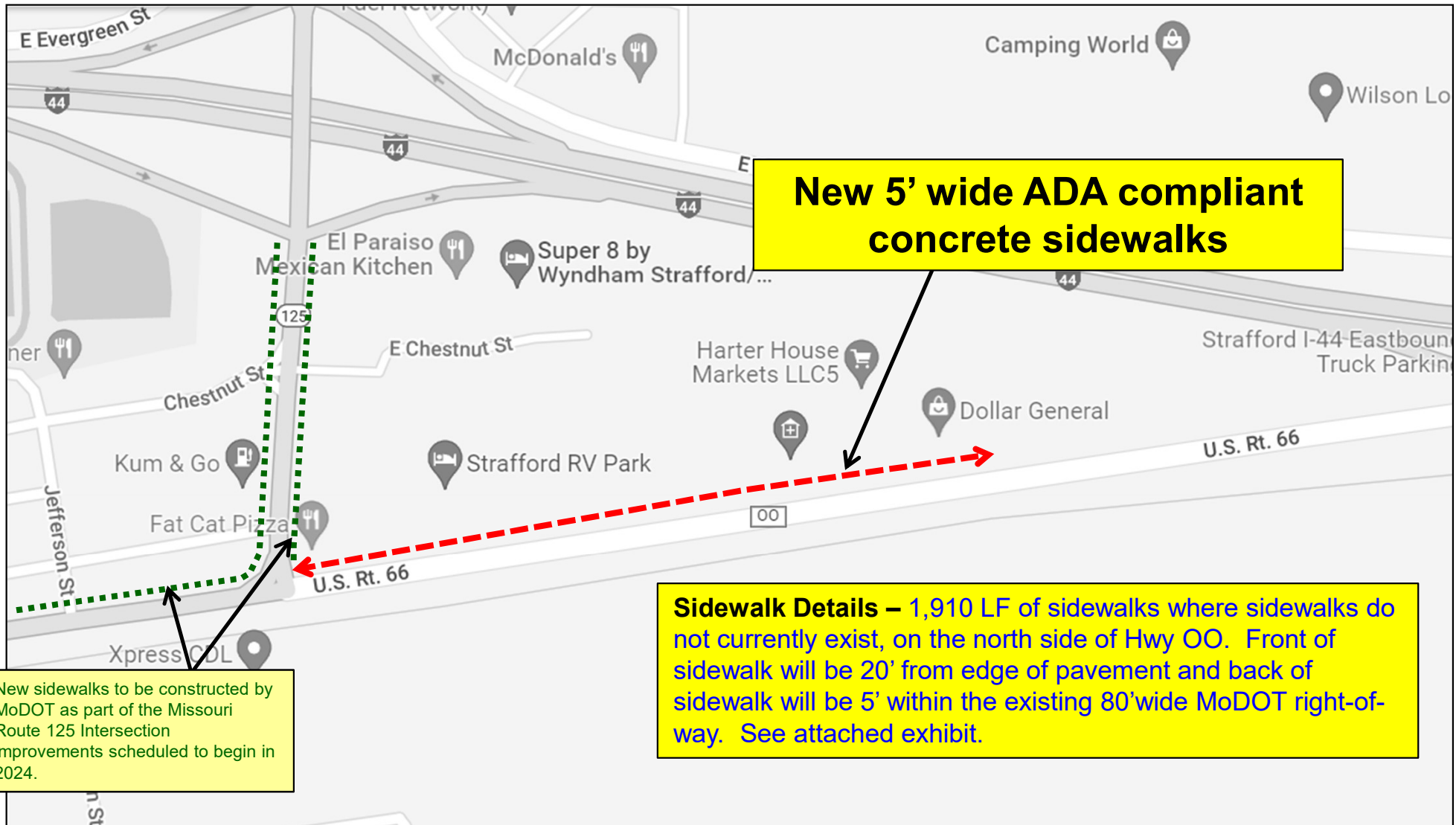
Harter House grocery store and the Strafford Dollar General store are key facilities that the proposed sidewalk will provide connection to. Citizens who do not drive and must navigate on foot for daily needs will benefit from a safe key connection between the center hub of the business district and the grocery store and Dollar General.

DRAFT

City of Strafford – Project Map

OTO/MoDOT Sidewalk Cost Share:

- Hwy 125 to East Property Line of Dollar General



HWY 00 SIDEWALK DETAILS



PROJECT DESCRIPTION:

SIDEWALKS ON THE NORTH SIDE OF HWY 00 – EXTENDING FROM THE EAST PROPERTY LINE OF DOLLAR GENERAL TO EAST SIDE OF HWY 125 APPROXIMATELY 1910 L.F.

5' WIDE CONCRETE SIDEWALK


| SIDEWALK RENDERING | | | | | | | | | |
|--------------------|-----------|----------|----------|----------|------|------|------|------|------|
| 1 | NO. SCALE | DATE | DATE | REVISION | DATE | DATE | DATE | DATE | DATE |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 1 | NO SCALE | 12/14/22 | 12/14/22 | | | | | | |
| 1 | NO SCALE | 12/14/22 | 12/14/22 | | | | | | |
| 1 | NO SCALE | 12/14/22 | 12/14/22 | | | | | | |
| 1 | NO SCALE | 12/14/22 | 12/14/22 | | | | | | |
| 1 | NO SCALE | 12/14/22 | 12/14/22 | | | | | | |
| 1 | NO SCALE | 12/14/22 | 12/14/22 | | | | | | |

HWY 00 SIDEWALK IMPROVEMENTS

CITY OF STRAFFORD

GREENE COUNTY, MISSOURI

THE PROFESSIONAL SEAL ATTACHED TO THIS DRAWING IS VALID FOR THE STATE OF MISSOURI. ANY CHANGES TO THIS SHEET SHALL BE MADE BY THE PROFESSIONAL SEAL ATTACHED TO THIS DRAWING.



737 RUDDER ROAD
FENTON, MISSOURI 63026

314-842-4033 (tel.)
314-842-5957 (fax)
www.cochraneng.com

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- Master Planning
- General Consulting

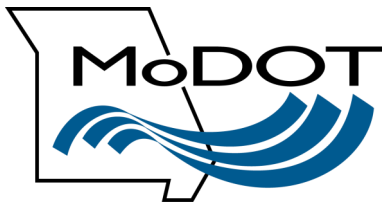
ENGINEERING CERTIFICATE OF AUTHORITY NUMBER – 2007006937
LAND SURVEYING CERTIFICATE OF AUTHORITY NUMBER – 2007004529

Estimate - 2022 OTO/MoDOT Sidewalk Cost Share Application

Application Due - January 10, 2023

City of Strafford - Hwy OO Sidewalks

| No. | Description | Unit | Quantity | Unit Cost | Cost |
|---|----------------------------------|------|---------------------------------|-----------|------------------|
| 1 | Construction Mobilization | LS | 1 | 20,000.00 | \$20,000.00 |
| 2 | Linear Grading | STA | 19.5 | 750.00 | \$14,625.00 |
| 3 | ADA Compliant Sidewalks, 5' wide | SF | 9,250 | 7.00 | \$64,750.00 |
| 4 | Concrete Approaches | SF | 6,300 | 9.00 | \$56,700.00 |
| 5 | Restoration | LS | 1 | 15,000.00 | \$15,000.00 |
| 6 | Construction Traffic Control | LS | 1 | 5,000.00 | \$5,000.00 |
| Project Notes: 1. Project length equals approx. 0.38 miles 2. Sidewalks on Hwy OO - Hwy 125 to east side of Dollar General | | | Construction Sub-Total | | \$176,075 |
| | | | 15% Contingency | | \$26,411 |
| | | | Design Engineering | | \$24,298 |
| | | | Construction Engineering | | \$18,224 |
| | | | Project Total = | | \$245,008 |
| | | | MoDOT Share @ 50% = | | \$122,504 |
| | | | OTO Share @ 40% = | | \$98,003 |
| | | | Strafford's Local Match @ 10% = | | \$24,501 |



MISSOURI ROUTE 125 INTERSECTION IMPROVEMENTS IN STRAFFORD



PROJECT FACTS

MoDOT is seeking public input on six proposed Missouri Route 125 improvement concepts that are being evaluated to reduce traffic delays and increase safety at various intersections in Strafford.

Route 125 intersections being evaluated are:

- I-44
- North Outer Road (Evergreen St)
- Route 125 between Chestnut Street and Washington Avenue



CONSTRUCTION

- Construction of the first phase of these improvements is scheduled to begin in 2024 with potential future projects being developed from the remaining prioritized concepts.
- Estimated Total Cost: \$2,140,000



For more information, contact the MoDOT Southwest District at:

417.895.7600 tel | swcr@modot.mo.gov | www.modot.org/southwest



MoDOT.Southwest



MoDOT_Southwest



@MoDOT_Southwest

LEGEND

- RAISED MEDIAN
- PAVEMENT
- NEW R/W
- SIDEWALK/CONCRETE APRON
- EXISTING R/W
- PROPERTY LINE
- CURB & GUTTER





City of Strafford

126 S Washington – PO Box 66 • Strafford, MO 65757
Phone 417-736-2154 • Fax 417-736-2390

January 9, 2023

RE: Proposed sidewalk – Hwy OO from Hwy 125 to east property line of Dollar General

To Whom It May Concern:

It is with great enthusiasm I am writing in support of the much-needed sidewalk improvement along Highway OO, from Highway 125 to the east property line of Dollar General.

Strafford has numerous pedestrians – some travel on foot by choice and some do so out of necessity to fulfill daily needs. These include senior citizens that live in the downtown area as well as school age children who are walking to the grocery stores after school. Currently, these folks must walk in the grass or along the edge of the road once they leave the intersection of North Highway 125 and Highway OO and walk east.

As business and industry continue to increase, so does traffic. It is the City's desire to serve and accommodate the vulnerable of our community. One way we feel this can be accomplished is to continue providing our citizens more and safer pedestrian routes to local venues. City Strafford sees the 2022 OTO/MoDOT Sidewalk Grant as a great opportunity to partner together for a sidewalk that would be utilized significantly by our citizens.

Thank you for your consideration.

Sincerely,

Martha E. Smartt
City Administrator

| Informational | Jurisdiction | Ozark 3 | Strafford |
|---------------|----------------------------------|--|--|
| | Project Title | Route 14, 6th to 14th | Route OO, 125 to Dollar General |
| | Eligible Project Type | Numbered State Routes | Lettered State Routes |
| | Eligible Road | Yes | Yes |
| | Roadway | Jackson/3rd/South (MO 14) | Route OO |
| | From | 6th | Route 125 |
| | To | 14th | Dollar General |
| | Description | 2,593 feet of sidewalk on both sides of 14 | 1,950 feet of sidewalk on north side of OO |
| | Existing MoDOT Project | 8P0583B, 2026 | No |
| | Total Cost | \$337,090 | \$245,008 |
| | TAP/CRP Share | \$134,836 | \$196,006 |
| | MoDOT Share | \$134,836 | \$0 |
| | Local Share | \$67,418 | \$49,002 |
| Scoring | TAP/CRP Match Percentage | 40.00 | 40.00 |
| | Match Points | 2 | 2 |
| | Budget Source | Other | Engineer's Estimate |
| | Budget Points | 0 | 1 |
| | Fits within Existing MoDOT ROW | Yes | Yes |
| | ROW Points | 1 | 1 |
| | Buffer between Curb and Sidewalk | No | Yes |
| | Curb Points | 0 | 1 |
| | Alignment Source | Other | Engineer's Estimate |
| | Alignment Points | 0 | 1 |
| | Sidewalk Network | New Sidewalk Segment | New Sidewalk Segment |
| | Network Points | 1 | 1 |
| | Meets Need | Other | Evidence of Unmet Demand |
| | Need Points | 0 | 2 |
| | School Route | Other | Within 1/2 mile |
| | School Points | 0 | 1 |
| | Community Support | Other | Other |
| | Support Points | 0 | 0 |
| | Community Facilities | Other | Connects Vulnerable Population Facilities |
| | Facilities Points | 0 | 2 |
| | Shopping and Essential Services | Connections to Pedestrian Major Generators | Connections to Pedestrian Major Generators |
| | Services Points | 2 | 2 |
| | TOTAL POINTS | 6 | 14 |

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [City of Republic](#)

Point of Contact: [Garrett Brickner](#)

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

Email: gbrickner@republicmo.com

State System and Project Information

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

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

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

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

List Project and include TIP Number or MoDOT Job Number:

MoDOT job number - 8S0836D

Funding Request

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

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

Expected Local Match Percentage: %

Please Provide Project Budget Information In The Table Below:

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

Please list other funding sources included in project budget:

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

Project Details

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

Total Length of Proposed Trail (s):

4567.2 feet

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

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

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

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

Project Description

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

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

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

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

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

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

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

Please describe the level of community support for this project.

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

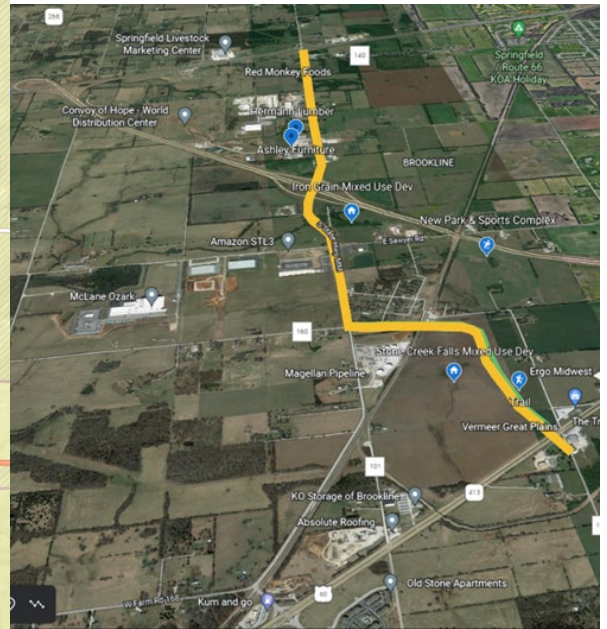
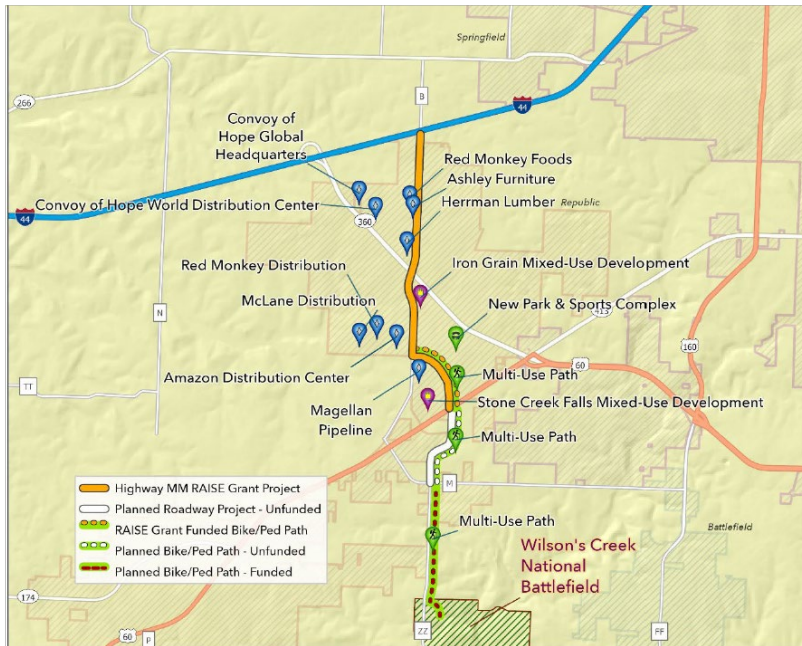
Trails and pedestrian accessibility is a large scoring question on many citizen surveys we have conducted.

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

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

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

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



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

TAB 6

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM II.F.

FTA 5310 Non-Traditional Funding Award

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

AGENDA DESCRIPTION:

The OTO issued an FTA Section 5310 FY 2021-2023 Call for Projects that closed on January 31, 2023. These funds are for improving the mobility of seniors and individuals with disabilities in the OTO area. Public transportation providers are eligible to apply for the Non-Traditional Funding Category. City Utilities is the only public transportation entity in the area and has applied for eligible projects that address ADA enhancements throughout the CU Transit system for a total programmed amount of \$566,251 (\$453,001 federal, \$113,250 local match).

1. Main & Chestnut – connection to sidewalk on either side of block for complete path of travel.
2. Cardinal at Camino Alto – landing pad and sidewalk to replace grass access to bus stop.
3. Upgraded Shelter Pads – 7 identified sites to replace Plexiglas shelter replacement for greater ADA access. Shelter pads replacement necessary at these locations.
 - Glenstone & Paige, North of Railroad
 - Fort & Sunshine, SE Corner
 - Fremont & Berkley, Senior Center
 - National & Mercy, Mercy Clinic
 - Glenstone & Barataria, Brentwood Center
 - Glenstone & Cherokee, NE Corner
 - Kimbrough & Elm, NE Corner
4. Upgraded Shelters – 21 identified sites to replace plexiglass shelters with metal shelters for greater ADA access.
 - Clifton at John B. Hughes Apartments
 - Grant & Scott, Grant Ave. Baptist
 - Benton & Kearney, SE Corner
 - Campbell & Madison, SE Corner
 - 811 N. Cedarbrook
 - Grant & Kansas Expressway, NE Corner
 - National & Primrose, Cox Hospital East Entrance
 - Dale & Ramsey, NE Corner
 - Cherry & Kimbrough, SE Corner
 - Boonville & Division, NE Corner
 - Campbell & Mt. Vernon, NE Corner
 - Jefferson & Monroe, NW Corner
 - Kansas Exp. & Chesterfield, Chesterfield Village
 - Kearney & Airport Plaza, NW Corner
 - 303 E. Republic, Chase Card
 - South & Madison, NE Corner

- Evergreen & National, Ozarks Community Hospital
 - Campbell & Walnut, NE Corner
 - Glenstone & Cinderella, Glen Isle
 - Campbell & Swan, At Home Store
 - Glenstone & Cinderella, Popeyes
5. Q'Straint Quantum – automatic wheelchair securement station.

LOCAL COORDINATING BOARD FOR TRANSIT:

At its scheduled meeting on March 7, 2023, the Local Coordinating Board for Transit recommended that the Board of Directors approve the award of \$453,001 in FY 2021-2023 FTA 5310 funds to City Utilities Transit.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on February 15, 2023, the Technical Planning Committee recommended that the Board of Directors approve Amendment 4 to the FY 2023-2026 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve award of \$453,001 in FY 2021-2023 FTA 5310 funds to City Utilities Transit.”

OR

“Move to approve FY 2021-2023 FTA 5310 funds to City Utilities Transit with the following changes...”

Section 5310 Funding Application

APPLICATION CHECK LIST

Complete application Parts I, II, and III and Appendices A through R.

☒ X ☐ Copy of Federal or State tax exempt letter.

☐ NA ☐ For Vehicles request please include Insurance carrier, amounts of coverage and premium rate.

☒ X ☐ Proof of audits for your three most recent fiscal years or on file with MoDOT.

☐ NA ☐ Letter of support from transportation providers and agencies in your service area that serve the same type of needs.

☐ NA ☐ New Unique Entity ID provided by SAM.gov.

As of April 4, 2022, the federal government stopped using the DUNS Number to uniquely identify entities. Entities doing business with the federal government use the Unique Entity ID created in SAM.gov.

☐ NA ☐ Current Certificate of Good Standing from the Missouri Secretary of State.

*Obtained from the Corporate Division (573) 751-4153 or print a copy from the website:
<https://www.sos.mo.gov/business/corporations/generalInfo#goodStanding>.*

STANDARD ASSURANCES

The following appendices must be signed and included with this application and labeled in the following order:

☒ X ☐ **Appendix A** Letter of Confirmation of Local Match and Operating Expenses

☒ X ☐ **Appendix B** Authorizing Resolution for Nonprofit Corporations

☒ X ☐ **Appendix C** Section 5310 Standard Assurances

☐ NA ☐ **Appendix D** Charter Bus

☐ NA ☐ **Appendix E** School Bus

☐ NA ☐ **Appendix F** Energy Conservation

☐ NA ☐ **Appendix G** Clean Water

☐ NA ☐ **Appendix H** Lobbying

☐ NA ☐ **Appendix I** Federal Changes

☐ NA ☐ **Appendix J** Clean Air

☐ NA ☐ **Appendix K** No Government Obligation to Third Parties

☐ NA ☐ **Appendix L** Program Fraud and False or Fraudulent Statements and Related Acts

☐ NA ☐ **Appendix M** Termination

☐ NA ☐ **Appendix N** Government-Wide Debarment Suspension

☐ NA ☐ **Appendix O** Civil Rights

☐ NA ☐ **Appendix P** Breaches and Dispute Resolution

☐ NA ☐ **Appendix Q** State and Local Law Disclaimer

☐ NA ☐ **Appendix R** Incorporation of Federal Transit Administration (FTA) Terms

☐ NA ☐ **Appendix S** Worker Eligibility Verification Affidavit

PART I: APPLICANT INFORMATION

Applicant Information: *Please provide the following information, do not leave any part blank.*

1. ORGANIZATION CONTACT

| | |
|--------------------|---|
| Organization | City Utilities of Springfield, Missouri |
| List all DBA Names | City of Springfield for the benefit of City Utilities |
| Contact Person | Brandie Fisher |

2. MAIN ADDRESS

| | | | | | |
|----------------|----------------|--------|----|---------------|------------|
| Street Address | 301 E. Central | | | | |
| Suite Address | | | | | |
| P.O. Box | P.O. Box 551 | | | | |
| City: | Springfield | State: | MO | Zip Code + 4: | 65801-0551 |
| County | | | | | |

3. PHONE NUMBER AND FAX NUMBER

| | |
|--------------|--------------|
| 417-831-8368 | 417-831-8368 |
| Phone | Fax |

4. E-MAIL ADDRESS

| |
|----------------------------------|
| Brandie.fisher@cityutilities.net |
|----------------------------------|

5. WEBSITE ADDRESS

| |
|---|
| https://www.cutransit.net/ |
|---|

6. FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA) INFO

| | |
|---|----------|
| Unique Entity Identifier | Redacted |
| Federal Employer Identification Number (FEIN) | Redacted |
| US Congressional District | 007 |

7. EXECUTIVE COMPENSATION QUESTION FOR FFATA

| | |
|---|----|
| Does sub-recipient/applicant agency annual gross revenue exceed 80 percent or more in federal awards? Enter YES/NO | NO |
| Does sub-recipient/applicant agency annual revenue equal or exceed \$25,000,000? Enter YES/NO | NO |

Note: *If you answer yes to both questions, then please provide the names and annual income of the top five (5) compensated individuals in the organization.*

PART II: PROJECT TYPE AND BUDGET

Please provide

Title of Project: Section 5310 Mobility Enhancement Projects FY21, 22 and 23

PROJECT TYPE:

☐ **Vehicle Purchase** *(See MoDOT General Service Division web page for possible vehicle floor plan(s) and associated cost)*

Requested Model and Floor Plan:

Quantity Requested:

Requested vehicle(s) is:

☐ Additional New Vehicle(s)

☐ Replaces Existing Vehicle(s) *(Please Provide Information Below)*

Number of Years Existing Vehicle has been in Revenue Service:

Current Mileage of Existing Vehicle:

☒ **Capital and Operating Project**

Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable daily transit for senior citizens, veterans, and individuals with disabilities. These projects may achieve or should exceed compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*).

- ☒ General public transportation projects that exceed ADA requirements, such as improved access, increase complementary paratransit services, and is an alternative to public transportation that assist seniors and individuals with disabilities with transportation
- ☒ Public transportation projects that exceed the requirements of ADA
- ☒ Public transportation projects that improve accessibility
- ☒ Public transportation alternatives that assist seniors and individuals with disabilities with transportation
- ☒ Support facilities and equipment
- ☒ Support for Mobility Management and Coordination Programs
- ☐ Feeder service

PROJECT BUDGET:

Price of Individual Vehicle Requested:

Quantity Requested:

Total Funding Requested For This Project:

Requested Federal Funding *(Max 80%)*:

Local Match *(Min. 20%)*:

| | |
|---------|--|
| | |
| | |
| 453,001 | |
| 453,001 | |
| 113,250 | |

PART III: PROJECT DESCRIPTION

Project Description: Please provide a project description by answering the following questions. Include as much information as necessary to clearly explain the project's eligibility. Each application will be given a score as indicated by the Project Evaluation Criteria on page 8.

A. Describe the project request. A description of planned services, locations to be served, and overall need is required.

Project #1 – Main & Chestnut

This stop has appx 736 passengers on and 698 passengers off over a 12-month period. There is currently a bench located at this stop, but no landing pad or sidewalk. This census tract has 476 people with a disability; including 72 with visual disabilities and 186 ambulatory disabilities. In the Google Maps, you can see that a path is worn where passengers walk through the grass to access the bus stop. There have been inquiries to the City of Springfield ADA Coordinator on whether this location could have a sidewalk added. We let the City know that it was on our list of proposed projects for this round of 5310 funding. We are proposing to connect to the sidewalk on either side of this block, making a complete path of travel.

Project #2 – Cardinal at Camino Alto

This stop has appx. 1,217 passengers on and 1,033 passengers off over a 12-month period. There is currently a bench located at this stop, but no landing pad or sidewalk. This census tract has 1,046 people with a disability; including 168 with visual disabilities and 554 ambulatory disabilities. The City of Springfield also identified this area as having pedestrian crashes. In the Google Maps, you can see that a path is worn where passengers walk through the grass to access the bus stop.

Project #3 – Upgraded Shelter Pads

This proposal identifies 7 site locations to replace plexiglass shelters with metal shelters, that are currently in storage. These upgraded shelters will allow for greater ADA access, as they do not have a front panel, like the plexiglass shelters do. These shelters will be placed on high traffic corridors. The useful life of the plexiglass shelters is 15 years, but will be between 21 and 25 years old at the time of replacement. For these 7 sites, the cost will be for upgraded shelter pads only, the shelters are currently in storage and were paid for by a previous grant.

- 1.) Glenstone & Paige, North of Railroad
- 2.) Fort & Sunshine, SE Corner
- 3.) Fremont & Berkley, Senior Center
- 4.) National & Mercy, Mercy Clinic
- 5.) Glenstone & Baratara, Brentwood Center
- 6.) Glenstone & Cherokee, NE Corner
- 7.) Kimbrough & Elm, NE Corner

Project #4 – Upgraded Shelters

This proposal identifies 21 site locations to replace plexiglass shelters with metal shelters.

These upgraded shelters will allow for greater ADA access, as they do not have a front panel, like the plexiglass shelters do. The useful life of the plexiglass shelters is 15 years, but will be between 21 and 25 years old at the time of replacement. For these 21 sites, the cost will be for upgraded shelter pads and the price of the shelter.

- 1.) Clifton at John B. Hughes Apartments
- 2.) Grant & Scott, Grant Ave. Baptist
- 3.) Benton & Kearney, SE Corner
- 4.) Campbell & Madison, SE Corner
- 5.) 811 N. Cedarbrook
- 6.) Grand & Kansas Expressway, NE Corner
- 7.) National & Primrose, Cox Hospital East Entrance
- 8.) Dale & Ramsey, NE Corner
- 9.) Cherry & Kimbrough, SE Corner
- 10.) Boonville & Division, NE Corner
- 11.) Campbell & Mt. Vernon, NE Corner
- 12.) Jefferson & Monroe, NW Corner
- 13.) Kansas Exp. & Chesterfield, Chesterfield Village
- 14.) Kearney & Airport Plaza, NW Corner
- 15.) 303 E. Republic, Chase Card
- 16.) South & Madison, NE Corner
- 17.) Evergreen & National, Ozarks Community Hospital
- 18.) Campbell & Walnut, NE Corner
- 19.) Glenstone & Cinderella, Glen Isle
- 20.) Campbell & Swan, At Home Store
- 21.) Glenstone & Cinderella, Popeyes

Project#5 – Q'Straint Quantum

The Q'Straint Quantum is an automatic wheelchair securement station. We installed a demo in one fixed route bus in the fall, and the feedback from passengers and drivers has been positive. The Quantum has several benefits:

Passengers will:

- 1.) Have a sense of independence and freedom from having the ability to secure themselves.
- 2.) Experience a faster commute since the Quantum is faster than traditional securement.
- 3.) Experience a safer ride, regardless of the mobility device type.

Drivers will:

- 1.) Be less at risk for strains resulting from transitional securement methods.
- 2.) Be able to secure a passenger without invading their personal space.

B. Describe the mobility service provided and how the proposed vehicle would be used if this project replaces an existing unreliable or high mileage vehicles to maintain existing service.

Not applicable, there will be no vehicles purchased.

C. Describe how this project would support services of established agencies.

These projects would enhance the accessibility of our system throughout the City of Springfield – especially along some of our most heavily traveled corridors.

D. Discuss how this project would maintain or increase ADA amenities offered by your agency.

These projects will provide increased accessibility, mobility, independence, and safety to all customers of the fixed route system. However, the disabled and elderly customers will see the greatest benefit. Adding ADA sidewalks will allow passengers the ability to travel on the sidewalk instead of the street. Replacing dated shelters with an ADA accessible option will allow users of mobility devices to wait inside of the shelters. The Q'Straint will allow for more independence and a safer and faster ride.

Many of our Access Express paratransit passengers would be able to utilize the fixed route bus system if they could get to and from a bus stop.

E. Describe how this project would provide service to an area not previously serviced.

The projects proposed by City Utilities will improve accessibility to transit by removing barriers for individuals with disabilities and the elderly. CU plans to build accessibility features to our bus stops that are currently inaccessible by constructing sidewalks, curb-cuts, and installing ADA accessible bus shelters to provide new or upgraded amenities on our existing system. Adding sidewalk improves the connectivity of the system and creates new opportunities for elderly customers and customers using mobility devices to utilize the fixed route system.

These projects would increase the mobility and utilization of the fixed route bus system by eliminating barriers for all our bus passengers.

F. Describe how this project would provide for an increased number of passengers served per week and discuss increased service in terms of frequency. *Note: Increased service is not required.*

Without accessibility to some of our bus stops, this prevents bus passengers from getting to and from the bus stops and not being able to access the fixed route bus system. Accessibility and transit bus stop enhancements would increase the travel options for the disabled and elderly bus passengers. The fixed route bus fare is also less expensive than the Access Express, paratransit bus fare, which would financially help the disabled and elderly bus passengers.

G. Describe how this project creates new intercity connections and allows people to travel throughout the region.

Improved accessibility on our fixed route system will create the ability for intercity connection

and travel throughout not only the region, but the country. During the weekday, seven of our twelve routes connect at the Transit Center. From the Transit Center, a customer can catch another CU bus to travel to other areas of town, or they can catch a Greyhound bus that allows them to travel to other areas of the country.

H. Describe how this project allows individuals to travel outside of normal business hours, including nights and weekends.

This grant would not impact the operating hours of CU Transit. However, CU Transit currently operates from 6:00AM – 11:15PM during the week, 6:05AM – 11:20PM on Saturdays and 7:05AM – 11:15PM on Sundays. The proposed projects would provide a safer environment to utilize transit on nights and weekends by providing sidewalk and ADA accessible shelters.

I. Describe how this project expands ADA accessibility to public transportation.

These projects will provide increased accessibility, mobility, independence, and safety to all customers of the fixed route system. However, the disabled and elderly customers will see the greatest benefit. Adding ADA sidewalks will allow passengers the ability to travel on the sidewalk instead of the street. Replacing dated shelters with an ADA accessible option will allow users of mobility devices to wait inside of the shelters. The Q'Straint will allow for more independence and a safer and faster ride.

Many of our Access Express paratransit passengers would be able to utilize the fixed route bus system if they could get to and from a bus stop.

J. Describe if the applicant has been awarded a vehicle in the past two years.

City Utilities has not applied for vehicle funding through the Section 5310 program.

K. Describe how this project would be in alignment with the Transit Coordination Plan strategies of (1) Education, (2) Improve Mobility Services and Infrastructure, (3) Expand Mobility Services and Infrastructure, and (4) Regionalize Available Services.

These proposed projects would align with the Transit Coordination Plan strategies of Improving Mobility Services and Infrastructure, Expanding Mobility Services and Infrastructure and Regionalize Available Services.

Improve Mobility Services and Infrastructure – ADA accessible shelters and the Q'Straint system are improvements to traditional infrastructure that will allow increased accessibility, mobility, independence and safety to all customers on the fixed route system – especially those using mobility devices.

Expanding Mobility Services and Infrastructure – Constructing new sidewalks along our existing transit routes improves connectivity to the fixed route system. This improved connectivity allows passengers with mobility challenges to more easily access our system and travel independently.

Regionalize Available Services - Improved accessibility on our fixed route system will create the ability for intercity connection and travel throughout not only the region, but the country. During the weekday, seven of our twelve routes connect at the Transit Center. From the Transit Center, a customer can catch another CU bus to travel to other areas of town, or they can catch a Greyhound bus that allows them to travel to other areas of the country.

L. Describe how this project would provide a person flexibility in travel, including same day trips and/or flexible scheduling options.

Many customers who are approved for our Access Express service could utilize the fixed route service, if they could safely navigate to a bus stop. Most generally, this means they would need a safe path of travel (sidewalk) to the stop and a safe place to wait for the bus (shelter). By continuing to add sidewalks and ADA accessible shelters, more customers have an opportunity to utilize the fixed route, instead of or in addition to our Access Express service. This is beneficial to the customers for several reasons, a few are:

- 1.) The fixed route service is less expensive than Access Express.
- 2.) The fixed route service offers flexibility to travel without the need to pre-plan several days in advance, while Access Express requires appointments for travel and does not allow for same day travel.
- 3.) The fixed route allows passengers to be more independent.

APPENDICES

(APPENDIX A) LETTER OF CONFIRMATION OF LOCAL MATCH AND OPERATING EXPENSES

(APPENDIX B) AUTHORIZING RESOLUTION FOR NONPROFIT CORPORATIONS

(APPENDIX C) FTA STANDARD ASSURANCES

APPENDIX A

LETTER OF CONFIRMATION OF LOCAL MATCH AND OPERATING EXPENSES

This is to confirm that City Utilities of Springfield, Missouri will provide the necessary (Agency Name) match of 20% for Capital Projects or 50% for Operating Expenses when requested and that City Utilities of Springfield, Missouri will provide the necessary and appropriate (Agency Name) funding for continued operating expenses for this Section 5310 projects.



Matthew C. Cyl

Authorizing Signature

APPENDIX B

AUTHORIZING RESOLUTION
FEDERAL TRANSIT ADMINISTRATION GRANTS,
MISSOURI DEPARTMENT OF TRANSPORTATION
OPERATING AND PLANNING ASSISTANCE AND
MISSOURI DEPARTMENT OF SOCIAL SERVICES'
MO HEALTHNET DIVISION

WHEREAS, the Federal Transit Administration ("FTA"), the Missouri Department of Transportation ("MODOT"), and the Missouri Department of Social Services' MO HealthNet Division ("MO HealthNet") acting through the Administrator, or the Administrator's designee, are authorized to make grants for general public transportation projects; and

WHEREAS, any such grant of financial assistance will impose certain obligations upon the grant applicant, including the provision by it of the local share of the project costs; and

WHEREAS, City Utilities of Springfield, Missouri ("City Utilities"), has provided, or will provide, all annual certifications and assurances to FTA required for any such project; and

WHEREAS, it is the goal of City Utilities, the grant applicant, to provide the best transit system that can be provided with the money available.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC UTILITIES OF THE CITY OF SPRINGFIELD, MISSOURI (THE "BOARD"), as follows:

1. That City Utilities' General Manager (the "General Manager") is authorized to, and may further delegate to the City Utilities' transit staff holding the positions Director – Transit or Transit Grants Analyst the authority to, execute and file applications with FTA for federal surface transportation grants authorized by 49 U.S.C. Chapter 53 and Title 23 of the United States Code and any other Federal Statutes administered by the FTA; or MODOT for operating and planning assistance; and with MO HealthNet for Medicaid transportation funding, all on behalf of City Utilities, a local governmental entity. City Utilities is the Designated Recipient as defined by 49 U.S.C. 5307 (A) (2) and has the authority to apply for Section 5304 Statewide Planning, Urbanized Area (Section 5307) Formula Program Assistance, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and Section 5339 Bus and Bus Facilities Formula Program.

2. That the General Manager is authorized to, and may further delegate to the City Utilities' transit staff holding the positions Director – Transit or Transit Grants Analyst the authority to, furnish such additional information as FTA, MODOT, and MO HealthNet may require in connection with any application or project.

3. That the General Manager is authorized to, and may further delegate to the City Utilities' transit staff holding the positions Director – Transit or Transit Grants Analyst the authority to, execute grant agreements, cooperative agreements, awards and contracts on behalf of City Utilities with FTA, MODOT and MO HealthNet for grant and operating assistance in operating a public transit system.

4. That the General Manager is authorized to, and may further delegate to the City Utilities' transit staff holding the positions Director – Transit or Transit Grants Analyst the authority to: (a) submit and review grant applications, contract applications, quarterly reports, and any other required information; (b) electronically submit FTA Annual Certifications and Assurances required from grantees electronically on behalf of City Utilities with FTA; (c) execute grants electronically; and (d) request payment under grants and contracts with the above-referenced agencies. An original copy of such FTA Annual Certifications and Assurances will be kept by City Utilities along with its attorney's opinion.

CERTIFICATE

The undersigned, Jennifer Wilson, Secretary of the Board of Public Utilities of the City of Springfield, Missouri, does hereby certify under her hand and seal of the Board that the foregoing is a true and correct copy of a resolution adopted by the Board at its regular meeting held on the 25th day of June, 2020, pursuant to notice of time and place duly given to all members of the Board, at which meeting a quorum was present and voted throughout.

Dated this 25th day of June, 2020.


Jennifer Wilson, Secretary

ATTEST:


Mark Millsap, Assistant Secretary



APPENDIX C

Certifications and Assurances

Fiscal Year 2022

FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: City Utilities of Springfield, MO

The Applicant certifies to the applicable provisions of all categories: (*check here*) X.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

| Category | Certification |
|--|---------------|
| 01 Certifications and Assurances Required of Every Applicant | _____ |
| 02 Public Transportation Agency Safety Plans | _____ |
| 03 Tax Liability and Felony Convictions | _____ |
| 04 Lobbying | _____ |
| 05 Private Sector Protections | _____ |
| 06 Transit Asset Management Plan | _____ |
| 07 Rolling Stock Buy America Reviews and Bus Testing | _____ |
| 08 Urbanized Area Formula Grants Program | _____ |
| 09 Formula Grants for Rural Areas | _____ |
| 10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program | _____ |
| 11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs | _____ |

Certifications and Assurances

Fiscal Year 2022

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Cybersecurity Certification for Rail Rolling Stock and Operations

20 Tribal Transit Programs

21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: City Utilities of Springfield, MO

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

Certifications and Assurances

Fiscal Year 2022

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  Date: 4/14/2022

Name Gary Gibson, President/CEO Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): City Utilities of Springfield, MO

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature  Date: 4/14/2022

Name Dwayne Fulk, VP-Chief Legal Officer Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

TAB 7

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM II.G.

Administrative Modification 1 to the FY 2023-2026 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are 2 items included as part of Administrative Modification 1 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

1. Wilson's Creek Boulevard Trail (EN2205-23AM1)

Moving funding from Construction to Right-of-Way for temporary construction easements.

Basis for Administrative Modification

- *Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*

2. J-Turns on US 65 at Bluegrass Road (SP2308-23AM1)

Moving funding from Construction to Right-of-Way for temporary construction easements.

Basis for Administrative Modification

- *Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUESTED – INFORMATIONAL ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

6 February 2023

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number One to the OTO FY 2023-2026 Transportation Improvement Program (TIP) on February 2, 2023. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 1 to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There are 2 items included as part of Administrative Modification 1 to the FY 2023-2026 Transportation Improvement Program. These changes do not affect Fiscal Constraint as the funding sources and funding years remain the same.

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Basis for Administrative Modification

- *Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project.*

Project Overview

2 Projects Listed

EN2205-23AM1 - WILSON'S CREEK BOULEVARD TRAIL

| | | | |
|-------------------------|-------------------------------|--|-----------------------------|
| Plan Revision 23AM1 | Section Sponsored by MoDOT | Project Type Bicycle and Pedestrian | Lead Agency MoDOT |
| County Greene County | Municipality Republic | Status Programmed | Total Cost \$1,872,480 |
| MoDoT ID JSU0054 | Federal ID - | Project From Rte. M | Project To Farm Road 182 |

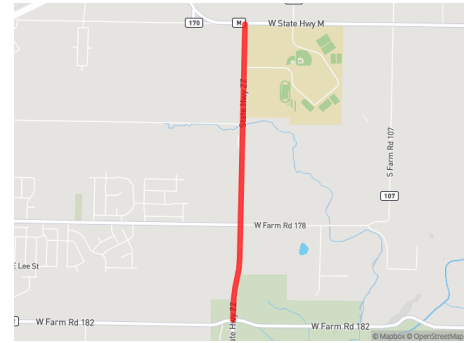
Project Considerations
Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority, Advance
Construction

Project Description
Bicycle and pedestrian improvements on Rte. ZZ from Rte. M to Farm Road 182 in Republic.

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG; \$1,246,730 Coronavirus Response and Relief Supplemental Appropriations Act, up to \$384,600 STBG Large Urban and up to \$96,150 Ozark Greenways funds.

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|--------------------|---------------|-------|-------------|--------|--------|--------|--------|-------------|
| Engineering | MoDOT | - | \$82,800 | - | - | - | - | \$82,800 |
| Engineering | MoDOT-AC | - | \$331,200 | - | - | - | - | \$331,200 |
| Total Engineering | | - | \$414,000 | - | - | - | - | \$414,000 |
| ROW | CRRSAA (FHWA) | - | \$18,330 | - | - | - | - | \$18,330 |
| Total ROW | | - | \$18,330 | - | - | - | - | \$18,330 |
| Construction | CRRSAA (FHWA) | - | \$1,228,400 | - | - | - | - | \$1,228,400 |
| Construction | STBG-U (FHWA) | - | \$169,400 | - | - | - | - | \$169,400 |
| Construction | Local | - | \$42,350 | - | - | - | - | \$42,350 |
| Total Construction | | - | \$1,440,150 | - | - | - | - | \$1,440,150 |
| Total Programmed | | - | \$1,872,480 | - | - | - | - | \$1,872,480 |

| | |
|--------------------------------------|---|
| CURRENT CHANGE REASON | Schedule / Funding / Scope- Update Adding or deleting a project development phase 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 "EN2205-22AM1" to "EN2205-23AM1" Plan Revision Name changed from "23Adopted" to "23AM1" |
| FUNDING CHANGES | CRRSAA (FHWA) + Increase funds in FY 2023 in ROW from \$0 to \$18,330 - Decrease funds in FY 2023 in CON from \$1,246,730 to \$1,228,400 |
| FEDERAL PROJECT COST | Stays the same \$1,416,130 |
| TOTAL PROJECT COST | Stays the same \$1,872,480 |



SP2308-23AM1 - J-TURNS ON US 65 AT BLUEGRASS ROAD

Plan Revision
23AM1

Section
Sponsored by MoDOT

Project Type
Safety

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,772,000

MoDOT ID
JSU0101

Federal ID
-

Project From
at Bluegrass Road (County Road 94)

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
Add J-turn at Bluegrass Road (Farm Road 94).

Funding Source Notes
Non-Federal Funding Source: State Transportation Revenues; \$840,000 Open Container Funds

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|--------------------|---------------|-------|-----------|-------------|--------|--------|--------|-------------|
| Engineering | SAFETY (FHWA) | - | \$90,000 | \$272,700 | - | - | - | \$362,700 |
| Engineering | MoDOT | - | \$10,000 | \$30,300 | - | - | - | \$40,300 |
| Total Engineering | | - | \$100,000 | \$303,000 | - | - | - | \$403,000 |
| ROW | SAFETY (FHWA) | - | - | \$25,200 | - | - | - | \$25,200 |
| ROW | MoDOT | - | - | \$2,800 | - | - | - | \$2,800 |
| Total ROW | | - | - | \$28,000 | - | - | - | \$28,000 |
| Construction | SAFETY (FHWA) | - | - | \$1,206,900 | - | - | - | \$1,206,900 |
| Construction | MoDOT | - | - | \$134,100 | - | - | - | \$134,100 |
| Total Construction | | - | - | \$1,341,000 | - | - | - | \$1,341,000 |
| Total Programmed | | - | \$100,000 | \$1,672,000 | - | - | - | \$1,772,000 |

| | |
|-----------------------------|---|
| CURRENT CHANGE REASON | Schedule / Funding / Scope- Update Adding or deleting a project development phase 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 "SP2308-23" to "SP2308-23AM1" Plan Revision Name changed from "23Adopted" to "23AM1" |
| FUNDING CHANGES | MoDOT + Increase funds in FY 2024 in ROW from \$0 to \$2,800 - Decrease funds in FY 2024 in CON from \$136,900 to \$134,100 SAFETY (FHWA) + Increase funds in FY 2024 in ROW from \$0 to \$25,200 - Decrease funds in FY 2024 in CON from \$1,232,100 to \$1,206,900 |
| FEDERAL PROJECT COST | Stays the same \$1,594,800 |
| TOTAL PROJECT COST | Stays the same \$1,772,000 |



TAB 8

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM II.H.

Amendment Number Four to the FY 2023-2026 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are four items included as part of Amendment Number Four to the FY 2023-2026 Transportation Improvement Program.

1. ***Revised*** Various ADA Enhancement Projects (CU2205-23A4)
City Utilities applied for FY 2021-2023 FTA 5310 funding, which will be considered for award by the OTO Board of Directors at their March meeting. Projects will address ADA enhancements throughout the CU Transit system for a total programmed amount of \$566,251.
2. ***New*** FY 21 5307 ARP Capital Funding (CU2304-23A4)
City Utilities is programming additional funding received through the FTA Section 5307 ARP apportionment for a total programmed amount of \$4,447,855.
3. ***Revised*** I-44 Pavement Improvements (GR2302-23A4)
MoDOT is programming additional funding to address an increase in construction costs due to pavement pricing and inflation for a new total programmed amount of \$4,708,200.
4. ***New*** Route OO East Sidewalks (ST2302-23A4)
Strafford has been recommended for TAP funds to construct sidewalks along Route OO from Route 125 to east of the Dollar General for a total programmed amount of \$245,008.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on February 15, 2023, the Technical Planning Committee recommended the Board of Directors approve Amendment 4 to the FY 2023-2026 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED

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

“Move to approve Amendment 4 to the FY 2023-2026 Transportation Improvement Program.”

OR

“Move to approve Amendment 4 to the FY 2023-2026 Transportation Improvement Program, with these changes...”

Project Overview
4 Projects Listed

CU2205-23A4 - VARIOUS ADA ENHANCEMENT PROJECTS

Plan Revision
23A4

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$566,251

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Environmental Justice Area,
Bike/Ped Plan

Project Description
FTA FY 2021, 2022, and 2023 Non-Traditional 5310 Projects including Main/Chestnut sidewalk connection, Cardinal/Camino Alto sidewalk connection, shelter pad upgrades, shelter upgrades, and wheelchair securement stations.

Funding Source Notes
Federal Funding Source: FTA Section 5310 FY 2021 Funding; Non-Federal Funding Source: CU Advertising and Utility Ratepayers

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|------------------|---------------------|-------|-----------|--------|--------|--------|--------|-----------|
| Capital | Local | - | \$113,250 | - | - | - | - | \$113,250 |
| Capital | 5310-Capital (FTA) | - | \$453,001 | - | - | - | - | \$453,001 |
| Total Capital | | - | \$566,251 | - | - | - | - | \$566,251 |
| Total Programmed | | - | \$566,251 | - | - | - | - | \$566,251 |

| | |
|--------------------------------------|---|
| 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), Awarded funding through competitive application process. due to Added funding for FY 2021, 2022, and 2023 and defined projects. |
| PROJECT CHANGES | <p>Title changed from "FY 2022 ADA PROJECT" to "VARIOUS ADA ENHANCEMENT PROJECTS"</p> <p>Description changed from "Project will improve mobility for seniors and individuals with disabilities by removing barriers to transportation services." to "FTA FY 2021, 2022, and 2023 Non-Traditional 5310 Projects including Main/Chestnut sidewalk connection, Cardinal/Camino Alto sidewalk connection, shelter pad upgrades, shelter upgrades, and wheelchair securement stations."</p> <p>ID changed from "CU2205-22" to "CU2205-23A4"</p> <p>Plan Revision Name changed from "23Adopted" to "23A4"</p> <p>Performance Measure changed from "Transit Safety" to "Transit Safety, Transit Asset Management"</p> <p>Funding Source Notes changed from "Federal Funding Source: FTA Section 5310 FY 2021 Funding; Non-Federal Funding Source: CU Advertising and Utility Ratepayers; FYI: Pending approval from the Local Coordinating Board for Transit" to "Federal Funding Source: FTA Section 5310 FY 2021 Funding; Non-Federal Funding Source: CU Advertising and Utility Ratepayers"</p> |
| FUNDING CHANGES | <p>5310-Capital (FTA)</p> <p>+ Increase funds in FY 2023 in CAP from \$120,000 to \$453,001</p> <p>Local</p> <p>+ Increase funds in FY 2023 in CAP from \$30,000 to \$113,250</p> |
| FEDERAL PROJECT COST | Increased from \$120,000 to \$453,001 (277.50%) |
| TOTAL PROJECT COST | Increased from \$150,000 to \$566,251 (277.50%) |

CU2304-23A4 - FY21 5307 ARP CAPITAL FUNDING

Plan Revision
23A4

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$4,447,855

MoDoT ID
-

Federal ID
-

Project From
N/A

Project To
N/A

Project Considerations
Environmental Justice Area

Project Description
ARP Funding for Capital Replacement Projects

Funding Source Notes
Non-Federal Funding Source: CU Transit Advertising and Utility Ratepayers; FYI: Local Share does not include farebox revenue, depreciation, or amortization

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|------------------|-----------------|-------|-------------|--------|--------|--------|--------|-------------|
| Capital | 5307-ARP (FTA) | - | \$4,447,855 | - | - | - | - | \$4,447,855 |
| Total Capital | | - | \$4,447,855 | - | - | - | - | \$4,447,855 |
| Total Programmed | | - | \$4,447,855 | - | - | - | - | \$4,447,855 |

| | |
|-----------------------|----------------------------|
| CURRENT CHANGE REASON | New Project |
| FEDERAL PROJECT COST | Stays the same \$4,447,855 |
| TOTAL PROJECT COST | Stays the same \$4,447,855 |

GR2302-23A4 - I-44 PAVEMENT IMPROVEMENTS

| | | | |
|-------------------------|--|---|--|
| Plan Revision 23A4 | Section Sponsored by MoDOT | Project Type Asset Management - Pavement | Lead Agency MoDOT |
| County Greene County | Municipality Unincorporated Greene County | Status Programmed | Total Cost \$4,708,200 |
| MoDoT ID JSU0146 | Federal ID - | Project From 0.7 mi east of Rte. 125 | Project To 2.1 miles east of Rte. 125 |

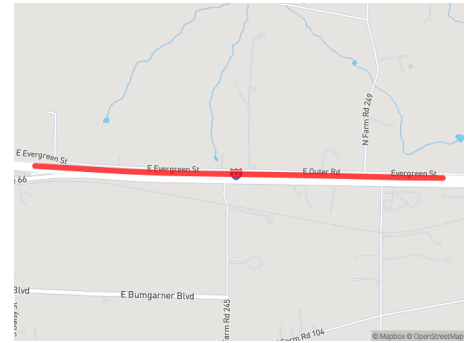
Project Considerations
Environmental Justice Area

Project Description
Rebuild pavement from 0.7 miles east of Rte. 125 to 2.1 miles east of Rte. 125 near Strafford.

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

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Engineering | NHPP (FHWA) | - | \$256,000 | - | - | - | - | \$256,000 |
| Engineering | MoDOT | - | \$64,000 | - | - | - | - | \$64,000 |
| Total Engineering | | - | \$320,000 | - | - | - | - | \$320,000 |
| Construction | NHPP (FHWA) | - | \$3,981,200 | - | - | - | - | \$3,981,200 |
| Construction | MoDOT | - | \$407,000 | - | - | - | - | \$407,000 |
| Total Construction | | - | \$4,388,200 | - | - | - | - | \$4,388,200 |
| Total Programmed | | - | \$4,708,200 | - | - | - | - | \$4,708,200 |

| | |
|--------------------------------------|--|
| 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), Increased pavement costs due to Increase in construction costs due to pavement pricing and inflation. |
| PROJECT CHANGES | ID changed from "GR2302-23" to "GR2302-23A4" Plan Revision Name changed from "23Adopted" to "23A4" |
| FUNDING CHANGES | MoDOT + Increase funds in FY 2023 in CON from \$325,800 to \$407,000 NHPP (FHWA) + Increase funds in FY 2023 in CON from \$1,303,200 to \$3,981,200 |
| FEDERAL PROJECT COST | Increased from \$1,559,200 to \$4,237,200 (171.75%) |
| TOTAL PROJECT COST | Increased from \$1,949,000 to \$4,708,200 (141.57%) |



ST2302-23A4 - ROUTE 00 EAST SIDEWALKS

Plan Revision
23A4

Section
Cost Shares

Project Type
Bicycle and Pedestrian

Lead Agency
MoDOT

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
\$245,008

MoDOT ID
-

Federal ID
-

Project From
Route 125

Project To
East of Dollar General

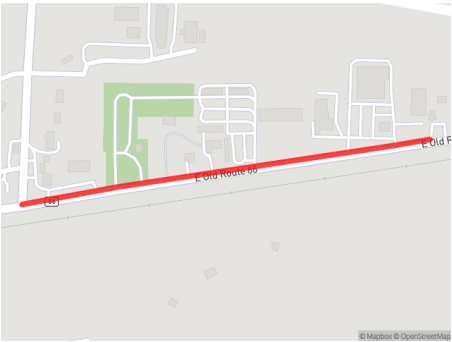
Project Considerations
Bike/Ped Plan

Project Description
Sidewalk along Route 00 from Route 125 to just east of Dollar General.

Funding Source Notes
Non-Federal Funding Source: City of Strafford; Let with ST2201

| PHASE | FUND SOURCE | PRIOR | FY2023 | FY2024 | FY2025 | FY2026 | FUTURE | TOTAL |
|--------------------|-------------|-------|----------|-----------|--------|--------|--------|-----------|
| Engineering | TAP (FHWA) | - | \$34,017 | - | - | - | - | \$34,017 |
| Engineering | Local | - | \$8,505 | - | - | - | - | \$8,505 |
| Total Engineering | | - | \$42,522 | - | - | - | - | \$42,522 |
| Construction | TAP (FHWA) | - | - | \$161,989 | - | - | - | \$161,989 |
| Construction | Local | - | - | \$40,497 | - | - | - | \$40,497 |
| Total Construction | | - | - | \$202,486 | - | - | - | \$202,486 |
| Total Programmed | | - | \$42,522 | \$202,486 | - | - | - | \$245,008 |

| | |
|-----------------------|--------------------------|
| CURRENT CHANGE REASON | New Project |
| FEDERAL PROJECT COST | Stays the same \$196,006 |
| TOTAL PROJECT COST | Stays the same \$245,008 |



REVENUE

| Revenue Source | Carryover | 2023 | 2024 | 2025 | 2026 | Total |
|---------------------------------|---------------------|----------------------|----------------------|----------------------|---------------------|----------------------|
| MoDOT State/Federal | \$19,735,000 | \$113,486,000 | \$67,927,000 | \$93,213,000 | \$68,902,007 | \$363,263,007 |
| Suballocated STBG-U | \$13,862,865 | \$7,583,829 | \$7,735,505 | \$7,890,216 | \$8,048,020 | \$45,120,435 |
| Suballocated TAP | \$1,471,208 | \$1,534,360 | \$1,551,388 | \$1,568,998 | \$1,587,191 | \$7,713,145 |
| Suballocated CRP | \$867,833 | \$905,124 | \$923,226 | \$941,691 | \$960,525 | \$4,598,399 |
| Aviation - FAA | \$0 | \$13,212,000 | \$15,075,000 | \$6,255,000 | \$5,031,000 | \$39,573,000 |
| FTA 5307 | \$0 | \$3,547,752 | \$3,618,707 | \$3,691,081 | \$3,764,903 | \$14,622,442 |
| FTA 5310 | \$580,425 | \$435,799 | \$444,515 | \$453,405 | \$462,473 | \$2,376,618 |
| FTA 5339 | \$1,124,260 | \$348,762 | \$354,737 | \$360,832 | \$367,049 | \$2,555,640 |
| Transit MO HealthNet Contract | \$0 | \$103,000 | \$103,000 | \$103,000 | \$103,000 | \$412,000 |
| Transit State Operating Funding | \$0 | \$43,500 | \$43,500 | \$43,500 | \$43,500 | \$174,000 |
| CU Transit Utility Ratepayers | \$0 | \$8,655,203 | \$7,663,762 | \$8,489,801 | \$8,489,801 | \$33,298,567 |
| CU Transit Farebox and Ads | \$0 | \$951,750 | \$951,689 | \$951,891 | \$951,891 | \$3,807,221 |
| Human Service Agencies | \$100,246 | \$59,922 | \$61,121 | \$62,343 | \$63,590 | \$347,222 |
| TOTAL | \$37,741,837 | \$150,867,001 | \$106,453,151 | \$124,024,758 | \$98,774,950 | \$517,861,696 |

LOCAL PUBLIC AGENCY CAPACITY

| LPA Capacity | 2023 | 2024 | 2025 | 2026 | Total |
|---|---------------------|---------------------|---------------------|---------------------|----------------------|
| CART All Jurisdictions (Projected) | \$15,216,048 | \$15,216,048 | \$15,216,048 | \$15,216,048 | \$60,864,192 |
| O&M (620.35 miles * \$5,291/mile) | (\$3,282,272) | (\$3,331,506) | (\$3,381,479) | (\$3,432,201) | (\$13,427,458) |
| TIP Programmed Funds All Jurisdictions | (\$16,676,815) | (\$11,178,795) | (\$1,162,170) | (\$1,077,005) | (\$30,094,785) |
| Other Committed Funds All Jurisdictions | \$53,997,353 | \$53,997,353 | \$53,997,353 | \$53,997,353 | \$215,989,412 |
| TOTAL | \$49,254,314 | \$54,703,100 | \$64,669,752 | \$64,704,195 | \$233,331,361 |

| Transit Capacity | 2023 | 2024 | 2025 | 2026 | Total |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Total System Operations | \$10,034,000 | \$10,234,000 | \$10,438,000 | \$10,647,000 | \$41,353,000 |
| Total System Maintenance | \$1,144,000 | \$1,166,900 | \$1,190,000 | \$1,214,000 | \$4,714,900 |
| Total Programmed O&M | (\$8,780,598) | (\$8,780,598) | (\$8,780,598) | (\$8,780,598) | (\$35,122,392) |
| Additional O&M Costs | \$2,397,402 | \$2,620,302 | \$2,847,402 | \$3,080,402 | \$10,945,508 |

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

| Fund Type | Programmed (2023) | Programmed (2024) | Programmed (2025) | Programmed (2026) | |
|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------------|
| FEDERAL | | | | | |
| 130 (FHWA) | \$1,240,000 | \$0 | \$0 | \$0 | |
| BRO (FHWA) | \$924,000 | \$1,988,270 | \$48,000 | \$36,000 | |
| CRISI (FRA) | \$343,000 | \$0 | \$0 | \$0 | |
| CRP (FHWA) | \$880,000 | \$0 | \$0 | \$0 | |
| CRRSAA (FHWA) | \$2,684,230 | \$0 | \$0 | \$0 | |
| FLAP (FHWA) | \$870,000 | \$0 | \$0 | \$0 | |
| I/M (FHWA) | \$90,000 | \$90,000 | \$135,000 | \$135,000 | |
| NHPP (FHWA) | \$45,741,202 | \$16,161,600 | \$49,382,700 | \$22,444,000 | |
| SAFETY (FHWA) | \$21,365,243 | \$6,519,600 | \$815,100 | \$27,000 | |
| STAP (FHWA) | \$644,000 | \$331,000 | \$0 | \$0 | |
| STBG (FHWA) | \$8,894,671 | \$4,351,002 | \$179,200 | \$19,200 | |
| STBG-U (FHWA) | \$15,097,573 | \$10,869,580 | \$4,596,679 | \$268,018 | Pending in Green (23A3) |
| TAP (FHWA) | \$2,810,970 | \$161,989 | \$374,000 | \$0 | |
| Federal Subtotal | \$101,584,889 | \$40,473,041 | \$55,530,679 | \$22,929,218 | |
| STATE | | | | | |
| MoDOT | \$20,537,221 | \$13,096,848 | \$15,013,701 | \$7,509,200 | |
| MoDOT-AC | \$20,923,791 | \$28,341,188 | \$30,275,208 | \$6,273,600 | |
| MoDOT-GCSA | \$653,000 | \$0 | \$0 | \$0 | |
| MoDOT O&M | \$5,935,528 | \$6,024,561 | \$6,114,930 | \$6,206,654 | |
| State Subtotal | \$48,049,540 | \$47,462,597 | \$51,403,839 | \$19,989,454 | |
| LOCAL/OTHER | | | | | |
| Local | \$16,676,815 | \$11,178,795 | \$1,162,170 | \$1,077,005 | |
| Other | \$10,356,010 | \$0 | \$0 | \$0 | |
| Local/Other Subtotal | \$27,032,825 | \$11,178,795 | \$1,162,170 | \$1,077,005 | |
| Total | \$176,667,254 | \$99,114,433 | \$108,096,688 | \$43,995,677 | |

| | Prior Year | FY 2023 | FY 2024 | FY 2025 | FY 2026 | TOTAL |
|--|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|
| Available State and Federal Funding | \$19,735,000 | \$113,486,000 | \$67,927,000 | \$93,213,000 | \$68,902,007 | \$363,263,007 |
| Federal Discretionary Funding | \$1,213,000 | \$0 | \$0 | \$0 | \$0 | \$1,213,000 |
| Available Operations and Maintenance Funding | \$0 | \$5,935,528 | \$6,024,561 | \$6,114,930 | \$6,206,654 | \$24,281,673 |
| Funds from Other Sources (inc. Local) | \$0 | \$27,032,825 | \$11,178,795 | \$1,162,170 | \$1,077,005 | \$40,450,795 |
| Available Suballocated Funding | \$15,364,104 | \$9,352,020 | \$9,539,060 | \$9,729,841 | \$9,924,438 | \$53,909,464 |
| TOTAL AVAILABLE FUNDING | \$36,312,104 | \$155,806,373 | \$94,669,417 | \$110,219,941 | \$86,110,104 | \$483,117,939 |
| Carryover | | \$36,312,104 | \$15,451,223 | \$11,006,206 | \$13,129,460 | -- |
| Programmed State and Federal Funding | | (\$176,667,254) | (\$99,114,433) | (\$108,096,688) | (\$43,995,677) | (\$427,874,052) |
| TOTAL REMAINING | \$36,312,104 | \$15,451,223 | \$11,006,206 | \$13,129,460 | \$55,243,887 | \$55,243,887 |

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

| | Federal Funding Source | | | Local | MoDOT | TOTAL |
|-------------------|------------------------|---------------|--------------|---------------|------------|----------------|
| | 5307 | 5310 | 5339 | | | |
| PRIOR YEAR | | | | | | |
| Balance | \$ 6,081,054 | \$ 977,171 | \$ 1,124,260 | \$ - | \$ - | \$ 8,182,485 |
| FY 2023 | | | | | | |
| Funds Anticipated | \$ 3,547,752 | \$ 435,799 | \$ 298,762 | \$ 5,840,824 | \$ 50,000 | \$10,173,137 |
| Funds Programmed | (\$9,559,242) | (\$1,182,748) | (\$311,756) | (\$5,840,824) | (\$43,500) | (\$16,938,070) |
| Running Balance | \$69,564 | \$230,222 | \$1,111,266 | \$0 | \$6,500 | \$1,417,552 |
| FY 2024 | | | | | | |
| Funds Anticipated | \$ 3,618,707 | \$ 444,515 | \$ 304,737 | \$ 5,688,980 | \$ 50,000 | \$10,106,939 |
| Funds Programmed | (\$3,478,188) | (\$225,124) | (\$720,000) | (\$5,688,980) | (\$43,500) | (\$10,155,792) |
| Running Balance | \$210,083 | \$449,613 | \$696,003 | \$0 | \$13,000 | \$1,368,699 |
| FY 2025 | | | | | | |
| Funds Anticipated | \$ 3,691,081 | \$ 453,405 | \$ 310,832 | \$ 5,794,733 | \$ 50,000 | \$10,300,051 |
| Funds Programmed | (\$3,478,188) | (\$277,081) | (\$880,000) | (\$5,794,733) | (\$43,500) | (\$10,473,502) |
| Running Balance | \$422,975 | \$625,938 | \$126,835 | \$0 | \$19,500 | \$1,195,248 |
| FY 2026 | | | | | | |
| Funds Anticipated | \$ 3,764,903 | \$ 462,473 | \$ 317,049 | \$ 5,575,980 | \$ 50,000 | \$10,170,405 |
| Funds Programmed | (\$3,478,188) | (\$282,622) | \$0 | (\$5,575,980) | (\$43,500) | (\$9,380,290) |
| Running Balance | \$709,690 | \$805,789 | \$443,884 | \$0 | \$26,000 | \$1,985,363 |

TAB 9

BOARD OF DIRECTORS AGENDA 2/15/2023; ITEM II.I.

Amendment to the STBG-Urban Advance Policy

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

AGENDA DESCRIPTION:

In an effort to reduce the OTO STBG-Urban fund balance, a policy was approved that allows for jurisdictions to spend up to three years funding in advance. This policy has been previously amended to allow jurisdictions receiving less than \$2 million per year to spend up to three years in advance, while those receiving more than \$2 million can spend up to one year in advance.

Staff is proposing an amendment to the policy to allow the OTO Executive Director to sign Advance Agreements, since the agreement itself states that Board of Directors approval of the funding through the TIP demonstrates their concurrence. Additional text was modified for clarification.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on February 16, 2023, the Technical Planning Committee recommended the Board of Directors approve the amended STBGU- Advance Policy.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the amended STBG-U Advance Policy.”

OR

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

Agreement for STBG-Advance Funding

This agreement is made between the Ozarks Transportation Organization (hereinafter, "OTO") and _____ (hereinafter referred to as "MEMBER") for the purpose of reducing the balance of STBG-Urban funding allocated to OTO that is restricted to a maximum three year allocation balance.

WITNESSETH:

WHEREAS, current federal surface transportation legislation, codified at 23 USC 133, allocates STBG-Urban funding to the OTO region for the purpose of improving and maintaining the transportation system.

WHEREAS, OTO currently sub-allocates STBG-Urban funding to member jurisdictions on the basis of population.

WHEREAS, the maximum allowed to be advanced will be three years of the jurisdiction's allocation for those jurisdictions receiving less than \$2 million annually and one year of the jurisdiction's allocation for those receiving more than \$2 million annually;

WHEREAS, funding will be programmed on a first come first served basis, subject to OTO staff financial projections and MoDOT's policies;

WHEREAS, the allowance to program future funding may be discontinued at any time, but not for projects with signed agreements.

NOW, THEREFORE, OTO and MEMBER agree as follows:

OTO will allow the programming of future year allocations of STBG-Urban funding upon signing this agreement and pursuant to the following:

1. MEMBER will be required to repay any amount expended beyond the current and prior year allocations in the event that the program is discontinued or funds are rescinded by the Federal Highway Administration. The repayment will be coordinated by OTO staff.
2. MEMBER has submitted the TIP project programming form and OTO has placed the project programming on a Technical Committee and Board of Directors agenda.
3. Board of Directors approval of the project's inclusion in the TIP will be considered approval of the use of advance funding.
4. The project will not be considered programmed until TIP approval is received from the Federal Highway and/or Federal Transit Administration.

MEMBER hereby agrees to repay any amounts received that use future year STBG-Urban allocations in the event the funding is no longer available and has submitted proof of governing board approval.

Signature of Authorized Representative

Date

I hereby agree to receipt of this agreement and that OTO staff has verified funding availability.

OTO Executive Director

Date

Agreement for STP-Advance Funding

This agreement is made between the Ozarks Transportation Organization (hereinafter, "OTO") and _____ for the purpose of reducing the balance of STP-Urban funding allocated to OTO that is restricted to a maximum three year allocation balance.

WITNESSETH:

WHEREAS, Moving Ahead for Progress in the 21st Century allocated STP-Urban funding to the OTO region for the purpose of improving and maintaining the transportation system.

WHEREAS, OTO currently sub-allocates STP-Urban funding to member jurisdictions on the basis of population.

WHEREAS, the maximum allowed to be advanced will be three years of the jurisdiction's allocation, or up to one year in advance for any jurisdiction receiving more than \$2 million annually;

WHEREAS, funding will be programmed on a first come first served basis, subject to OTO staff financial projections and MoDOT's policies;

WHEREAS, the allowance to program future funding may be discontinued at any time, but not for projects with signed agreements.

NOW, THEREFORE, OTO and _____ agree as follows:

OTO will allow the programming of future year allocations of STP-Urban funding upon signing this agreement and pursuant to the following:

1. _____ will be required to repay any amount expended beyond the current and prior year allocations in the event that the program is discontinued or funds are rescinded by the Federal Highway Administration. The repayment will be coordinated by OTO staff.
2. _____ has submitted the TIP project programming form and OTO has placed the project programming on a Technical Committee and Board of Directors agenda. Board of Directors approval of the project's inclusion in the TIP will be considered approval of the use of advance funding.
3. The project will not be considered programmed until TIP approval is received from the Federal Highway and/or Federal Transit Administration.

_____ hereby agrees to repay any amounts received that use future year STP-Urban allocations in the event the funding is no longer available and has submitted proof of governing board approval.

Signature of Authorized Representative

Date

I hereby agree to receipt of this agreement and that OTO staff has verified funding availability.

OTO Executive Director

Date

TAB 10

BOARD OF DIRECTORS AGENDA 3/16/2023; ITEM II.J.

Route FF Extension Alignment Consultant Contract

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

AGENDA DESCRIPTION:

The OTO is commissioning a study of the Route FF extension and preferred alignment. The study will determine the appropriate roadway alignment for the extension of Route FF from its current terminus at the Greene/Christian County line extending the roadway into Christian County to Route 14 west of Nixa. The study will consider existing and future development plans, as well as environmental and right-of-way constraints in determining the preferred alignment for the extension. With this information, Christian County, MoDOT, and the OTO can make informed decisions on future right-of-way needs and on future roadway improvement projects.

The OTO would like to enter into negotiations and execute a contract with a consultant for professional engineering services, which was chosen off the MoDOT LPA On-Call Consultant list. OTO has selected CJW Transportation Consultants, LLC.

MoDOT did review the proposed project scope and contract and has established a zero DBE goal for this study.

The OTO will issue a Notice to Proceed upon successful contract execution. The study was budgeted for in the OTO's FY 2023 Unified Planning Work Program (UPWP). The contract amount for the study is \$78,800.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes one of the following motions:

"Move the Board of Directors approve the Executive Director to enter negotiations and contract execution with CJW Transportation Consultants, LLC to conduct a study for the future alignment of the Route FF Extension.

OR

"Move the Board of Directors direct the Executive Director to..."

OZARKS TRANSPORTATION ORGANIZATION
CONSULTANT CONTRACT
Contract #002-2023
Route FF Extension Alignment Study

THIS CONTRACT is between *Ozarks Transportation Organization*, a Missouri nonprofit corporation, hereinafter referred to as the "OTO", and *_CJW Transportation Consultants, LLC_* (corporation name) a *__Missouri__* (state of incorporation) corporation, hereinafter referred to as the "Consultant".

IN AS MUCH as funds have been made available by the Federal Highway Administration (FHWA) through its *Surface Transportation Block Grant (STBG) and Consolidated planning Grant (CPG) program*, coordinated through the Missouri Department of Transportation (MODOT), the OTO intends to *commission a study of the Route FF extension and preferred alignment* and requires professional planning services. The Consultant will provide the OTO with professional services hereinafter detailed for the planning and design of the desired improvements and the OTO will pay the Consultant as provided in this contract. It is mutually agreed as follows:

ARTICLE I - SCOPE OF SERVICES

The OTO agrees to engage the services of the Consultant and the Consultant agrees to perform the services hereinafter set forth in connection with projects described in "ATTACHMENT A – Scope of Services" in accordance with the standard of care, skill and expertise ordinarily used by other members of Consultant's profession in performing similar services. No services shall be provided by Consultant until this contract has been fully executed.

ARTICLE II - ADDITIONAL SERVICES

The OTO reserves the right to request additional work, and changed or unforeseen conditions may require changes and work beyond the scope of this contract. In this event, a supplement to this contract shall be executed and submitted for the approval of OTO prior to performing the additional or changed work or incurring any additional cost thereof. Any change in compensation will be covered in the supplement.

ARTICLE III - PERIOD OF SERVICE

The Consultant will commence work within two weeks after receiving notice to proceed from the OTO. The general phases of work will be completed in accordance with the following schedule:

- A. The services, and if more than one then each phase thereof, shall be completed in accordance with the schedule contained in "ATTACHMENT B - Schedule", attached hereto and made a part of the contract. The Consultant and the OTO will be required to meet this schedule.

The OTO may but is not required to grant time extensions for delays due to unforeseeable causes beyond the control of and without fault or negligence of the Consultant. Requests for extensions of time shall be made in writing by the Consultant within 5-days of the start of the unforeseeable event and in any event, before that phase of work is scheduled to be completed, stating fully the events giving rise to the request and justification for the time extension requested.

ARTICLE IV - DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS

- A. DBE Goal: The following DBE goal has been established for this contract. The dollar value of services and related equipment, supplies, and materials used in furtherance thereof which is credited toward this goal will be based on the amount actually paid to DBE firms. The goal for the percentage of services to be awarded to DBE firms is 0% of the total Agreement dollar value.
- B. DBE Participation Obtained by Consultant: The Consultant has not obtained DBE participation, and agrees to use DBE firms to complete, 0% of the total services to be performed under this contract, by dollar value. The DBE firms which the Consultant shall use, and the type and dollar value of the services each DBE will perform, is as follows:

| DBE FIRM NAME, STREET AND COMPLETE MAILING ADDRESS | TYPE OF DBE SERVICE | TOTAL \$ VALUE OF THE DBE SUBCONTRACT | CONTRACT \$ AMOUNT TO APPLY TO TOTAL DBE GOAL | PERCENTAGE OF SUBCONTRACT DOLLAR VALUE APPLICABLE TO TOTAL GOAL |
|---|---------------------------|--|---|--|
|---|---------------------------|--|---|--|

- C. The Consultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the Consultant to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the OTO deems appropriate.

ARTICLE V - RESPONSIBILITIES OF OTO

The OTO will cooperate fully with the Consultant in the development of the project, including the following:

- A. make available all information pertaining to the project which may be in the possession of the OTO;
- B. provide the Consultant with the OTO's requirements for the project;
- C. make provisions for the Consultant to enter upon property at the project site for the performance of his duties;
- D. examine all studies and layouts developed by the Consultant, obtain reviews by MoDOT, and render decisions thereon in a prompt manner so as not to delay the Consultant.
- E. designate an OTO employee to act as OTO's Person of Responsible Charge under this contract, such person shall have authority to transmit instructions, interpret the OTO's policies and render decisions with respect to matters covered by this contract (see EPG 136.3);
- F. other responsibilities as outlined in scope of services.

ARTICLE VI - COMPENSATION

For services provided under this contract, the OTO will compensate the Consultant as follows:

- A. The OTO is limited by law with respect to the amount of money it can pay. Consultant proving services hereunder shall be required to keep track of the amount of expenses billable under this contract at all times; and any work in excess of the fixed sum shall not be eligible for payment. It is expected that all specified services be provided for the contract costs. In the event that work is beyond the specified scope, the contract amount may be amended.
- B. Compensation is conditioned upon acceptable performance. Provided Consultant performs the services in the manner set forth in the Attachments A & B, the payments described herein shall constitute complete compensation for all services to be rendered under this contract. "ATTACHMENT C – COST ESTIMATE" outlines allowable cost for services rendered under this contract. The OTO expressly reserves the right to disapprove in whole or in part a request for payment where the services rendered during the period for which payment is claimed are not performed in a timely and satisfactory manner in accordance with the schedule and description of services set forth in Attachments A & B.
- C. Total compensation not to exceed. It is expressly understood that the amount of this contract shall not exceed Seventy Eight thousand Eight Hundred dollars. (\$78,800.00)
- F. The payment of costs under this contract will be limited to costs which are allowable under 23 CFR 172 and 48 CFR 31.
- G. **METHOD OF PAYMENT** - Invoices will be submitted no more frequently than once every two weeks and must be submitted monthly for invoices greater than \$10,000. Payments will be made upon final completion of deliverables under each task of work for the lump sum payment amount shown below:

| Task Number | Lump Sum Amount (Payable Upon Completion) |
|----------------------------------|---|
| Task 1 Project Administration | \$6,800.00 |
| Task 2 Public Input | \$8,400.00 |
| Task 3 Data Collection | \$12,600.00 |
| Task 4 Alignment Report | \$28,500.00 |
| Task 5 NEPA – Compliant Document | \$22,500.00 |
| TOTAL | \$78,800.00 |

Upon receipt of the invoice, progress report, and confirmation by OTO that all deliverables for each task have been completed to OTO's satisfaction in its sole and absolute discretion, the OTO will, as soon as practical, but not later than 45 days from receipt, pay the Consultant for the services rendered up to the percent allowable upon completion of task.

The OTO will not be liable for the late payment charge on any invoice which requests payment for costs which exceed the proportion of the maximum amount payable earned as reflected by the estimate of the portion of the services completed, as shown by the progress report. The payment will be subject to final audit of actual expenses during the period of the agreement.

- H. **PROPERTY ACCOUNTABILITY** - If it becomes necessary for the Consultant to acquire any specialized equipment for the performance of this contract, appropriate credit will be given for any residual value of said equipment after completion of usage of the equipment.

ARTICLE VII - COVENANT AGAINST CONTINGENT FEES

The Consultant warrants that he has not employed or retained any company or person, other than a bona fide employee working for the Consultant, to solicit or secure this contract, and that he has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the OTO shall have the right to annul this contract without liability, or in its discretion to deduct from the contract price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee, plus reasonable attorney's fees.

ARTICLE VIII - SUBLETTING, ASSIGNMENT OR TRANSFER

No portion of the work covered by this contract, except as provided herein, shall be sublet or transferred without the written consent of the OTO. The subletting or transfer of the work shall in no way relieve the Consultant of his primary responsibility for the quality and performance of the work. It is the intention of the Consultant to engage subcontractors for the purposes of:

| Sub-Consultant Name | Address | Services |
|----------------------------|----------------|-----------------|
|----------------------------|----------------|-----------------|

ARTICLE IX - GENERAL INDEPENDENT CONSULTANT CLAUSE

This contract does not create an employee/employer relationship between the parties. It is the parties' intention that the Consultant will be an independent contractor and not the OTO's employee for any purposes, including, but not limited to: the application of the Fair Labor Standards Act minimum wage and overtime payments, Federal Insurance Contribution Act, the Social Security Act, the Federal Unemployment Tax Act, the provisions of the Internal Revenue Code, Missouri revenue and taxation laws, Missouri workers' compensation and unemployment insurance laws. The Consultant will retain sole and absolute discretion in the judgment of the manner and means of carrying out the Consultant's activities and responsibilities hereunder. The Consultant agrees that it is a separate and independent enterprise from the OTO, that it has a full opportunity to find other work, that it has made its own investment in its business, and that it will utilize a high level of skill necessary to perform the services. This contract shall not be construed as creating any joint employment relationship between the Consultant and the OTO, and the OTO will not be liable for any obligation incurred by the Consultant, including but not limited to unpaid minimum wages and/or overtime premiums.

ARTICLE X - PERSONNEL

The Consultant represents that Consultant will secure at Consultant's own expense; all personnel required to perform the services called for under this contract by the Consultant. Such personnel shall not be employees

of or have any contractual relationship with the OTO except as employees or independent contractors of the Consultant. All of the services required hereunder will be performed by the Consultant or under Consultant's direct supervision and all personnel engaged in the services shall be fully qualified and shall be authorized under state and local law to perform such services. None of the work or services covered by this contract shall be subcontracted without the written approval of the OTO.

ARTICLE XI - OTO BENEFITS

The Consultant shall not be entitled to any of the benefits established for the employees of the OTO nor be covered by the Worker's Compensation Program of the OTO.

ARTICLE XII – CONSULTANT WARRANTIES

The Consultant represents and warrants to OTO that:

- (a) it is duly organized, validly existing and in good standing as a corporation under the laws and regulations of __Missouri____(state of incorporation);
- (b) it has the full right, power, and authority to enter into this contract, to grant the rights granted hereunder, and to perform its obligations hereunder, and this contract does not conflict with or violate any other agreement or contract to which Consultant is a party;
- (c) the execution of this contract by its representative whose signature is set forth at the end hereof has been duly authorized by all necessary corporate action;
- (d) when executed and delivered by the Consultant, this contract will constitute the legal, valid, and binding obligation of the Consultant, enforceable against the Consultant in accordance with its terms;
- (e) The Consultant shall perform its obligations under this contract using personnel of required skill, experience, and qualifications and in a professional and workmanlike manner in accordance with generally recognized industry standards for similar services and shall devote adequate resources to meet its obligations under this contract; and
- (f) The Consultant is in compliance with all laws and shall perform its obligations under this contract in compliance with all laws.

ARTICLE XIII – SITE SAFETY

Consultant shall ensure that the project site is safe and shall be responsible for the safety and actions of its employees, contractors, subcontractors, and agents at the project site. OTO makes no representations or warranties regarding the safety of the project site and shall not have any responsibility for ensuring its safety. Consultant hereby waives all claims against OTO arising out of or relating to the safety of the project site other than for claims caused by OTO's willful misconduct. Consultant shall defend, indemnify, and hold harmless OTO and its officers, directors, employees, agents, successors, and permitted assigns from and against all losses, damages, liabilities, deficiencies, actions, judgments, interest, awards, penalties, fines,

costs, or expenses of whatever kind, including but not limited to attorneys' fees and the cost of enforcing any right to indemnification hereunder and the cost of pursuing any insurance providers arising out of or resulting from the safety of the project site, accidents occurring at the project site, damage to property, or the injury or death of any person which are related to the performance under this contract or Consultant's failure to perform under this contract.

ARTICLE XIV - RETENTION OF RECORDS

The Consultant shall maintain all records, survey notes, design documents, cost and accounting records, construction records and other records pertaining to this contract and to the project covered by this contract, for a period of not less than three years following final payment by OTO to the Consultant. Said records shall be made available for inspection by authorized representatives of the OTO, MoDOT or the federal government during regular working hours at the Consultant's place of business. In the event of litigation or settlement of claims arising from the performance of this contract, Consultant agrees to maintain such records for the longer of (i) three (3) years or (ii) until the OTO, the FHWA, or any authorized representatives of the Federal Government and the State of Missouri, have disposed of all such litigation, appeals, claims or exceptions related thereto.

ARTICLE XV - OWNERSHIP OF DOCUMENTS

Plans, tracings, maps and specifications prepared under this contract shall be delivered to and become the property of the OTO upon termination or completion of work. Basic survey notes, design computations and other data prepared under this contract shall be made available to the OTO upon request. All such information produced under this contract shall be available for use by the OTO without restriction or limitation on its use. If the OTO incorporates any portion of the work into a project other than that for which it was performed, the OTO shall save the Consultant harmless from any claims and liabilities resulting from such use.

ARTICLE XVI - CONFIDENTIALITY OF DOCUMENTS

The Consultant agrees that the Consultant's services under this contract and all information provided to the Consultant by OTO (the "Confidential Information") shall be kept confidential. The Consultant shall not disclose the Confidential Information during the term of this contract or after its termination. The Consultant shall not disclose any Confidential Information to any other person, corporation, governmental entity, or news media, excepting only to such employees, subconsultants, and agents as may be necessary to allow them to perform services for the Consultant in the furtherance of this contract, without the prior approval of the OTO; provided, however, that any confidentiality and non-disclosure requirements set out herein shall not apply to Confidential information which (1) is already in the public domain or is already in the Consultant's possession at the time the Consultant performs the services or comes into possession of the information, (2) is received from a third party without any confidentiality obligations, or (3) is required to be disclosed by governmental or judicial order. Any disclosure pursuant to a request to the OTO under Chapter 610, RSMo, shall not constitute a breach of this contract. The content and extent of any authorized disclosure shall be coordinated fully with and under the direction of the OTO, in advance.

ARTICLE XVII - SUSPENSION OR TERMINATION OF CONTRACT

- A. **Termination for Default [Breach or Cause].** If the Consultant does not deliver services in accordance with the contract delivery schedule, or, if the contract is for services, the Consultant fails to perform in the manner called for in the contract, or if the Consultant fails to comply with any other provisions of the contract, the OTO may terminate this contract for default. Termination shall be effected by serving a notice of termination on the Consultant setting forth the manner in which the Consultant is in default. The Consultant will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract.

If it is later determined by the OTO that the Consultant had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Consultant, the OTO, after setting up a new delivery of performance schedule, may allow the Consultant to continue work, or treat the termination as a termination for convenience.

- B. **Termination for Convenience [Professional or Service Contracts].** The OTO, by written notice, may terminate this contract, in whole or in part, when it is in the Government's or OTO's interest. If this contract is terminated, the OTO shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.
- D. The Consultant shall remain liable to the OTO for any claims or damages occasioned by any failure, default, or negligent errors and/or omission in carrying out the provisions of this contract during its term, including those giving rise to a termination for non-performance or breach by consultant. This liability shall survive and shall not be waived, or estopped by final payment under this contract.
- E. The Consultant shall not be liable for any errors or omissions contained in deliverables which are incomplete as a result of a suspension or termination where the Consultant is deprived of the opportunity to complete the Consultant's services.
- F. Upon the occurrence of any of the following events, the Consultant may suspend performance hereunder by giving the OTO thirty (30) days advance written notice and may continue such suspension until the condition is satisfactorily remedied by the OTO. In the event the condition is not remedied within one hundred twenty (120) days of the Consultant's original notice, the Consultant may terminate this contract.
1. Receipt of written notice from the OTO that funds are no longer available to continue performance.
 2. The OTO's persistent failure to make payment to the Consultant in a timely manner. Persistent failure is defined as three (3) late payments.
 3. Any material contract breach by the OTO.
- G. **Opportunity to Cure.** The OTO in its sole discretion may, in the case of a termination for breach or default, allow the Consultant ten (10) days in which to cure the defect. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions.

If Consultant fails to remedy to OTO's satisfaction the breach or default of any of the terms, covenants, or conditions of this contract within ten (10) days after receipt by Consultant of written

notice from OTO setting forth the nature of said breach or default, OTO shall have the right to terminate the contract without any further obligation to Consultant. Any such termination for default shall not in any way operate to preclude OTO from also pursuing all available remedies against Consultant and its sureties for said breach or default.

- H. Waiver of Remedies for any Breach.** In the event that OTO elects to waive its remedies for any breach by Consultant of any covenant, term or condition of this contract, such waiver by OTO shall not limit OTO's remedies for any succeeding breach of that or of any other term, covenant, or condition of this contract.

ARTICLE XVIII - FALSE STATEMENTS OR CLAIMS, CIVIL AND CRIMINAL FRAUD

- A. The Consultant acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 USC 3801 *et seq.* and USDOT regulations, "Program Fraud Civil Remedies," 49 CFR Subtitle A, Part 31, apply to its actions pertaining to this contract. The Consultant shall certify or affirm the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract of the FHWA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Consultant further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the USDOT reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Consultant to the extent the USDOT deems appropriate.
- B. The Consultant acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the USDOT under a contract connected with a project that is financed in whole or in part with Federal assistance provided by FHWA under 23 U.S.C. Sections 104(f) and 1364 and 49 USC 5303, the USDOT reserves the right to impose the penalties of 18 U.S.C 1001 on the Consultant, to the extent the USDOT deems appropriate.

ARTICLE XIX– SUSPENSION AND DEBARMENT

This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the Consultant is required to verify that none of the Consultant, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded, or disqualified as defined at 49 CFR 29.940 and 29.945.

The Consultant is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by **OTO**. If it is later determined that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the OTO, the USDOT may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

ARTICLE XX - DECISIONS UNDER THIS CONTRACT

The OTO will determine the acceptability of work performed under this contract, and will decide all questions which may arise concerning the project. Each decision OTO is authorized to make under this contract shall be made by OTO in its sole and absolute discretion.

ARTICLE XXI - SUCCESSORS AND ASSIGNS

The OTO and the Consultant agree that this contract and all contracts entered into under the provisions of this contract shall be binding upon the parties hereto and their successors and assigns.

ARTICLE XXII - COMPLIANCE WITH LAWS

The Consultant shall comply with all federal, state, and local laws, ordinances, and regulations applicable to the work, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d, 2000e), as well as with any applicable titles of the Americans with Disabilities Act (42 U.S.C. 12101, et seq.) and non-discrimination clauses incorporated herein, and shall procure all licenses and permits necessary for the fulfillment of obligations under this contract. The Consultant affirmatively states that payment of all local, state, and federal taxes and assessments issued to the Consultant have been made in full.

ARTICLE XXIII - RESPONSIBILITY FOR CLAIMS AND LIABILITY

- A. The Consultant shall defend, indemnify, and hold harmless OTO, the Missouri Department of Transportation ("MoDOT"), and FHWA and each of their officers, directors, employees, agents, successors, and permitted assigns from and against all losses, damages, liabilities, deficiencies, actions, judgments, interest, awards, penalties, fines, costs, or expenses of whatever kind, including but not limited to attorneys' fees and the cost of enforcing any right to indemnification hereunder and the cost of pursuing any insurance providers arising out of or resulting from the Consultant's or its employee's, subcontractor's, permitted assign's, or agent's performance or failure to perform under this contract including but not limited to any failure to comply with state, federal, or local laws such as wage and hour laws.
- B. In no event shall the OTO be liable to the Consultant for special, indirect, or consequential damages, except those caused by the OTO's gross negligence or willful or wanton misconduct directly and solely resulting in a breach of this contract. The maximum liability of the OTO shall be limited to the amount of money to be paid by the OTO under this contract.

ARTICLE XXIV - NONDISCRIMINATION

- A. **Administrative Rules.** The Consultant shall comply with the administrative rules of the USDOT relative to nondiscrimination in federally assisted programs of the USDOT (49 CFR Subtitle A, Part 21) which are herein incorporated by reference and made part of this contract.
- B. **Civil Rights.** The Consultant shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d and 2000e), as well as any applicable titles of the Americans with Disabilities Act). In addition, if the Consultant is providing services or operating programs on behalf of the USDOT or Missouri Highway Commission, it shall comply with all applicable provisions of Title II of the American with Disabilities Act.
- C. **Nondiscrimination.** The Consultant shall not discriminate on grounds of race, color, religion, sex, national origin, age, or disability of any individual in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The consultant shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR Subtitle A, Part 21.5 including employment practices.
- D. This Consultant and any authorized subcontractor shall abide by the requirements of 41 C.F.R. § 60-300.5(a). This regulation prohibits discriminations against qualified protected veterans and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified protected veterans.
- E. This Consultant and any authorized subcontractor shall abide by the requirements of 41 C.F.R. § 60-741.5(a). This regulation prohibits discrimination against qualified individuals on the basis of disability and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified individuals with disabilities.

ARTICLE XXV - INSURANCE

- A. The Consultant shall maintain commercial general liability, automobile liability, and worker's compensation and employer's liability insurance in full force and effect to protect the Consultant from claims under Worker's Compensation Acts, claims for damages for personal injury or death, and for damages to property arising from the negligent acts, errors, or omissions of the Consultant and its employees, agents, and Subconsultants in the performance of the services covered by this contract, including, without limitation, risks insured against in commercial general liability policies.
- B. The Consultant shall also maintain professional liability insurance to protect the Consultant against the negligent acts, errors, or omissions of the Consultant and those for whom it is legally responsible, arising out of the performance of professional services under this contract.
- C. The Consultant's insurance coverage shall be for not less than the following limits of liability:
 - 1. Commercial General Liability: \$500,000 per person up to \$3,000,000 per occurrence;
 - 2. Automobile Liability: \$500,000 per person up to \$3,000,000 per occurrence;
 - 3. Worker's Compensation in accordance with the statutory limits; and Employer's Liability: \$1,000,000; and

4. Professional (“Errors and Omissions”) Liability: \$1,000,000, each claim and in the annual aggregate.
- D. The Consultant shall, upon request at any time, provide the OTO with certificates of insurance evidencing the Consultant’s commercial general liability, professional liability (“Errors and Omissions”), automobile liability and worker’s compensation policies and evidencing that they and all other required insurance are in effect as to the services under this contract.
 - F. Any insurance policy required as specified in (ARTICLE XXV) shall be written by a company which is incorporated in the United States of America or is based in the United States of America. Each insurance policy must be issued by a company authorized to issue such insurance in the State of Missouri.

ARTICLE XXVI - ENERGY CONSERVATION

The Consultant agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

ARTICLE XXVII - NO OBLIGATION BY THE FEDERAL GOVERNMENT

The Consultant acknowledges and agrees that, notwithstanding any concurrence by the USDOT in or approval of the solicitation or award of the underlying contract, absent the express written consent by the USDOT, the USDOT is not a party to this contract and shall not be subject to any obligations or liabilities to the Consultant, or any other party pertaining to any matter resulting from this contract. The Consultant will include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FHWA.

ARTICLE XXVIII - ATTORNEY FEES

In the event of any litigation arising from breach of this contract the OTO shall be entitled to recover from the Consultant all reasonable costs incurred for such litigation, including staff time, court costs, attorney fees, and all other related expenses incurred in such litigation.

ARTICLE XXIX - LAW OF MISSOURI TO GOVERN

This contract shall be construed according to the laws of the State of Missouri. The Consultant shall comply with all local, state, and federal laws and regulations relating to the performance of the contract.

ARTICLE XXX- VENUE

It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this contract, or regarding its alleged breach, shall be instituted only in the Circuit Court of Greene, Missouri.

ARTICLE XXXI- SOLE BENEFICIARY

This contract is made for the sole benefit of the parties hereto and nothing in this contract shall be construed to give any rights or benefits to anyone other than the OTO and the Consultant.

ARTICLE XXXII - ENTIRE AGREEMENT

This contract contains the entire agreement of the parties. No modification, amendment, or waiver of any of the provisions of this contract shall be effective unless in writing specifically referring hereto, and signed by both parties.

Article XXXIII - NOTICE

All notices, requests, demands and other communications required or permitted under this Agreement shall be in writing and shall be deemed to have been duly given, made and received on the third day after being sent by certified mail, postage prepaid, return receipt requested, or on the date sent if sent by a nationally recognized overnight courier in each case addressed to each party's address in their respective signature blocks. A party may alter the address to which communications or copies are to be sent by giving notice of such change of address in conformity with the provisions of this paragraph for the giving of notice.

ARTICLE XXXIV - ATTACHMENTS

The following exhibits are attached hereto and are hereby made part of this contract:

ATTACHMENT A – Scope of Services

ATTACHMENT B – Schedule

ATTACHMENT C – Estimate of Cost

IN WITNESS WHEREOF, the parties have entered into this contract on the date last written below.

Executed by the Consultant this ____ day of _____, 20__.

Executed by the OTO this __ day of _____, 20__.

FOR: Ozarks Transportation Organization

BY: _____
Executive Director

ATTEST: _____
Grants Administrator

Notice Address:
Ozarks Transportation Organization
Attn:
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

FOR: *CJW Transportation Consultants*

BY: _____
President

Notice Address:

ATTACHMENT A

Scope of Services

The Route FF Extension Alignment Study will determine the appropriate roadway alignment for the extension of Route FF from its current terminus at the Greene/Christian County line extending the roadway into Christian County to Route 14 west of Nixa. The study will consider existing and future development plans, as well as environmental and right-of-way constraints in determining the preferred alignment for the extension. With this information, Christian County, MoDOT, and the OTO can make informed decisions on future right-of-way needs and on future roadway improvement projects. The result will be an alignment added to the OTO Major Thoroughfare Plan.

Project Tasks

Task 1: Project Administration

- a) Project Kick-off meeting
- b) Personnel Planning, project scheduling, budget control
- c) Plan and hold internal meetings
- d) Develop and implement a project quality assurance plan
- e) Bi-weekly progress meetings and monthly progress reports
- f) Project billing

Task 2: Public Input *(If Needed)*

- a) Assist OTO in development of meeting materials, including maps, charts, and handouts, for public meetings to gather input on alignments before a preferred alignment is selected, and then again to present the preferred alignment to the public.
- b) Assist OTO in the development of materials for Board of Alderman meetings, as needed

Task 3: Data Collection *(If Needed)*

- a) Conduct land surveys, as necessary, to acquire data for designs and estimates
- b) Collect other field data, as necessary

Task 4: Alignment Report

- a) Development of two or more alignments for the Route FF Extension into Christian County from the Greene/Christian County line to Route 14 in Christian County west of Nixa.
- b) Identify Development/Environmental/Utility/Right-of-way design constraints of each alignment
- c) Construction and maintenance estimates for each alignment
- d) Conceptual Drawings for each alignment
- e) Comparison of alignments and description of process used to reach decision on preferred alignment (this includes leading the Core Team through this decision-making process)

Task 5: NEPA-Compliant Documentation

- a) Public comment record, including responses
- b) Right-of-Way constraint documentation
- c) Environmental constraint documentation
- d) Documentation of considered alternatives

Deliverables:



- Final Report documenting results
- Preferred alignment for the Route FF Extension into Christian County
- High Level Construction estimates for the preferred alignment
- Environmental and right-of-way impacts for preferred alignment
- Conceptual drawings for preferred alignment
- Matrix of public comments and official responses
- Environmental data reviewed during study for inclusion in future NEPA processes
- Survey data obtained for future use
- ArcGIS files for all alignments and designs

ATTACHMENT B
Schedule

Notice to Proceed: March 2022, est.

Completion: 3-6 months (September 2023)

ATTACHMENT C
Estimate of Costs

| Task Number | Lump Sum Amount (Payable Upon Completion) |
|----------------------------------|---|
| Task 1 Project Administration | \$6,800.00 |
| Task 2 Public Input | \$8,400.00 |
| Task 3 Data Collection | \$12,600.00 |
| Task 4 Alignment Report | \$28,500.00 |
| Task 5 NEPA – Compliant Document | \$22,500.00 |
| TOTAL | \$78,800.00 |

TAB 11

BOARD OF DIRECTORS AGENDA 03/16/2023; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 9 of the agenda packet, for Board member review, are Public Comments for the time frame between January 19, 2023 and March 9, 2023. Any additional public comment received by March 15, 2023 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Trails around Lake Springfield

City/County of concern: Springfield/Greene County

Date received: 01/21/2023

Received through: Email

Contact Name: Greg Wadley

Contact Email/Ph #: gwadley80@gmail.com

Email comment

Would love to be on the contact list for development of Trails around the lake! My family worked the railroad back into the 1800's. My great uncle Charlie was one of the early conductors and his wife Suzie Wicker fixed chicken dinners and sold them on the passenger train. I Love the Sequiota Park and Trail of Honor and look forward to the expansion of the Chadwick Flyer to Ozark Connecting all of these together making Springfield a Trail destination. I live along the Chadwick Branch right of way in Fremont Hills. I have ridden all the Greater Springfield Trails and wanted to pass along great shots from last week along present and future trails.

Greg

Submitter sent the email to:

- Mary Kromrey, Ozark Greenways
- LakeSGFMasterPlan@springfieldmo.gov
- Bob Belote, City of Springfield
- Steve Pokin, Springfield Daily Citizen

Submitter included several photos of the trails.

OTO Response: Thank you for your enthusiasm for our local trail system. It looks like you included some great people in the email that may be able to get you connected. We will add you to our interested parties list.

Thank you, again. Have a wonderful day!



PUBLIC COMMENT



Area of concern: Route FF Study

City/County of concern: Battlefield/Greene County

Date received: 01/2023

Received through: Facebook

Contact Name: Multiple

Contact Email/Ph #: not available

OTO's Original Posting

Route FF Study Community Open House -
The City of Battlefield, in cooperation with the Ozarks Transportation Organization, is hosting a community open house to show the recommendations of the Route FF Study on Tuesday, January 24th from 4:00-6:00pm in the Community Room at Battlefield City Hall, 5434 Tower Drive. The public will have the opportunity to review the study recommendations and give input.

COMMUNITY OPEN HOUSE
City of Battlefield - Community Room
5434 S. Tower Drive
Battlefield, MO

Tuesday, January 24, 2023 4:00-6:00 pm
ROUTE FF CORRIDOR STUDY RECOMMENDATIONS SHOWCASE!
COME AND GO MEETING, NO FORMAL PRESENTATION

Route FF Study Open House
OTO is a metropolitan planning organization serving the Ozarks region. Find...

www.ozarkstransportation.org/routeff

[Learn more](#)

Facebook Comments

- Laura Starkey**
I'm worried about this data when they can't even get the schools right. (The easiest data to look up.)
Like Reply 1w
- Angie Roth**
What will be done at Williams St and FF? We lived 2 houses off FF for 30+ yrs. Hopefully it will be done right.
Like Reply 1w Edited
- Christopher Mann**
It's not like they will take our input, they already have a plan and nothing will change their mind.
Like Reply 1w
- Jim Parsons**
Go to the meeting and voice your opinions. This is only a recommendation.
Like Reply 1w
- Kelly Day**
I HATE Roundabouts!
Like Reply 1w
- Janae Spencer**
Kelly Day me too
Like Reply 1w
- Louise McCullough**
Kelly Day not a good place for roundabouts.
Like Reply 1w
- Rita Clemons Scherler**
Pam Schroeder Phelps
Like Reply 1w

- Angela Perrin**
Will this be streaming live on this page or Battlefield Facebook?
Like Reply Send Message 5d
- Fred Janes**
Angela Perrin great idea!
Like Reply Send Message 4d
- Angela Perrin**
Yes, they should be able to take questions from this platform too!
Like Reply Send Message 3d
- Ozarks Transportation Organization**
Angela Perrin Thank you for your inquiry. The Open House will not be livestreamed since it is a come & go event and there will not be a presentation. The information that will be available for review and comment at the meeting will be on this website later this afternoon:
<https://www.ozarkstransportation.org/routeff>. Also, on that website is a comment card where you can submit comments and questions. The study is on the website, as well. Thanks!

- Maribeth Storey**
What are the plans?
Like Reply 1w
- Louise McCullough**
Dilshoda Rakhimova and Herschel Gene Mynatt
Like Reply 1w
- Tracy Parsons**
Jim Parsons
Like Reply 1w
- Janae Spencer**
Michelle M Spencer
Like Reply 1w
- Christina Harter**
Matt
Like Reply Send Message 3d



PUBLIC COMMENT



Area of concern: Ranking of FF Corridor Projects

City/County of concern: Battlefield/Greene County

Date received: 01/26/2023

Received through: Email

Contact Name: John Michno

Contact Email/Ph #: jbmichno@gmail.com

Email comment

I am inclined to support work on segment one before segment two and three.

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared the Project Team. Thank you!



PUBLIC COMMENT



Area of concern: MM & Sawyer Road – Crosswalk button

City/County of concern: Republic/Greene County

Date received: 02/04/2023

Received through: City of Republic

Contact Name: Lowell Davidson

Contact Email/Ph #: lowell.davidson@icloud.com ; (314) 957-8830

Email comment received by the City of Republic and forwarded to MoDOT

I am requesting a pedestrian crosswalk button to be installed at the current intersection at Amazon. I commute on my bicycle using E Sawyer RD & cross over S State Hwy MM. Currently it's very hard for me to cross Hwy MM. When the light turns green at Sawyer Rd it will turn yellow followed by red before I can make it across the road. For my safety and all other cyclists I would like to see something done before someone gets hurt.

Lowell Davidson
(314) 957-8830

City of Republic responded to the commenter that the comment would be shared with MoDOT and suggested they fill out a concern form on the MoDOT website

Per MoDOT: We currently have the signal with a 10 second minimum green for NB/SB MM and a 7 second minimum green for all the other approaches. We will have someone look to see what changes can be made from a signal timing standpoint and have them reach out to the customer if needed for additional information.

Update - MoDOT: The min green time was bumped up and talked to the customer about the timing changes and also that we won't install ped facilities with the lack of sidewalks.



PUBLIC COMMENT



Area of concern: North Highway 13 Corridor Study

City/County of concern: Springfield/Greene County

Date received: 02/08/2023

Received through: Email

Contact Name: Grant Holcomb

Contact Email/Ph #: grantsholcomb@gmail.com

Email comment

Any update on the NORTH HWY 13 CORRIDOR STUDY? Has there been a finalized plan and an identified path forward to improve this intersection? Greg

OTO Response

Good afternoon,

Thank you for your inquiry. The I-44/Route 13 Interchange study has been completed. I have included a link below to the study.

I-44/Route 13 Interchange Conceptual Report:

https://www.ozarkstransportation.org/uploads/documents/2022-08-02_I-44_Route-13-Concept-Report_FINAL_220916_183411.pdf

Recommendations can be found on page 27 of the Study. Let us know if you have any more questions.

Have a wonderful day!

Nicole Stokes



PUBLIC COMMENT



Area of concern: Sidewalks and Crosswalks

City/County of concern: OTO MPO Area

Date received: 02/15/2023

Received through: Facebook

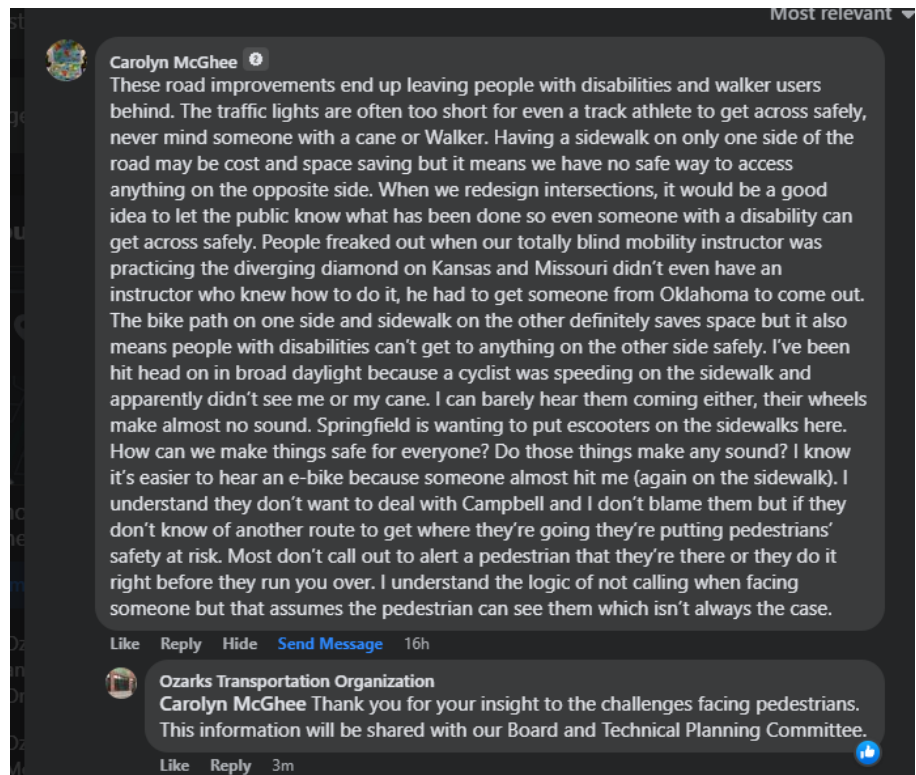
Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting



Facebook Comment





PUBLIC COMMENT



Area of concern: Farm Road 131 between Weaver & Elm

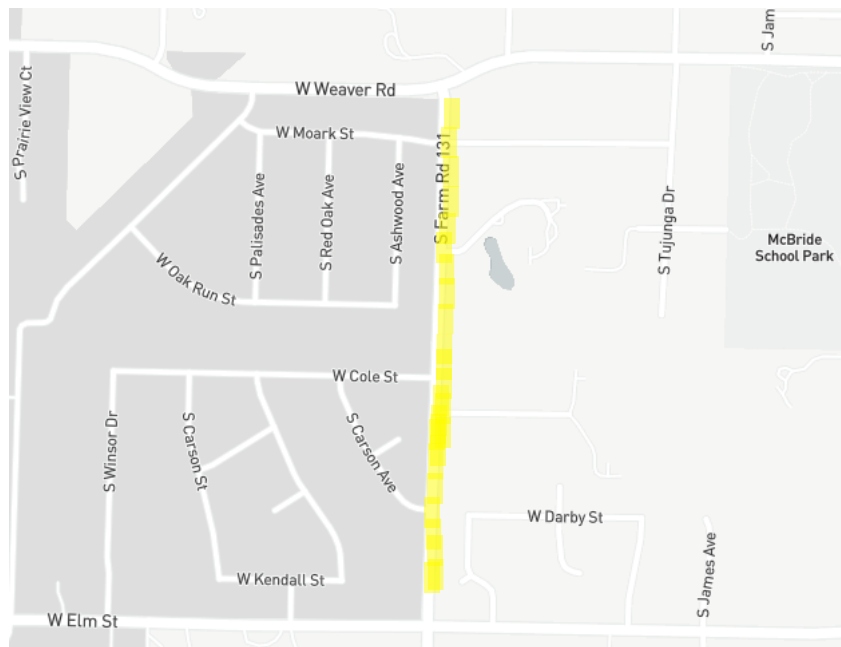
City/County of concern: Battlefield/Greene County

Date received: 01/29/2023 **Received through:** contact form at <http://map.ototrailstudy.com>

Contact Name: Sonny McNeilis **Contact Email/Ph #:** sonny.mcneilis@gmail.com

Comment: Farm Road 131 between Weaver Road and Elm Street needs a sidewalk for connectivity. Children walking from Walker Ridge Subdivision to McBride Elementary School and to Wilson Creek Elementary School must walk on the street or in the grass to reach existing sidewalks. Rezoning of buses seems like there are more children walking. City of Battlefield Sidewalk Project from 2019 plans on adding a sidewalk on Elm Street which would be helpful to connect to a new sidewalk on FR 131. This would also connect this subdivision and homes to parks in the area such as McBride Elementary Park and Battlefield City Park allowing for all ages and families to walk safely. There are also a lot of bikers in this area as well.

Map



OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: Farm Road 131 between Weaver & Elm

City/County of concern: Battlefield/Greene County

Date received: 02/01/2023

Received through: Email

Contact Name: Ashley Riecke

Contact Email/Ph #: ashley.riecke@yahoo.com

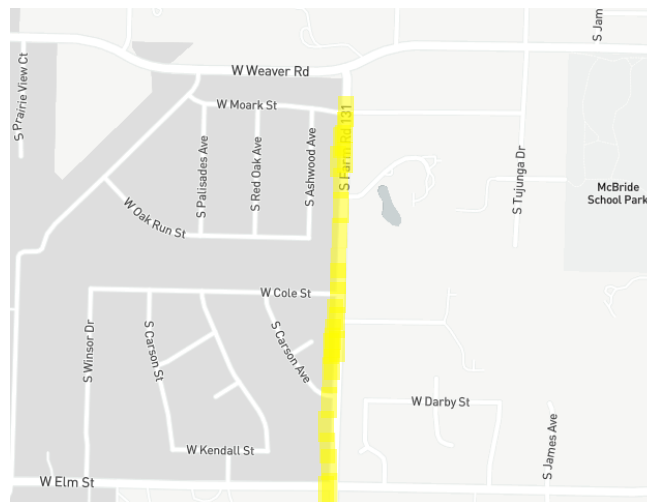
Comment

I am a resident in Battlefield, Missouri. I want to express the need for a sidewalk along Farm Road 131 between the cross roads of Weaver and Elm St. Cars fly down this road and they're children walking down this street to go to school. There is a slight hill and sometimes makes it hard to see if a car is coming or if someone is in the road. I live in the Waller Ridge subdivision and there are no sidewalks that lead out of our subdivision for walking or biking.

Please consider a sidewalk along Farm Road 131.

Thanks,
Ashley Riecke

Map



OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: Farm Road 131 between Weaver & Elm

City/County of concern: Battlefield/Greene County

Date received: 02/15/2023

Received through: Email

Contact Name: Dianne Lipari

Contact Email/Ph #: edlipari@aol.com

Comment

Hello! I am proposing the grant (*possibly the SS4A*) go towards a sidewalk along Farm Road 131 between Farm Road 178/Weaver Rd and FR182/Plainview Rd. This is a very dangerous road for our children and families surrounding this area. It is a main road that leads to THREE different schools that are children attend. Many times I have had to jump onto the grass while walking this road to avoid getting hit by a car. I have seen mothers pushing their babies in strollers so they could go up to McBride School to walk along the path. I have seen small children having to walk in the grass almost as tall as they are along this pathway. A lot of children have to walk this pathway daily in order to get to and from school since they live so close and they don't qualify for the bus. PLEASE please consider this sidewalk to help improve the safety of our community!! Thank you for your consideration!

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: Farm Road 131 between Weaver & Elm

City/County of concern: Battlefield/Greene County

Date received: 02/16/2023

Received through: Email

Contact Name: Sheri Olson

Contact Email/Ph #: sheriamartin@hotmail.com

Comment:

Hi! We live off of Farm Rd 131 in Battlefield MO and are in desperate need of a sidewalk along Farm Rd 132 between Elm/Plainview and Weaver. It's a narrow road with several hills and many people use this road to walk/bike daily. More importantly, elementary and intermediate schools are not providing bus service to this neighborhood and children are expected to walk/bike on this road, which is sometimes very dark in the mornings. It is also very busy with traffic from cars and buses around the same time kids would be walking. It's been a concern of mine since I've lived in the area for about 10 years. We would greatly appreciate any assistance you could provide to help facilitate a sidewalk for this road. Feel free to contact me if needed.

Correction: sidewalk needed along Farm Rd 131, not 132.

Thank you,
Sheri Olson

OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Board of Directors and Technical Planning Committee.



PUBLIC COMMENT



Area of concern: Farm Road 131 between Weaver & Elm

City/County of concern: Battlefield/Greene County

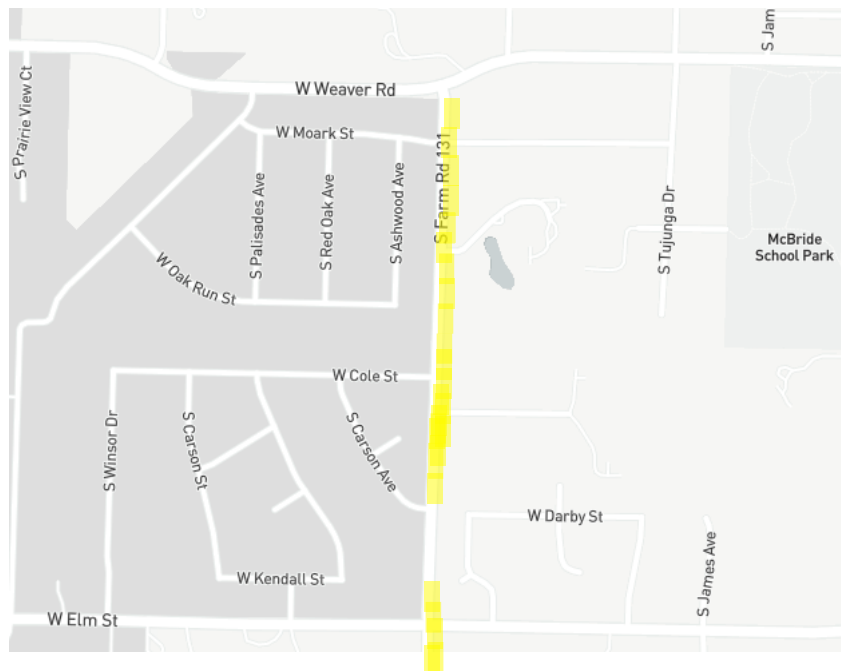
Date received: 02/20/2023 **Received through:** contact form at <http://map.ototrailstudy.com>

Contact Name: Edward Lipari **Contact Email/Ph #:** eddie@alimointimespringfieldmo.com

Comment: This is in regards to our hopes for a sidewalk along Farm Road 131 between Weaver Road and Plainview Road. We are asking for a sidewalk due to this being an extremely busy street traveled by many families in the area. This road leads to three different schools and the park. It is a dangerous road to walk or bike on and the sidewalk would improve the safety of many people. Please consider this improvement!! Thank you!!

Eddie Lipari

Map



OTO Response: Thank you for your comment. Public input is vital to the planning process. This information will be shared with our Technical Planning Committee and our Board of Directors.



PUBLIC COMMENT



Area of concern: Trash at Richwood Road & Fremont

City/County of concern: Christian County

Date received: 02/24/2023

Received through: Email

Contact Name: Carl Hicks

Contact Email/Ph #: badnarc@gmail.com

Comment:

Someone dumped two old sectional couches and several old mattresses on the North side of Richwood Rd about 150 yards east of Fremont. I believe this is in the Stone Ridge Developement.

OTO Response:

That would be a concern, unfortunately we are not able to assist. We are a transportation planning organization for the Springfield region. Please contact Christian County to share this information. They should be able to direct you to the correct contact or agency.

Thank you!

(OTO forwarded the email to Christian County)

TAB 12



Longtime Employee Named New MoDOT Southwest District Engineer

February 21, 2023 – For immediate release

SPRINGFIELD – Stacy Reese has been named the district engineer for the Missouri Department of Transportation’s Southwest District. The district covers 21 counties including the Joplin and Springfield areas. She will take over the leadership of the Southwest region from Steve Campbell, who recently retired.

A registered professional engineer in Missouri, Reese has spent her 25-year career with MoDOT in the Southwest District. After graduating from the University of Missouri-Rolla with a bachelor’s degree in Civil Engineering, she has worked in various roles designing highways and was part of the team who developed the design for the nation’s first diverging diamond interchange built in 2009 along Interstate 44 in Springfield. Most recently Reese served as the assistant district engineer overseeing all program delivery for road and bridge projects in the district.

“As a lifelong southwest Missouri resident, I take great pride in the work the MoDOT team provides for the state’s transportation system to the communities we serve in the southwest,” Reese said. “I’m honored to be selected to lead the dedicated employees who work for MoDOT. I look forward to continuing the outstanding partnerships we have with the community leaders across the region as we work together to find solutions for the transportation needs in our corner of the state.”

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

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

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

Districts Involved

SOUTHWEST

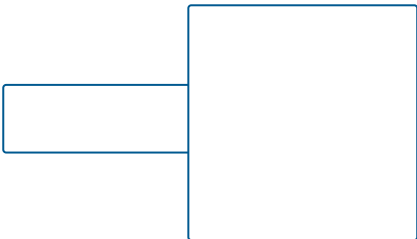
Published On: Tue, 02/21/2023 - 06:53

Missouri Department of Transportation

105 W. Capitol Avenue
Jefferson City, MO 65102
1-888-ASK-MODOT (275-6636)
1-866-831-6277 (Motor Carrier Services)

Our Mission, Values and Tangible Results
Missouri Highways and Transportation Commission

Renew License Plates Online Missouri State Government Missouri Amber Alert
Missouri Homeland Security



March 8, 2023

11:47 am » Online Portal Opens for Two AASHTO Awards Programs

[\(https://aashtojournal.org/\)](https://aashtojournal.org/)

Implementation of the \$1.2 trillion Infrastructure Investment and Jobs Act or IIJA, enacted in November 2021 (<https://aashtojournal.org/2021/11/19/biden-signs-infrastructure-bill-outlines-implementation-priorities/>), remains a critical focal point for Congress, according to key transportation committee leaders within the Senate and House of Representatives.

[Above photo by AASHTO]

Speaking at the American Association of State Highway and Transportation Officials 2023 Washington Briefing –held February 28 through March 3 at the Hilton Washington D.C. Capitol Hill hotel – those leaders emphasized that providing states with the flexibility to use IIJA funding to address their particular mobility needs is their main priority.

“We know the needs and desires of governors and state legislatures are often different from federal government – that’s why we need to give you that flexibility, as long as you stay within the guardrails of the IIJA,” said Sen. Shelley Moore Capito (R-WV), ranking member of the Senate Environment and Public Works committee. “We need to give you enough ‘berm’ to make decisions.”

Sen. Capito said she remained “very proud of IIJA” as she knew there was a “sweet spot” regarding the nation’s infrastructure needs.

“It is a subject we are all passionate about and is something we all need,” she added. “Now we are looking at the permitting process for [infrastructure] projects, as that has been made difficult in some areas; not so much in the road [construction] space but for energy and electric grid projects. We need permitting reform or we’ll never get projects in those sectors done.”

[View Sen. Capito’s remarks in the video below]



Sen. Capito. Photo by AASHTO.



Sen. Capito Speaks at 2023 AASHTO Washington Briefing

Transportation TV

11:36

Sen. Tom Carper (D-DE), who chairs EPW committee, emphasized in his remarks that the trade needs of the country are another reason why states need IIJA funding flexibility.

“Most of what we make in this country, we sell outside of this country,” he said. “That is why transportation matters to trade. You need trucks, you need ports, and roads to move it. As good as we like to think our roads are, we can do better.”

[View Sen. Carper’s remarks in the video below]





Sen. Carper Speaks at 2023 AASHTO Washington Briefing

Transportation TV

21:29

Rep. Rick Larsen (D-WA), the ranking member on the House of Representatives Transportation and Infrastructure committee, added that states should provide frequent updates to their congressional representatives regarding their IIJA implementation efforts.

“The [IIJA] is not a ‘set it and forget it’ law – we have four years left on it and a lot of money and decisions about those dollars have yet to be made,” he pointed out. “You should use [IIJA] projects as an opportunity to highlight transportation investments in your states and I encourage all of you to update your congressional delegations about the progress you are making on [IIJA] implementation. Because if you want another five year [reauthorization] bill, you need to show your congressional delegation right now how that money is working.”



Rep. Larsen also pointed out that states are some of the “most important stakeholders” in the success of IIJA implementation and in building better transportation solutions for the future, though that process will not happen overnight.

“It is incumbent upon us all that we recognize and confront that challenges that our current transportation system can create, and both AASHTO and its members can help us do that,” Rep. Larsen said. “We have a lot of infrastructure needs in country, so we have to work together so we build better communities and provide a better quality of life for our fellow citizens.”

[View Rep. Larsen’s remarks in the video below]



Rep. Larsen. Photo by AASHTO.



Rep. Larsen Speaks at 2023 AASHTO Washington Briefing

Transportation TV

12:00

And meeting those disparate needs, stressed Rep. Rick Crawford (R-AR) – who chairs the House T&I Subcommittee on Highways and Transit – is why states need maximum flexibility when it comes to IIJA implementation.

“My philosophy is that while we ask an awful lot of you, our states, when it comes to transportation, we don’t necessarily properly equip states to do that work,” he explained.

“We need to give states much more flexibility. Not every state has every tool in the [transportation] toolbox to work with. They need them in order to drive investment in areas they think are important,” he added.



That's also why Rep. Crawford said he remains a strong advocate of the "One Federal Decision (<https://www.congress.gov/bill/117th-congress/house-bill/1812>)" policy, which would help speed up a variety of infrastructure projects.

"I cannot say enough about how important that is, for the additional cost and time savings 'One Federal Decision' offers goes an awful long way to expedite projects," he said. "It is really important to recognize any opportunities to make common sense [regulatory] changes that would streamline projects for everyone."

030323 ([HTTPS://AASHTOJOURNAL.ORG/TAG/030323/](https://AASHTOJOURNAL.ORG/TAG/030323/))

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Eric Miller

(/authors/eric-miller) | Senior Reporter March 2, 2023 1:23 PM, EST

FHWA Issues Requirements for EV Chargers — but Not for Trucks

ATA 'Disappointed' in Exclusion



The Federal Highway Administration has issued a final rule for minimum standards of electric vehicle chargers, but has chosen to not yet broaden the rule to include minimum standards for medium- and heavy-duty electric truck charging infrastructure.

The agency said it did not want to issue a final rule for these trucks so as to not “pre-empt the pace of the technological innovation.”

The FHWA decision is important to trucking trade groups and motor carriers who have in recent months expressed concerns that the needed electric charging infrastructure for commercial trucks will not be in place in time to comply with anticipated state regulatory mandates for the adoption of electric trucks.

“We’re disappointed that the rule didn’t address our comments related to the semi-private EV charging needs of fleets, consistent with IJIA,” said Paul Ruiz, director of energy and environmental affairs for American Trucking Associations. “We know that fleets will require consistent and reliable access to charging stations that are limited access — not open to the public — to enable a transition to medium- and heavy-duty electrification.”

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 680

[FHWA Docket No. FHWA-2022-0008]

RIN 2125-AG10

National Electric Vehicle Infrastructure Standards and Requirements

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This final rule establishes regulations setting minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program and projects for the construction of publicly accessible electric vehicle (EV) chargers under certain statutory authorities, including any EV charging infrastructure project funded with Federal funds that is treated as a project

downloaded from the Office of the Federal Register’s website at www.federalregister.gov and the Government Publishing Office’s website at www.GovInfo.gov.

Executive Summary

This final rule establishes regulations that set minimum standards and requirements for projects funded under the NEVI Formula Program, projects for the construction of publicly accessible EV chargers funded under Title 23, United States Code (U.S.C.).¹ This also includes any publicly accessible EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway.

The FHWA is directed by paragraph (2) under the Highway Infrastructure Program heading in title VIII of division J of the Bipartisan Infrastructure Law (BIL) (enacted as the Infrastructure Investment and Jobs Act) (Pub. L. 117–58) (Nov. 15, 2021) to create minimum standards and requirements for NEVI-funded projects. 135 Stat. 429, 1424. Congress specified that “funds made

designated recipients to implement federally funded charging station projects in a standardized fashion in order to build a convenient, accessible, reliable, and equitable charging network across the country that can be utilized by all EVs regardless of vehicle brand. Such standards provide reliable expectations for travel in an EV across and throughout the United States, regardless of which State you charge in, and support a national workforce skilled and trained in charging station installation and maintenance.

The BIL specifically requires minimum standards and requirements be developed related to at least six areas:

(1) Installation, operation, and maintenance by qualified technicians of EV infrastructure. The FHWA requires general consistency with regard to the installation, operation, and maintenance and technician qualifications of the NEVI Formula Program projects and projects for the construction of publicly accessible EV chargers that are funded under Title 23, U.S.C., including any EV

He added, “Although we appreciate and agree that standards should keep pace with technological innovation, states, charging station grantees and fleet partners will need assurance that the specific needs of trucking are accounted for, even in the planning stages. As referenced in our comments, this includes in areas of hours of service, cybersecurity, alternative corridor signage for freight truck charging comparability, and in the specific charging needs of heavy-duty vehicles.”

In comments on the proposed charging guidelines rule last year, ATA said that as of June there were 1.45 million battery-electric light-duty vehicles registered in the U.S. However, as of December 2021 there were only 1,215 medium- and heavy-duty electric trucks in operation, and 140,000 on order.

In its Feb. 28 Federal Register post, FHWA touted the establishment of the final rule as providing a powerful antidote to electric infrastructure issues, helping create energy independence, and encouraging more widespread adoption of electric vehicles. The final rule said, “EV consumers will be more confident in the availability, safety and consistency of EV charging stations.”

But some commenters said by not specifically addressing the unique needs of medium- and heavy-truck EV charging in the regulation, FHWA would be “de facto discouraging investment in the needs of MD/HD electric vehicles.”

“Many commenters supported specifically addressing the needs of MD/HD EVs in addition to the needs of EV passenger vehicles,” the final rule said. “Several commenters identified the environmental, air quality, rural economy and equity benefits of ensuring that the applicability of the regulation addressed the needs and parameters of the evolving MD/HD EV sector.”

Some also noted that medium and heavy trucks are a growing EV sector that will require on-corridor charging, and suggested that the MD/HD requirements be designed to consider the future accommodation of power demands and site use/circulation needs of longhaul trucking.

“Other commenters requested that requirements address MD/HD EV charging needs immediately, with some suggesting that a certain number of federally funded EV charging parking spaces be designed to accommodate MD/HD needs,” FHWA said. “Many commenters

identified an opportunity to coordinate MD/HD charging with required off-duty breaks for longhaul truckers.”

The agency said it will continue to monitor the technological advancements in the MD/HD industry for consideration as to whether further regulation is needed to provide applicable minimum standards and requirements at a future date.

The following are some of the requirements of the rule:

- In terms of standards for installation, operation and maintenance, charging stations are required to contain a minimum number of ports, types of connectors, payment methods and requirements for customer support services.
- Minimum requirements for training, and certification standards for technicians installing, operating and maintaining chargers to ensure consistency around quality installation and safety across the network.
- The agency said it is working to establish a seamless national network of EV charging infrastructure that can communicate and operate on the same software platforms from one state to another.
- FHWA vowed to address standards meant to allow for secure remote monitoring, diagnostics, control and updates. The requirements will help address cybersecurity concerns while mitigating against stranded assets.
- Information on publicly available EV charging infrastructure locations, pricing, real-time availability and accessibility through mapping applications.

https://www.joplinglobe.com/news/lawmakers-chip-away-at-missouri-governor-s-plan-for-i-70-improvements/article_72f37706-bdbf-11ed-ad4e-cfc368b4fe39.html

Lawmakers chip away at Missouri governor's plan for I-70 improvements

By Rudi Keller | Missouri Independent
Mar 8, 2023



Missouri Department of Transportation workers repair a bridge on westbound Interstate 44 over Main Street in Joplin in 2020. A chunk of the bridge decking had broken loose and opened a hole in the I-44 bridge. GLOBE | ROGER NOMER



JEFFERSON CITY, Mo. — The biggest single building project in Gov. Mike Parson's budget — \$859 million to widen three sections of Interstate 70 — will have to be pared back if lawmakers divert funds to other highways, Department of Transportation Director Patrick McKenna said Tuesday.

McKenna spent part of the day answering questions about MoDOT appropriations as the House Budget Committee works through Parson's \$51.6 billion spending plan for all of state government. The goal, Chairman Cody Smith, R-Carthage, said, is to be ready to amend the budget when lawmakers return after their upcoming mid-session break.

The funding for the I-70 project would be almost 20% of the proposed \$4.8 billion MoDOT budget for the coming fiscal year.

In subcommittee work, amendments to take \$48 million from the I-70 plan passed, with the money being redirected to a five-mile project on Interstate 44 in Springfield and an environmental impact study for improvements to the entire I-44 corridor.

Widening I-70 to three lanes in each direction would cost an estimated \$2.7 billion. Parson's plan would dedicate \$859 million to add lanes through Boone County in central Missouri, and extend the sections with three lanes in the suburban Kansas City and St. Louis areas.

State Rep. Kathy Steinhoff, D-Columbia, asked McKenna what he would do if the cuts approved in the subcommittee remain in place. Cuts would have to be found, he replied.

"We have estimates on those three projects that total \$859 million and we'd have to reconsider the scope," McKenna said. "We would probably cut down, depending on where we would find that — we'd have to do further analysis — but it would just be a reduction in scope."

Lawmakers have control of how much is dedicated to I-70 because Parson is tapping the bulging general revenue surplus — estimated to be \$4.9 billion on June 30 — to fund it. The main source of MoDOT funding is off-limits to lawmakers, but that could change.

Questioning of McKenna began in the committee's morning session and resumed after the House, in floor action, voted 101-45 in favor of a state constitutional amendment that would give lawmakers control of the state road fund. Currently, money from fuel taxes, license fees and vehicle sales taxes to maintain highways "stand appropriated without legislative action."

The proposed constitutional amendment now goes to the Senate where, if approved, it would be put on a statewide ballot.

During the hearing, state Rep. Scott Cupps, R-Shell Knob, peppered McKenna with questions about how I-70 was chosen over other projects, such as I-44.

“Is this something that stems from the fact that I-70 does go through what I have coined as being the bureaucrat bubble?” Cupps asked.

Cupps, who drives a truck, said he doesn’t believe the congestion on I-70 outside urban “pinch points” is as bad as it is on I-44.

There are several reasons I-70 is getting priority, McKenna said. It is the oldest interstate highway in the state system and more in need of general reconstruction. An environmental study done 20 years ago is faster to update than an entirely new study.

The plan proposed by Parson is based on available resources and identified needs. It does not fund the entire project, McKenna noted.

“They looked at those very things on those rural stretches of I-70,” McKenna said of Parson’s staff, “and they didn’t believe that at this time adding general revenue for those specific sections would be the right way to go.”

The Highways and Transportation Commission supports an appropriation for an environmental study of I-44, McKenna said.

“We’d focus on those areas like Springfield and Joplin, where you have similar issues,” McKenna said. “That’s the approach that we’re trying to take: to identify and deal with the problems that we have today.”

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Trending Video

TOPICAL

Missouri governor wants to put I-70 widening on fast track

Kurt Erickson

Jan 18, 2023

JEFFERSON CITY — It's not the total makeover that many motorists desire, but Republican Gov. Mike Parson wants to begin widening parts of traffic-choked Interstate 70.

In a 50-minute address to lawmakers Wednesday, Parson called on the GOP-controlled House and Senate to approve \$859 million to add lanes on the highway from Wentzville to Warrenton in the St. Louis region, while also widening parts of the thoroughfare in Columbia and suburban Kansas City.

"This is a major pinch point," said Missouri Department of Transportation Director Patrick McKenna.

A push to widen the east-west artery **has been gaining steam for years** as heavy truck and car traffic have frustrated motorists and affected the transport of goods.



Missouri Gov. Mike Parson delivers the State of the State address on Wednesday, Jan. 18, 2023, in Jefferson City.

This year, Parson wants to take advantage of record budget surpluses to get the widening started.

"To those who say we can't afford it, I say we can't afford not to. This is a once in a lifetime opportunity, and the time is now," Parson said.

The work on I-70, which may not get underway for at least two more years, was among a number of highlights outlined by Parson as he delivered his penultimate State of the State speech to a packed House chamber.

Along with spending on transportation, Parson urged lawmakers to make funding for schools and child care a top priority.

“Together, we’ve moved billions of dollars in investments across this state. Whether you live in Kansas City or St. Louis, call Kennett or Rock Port home, grow corn or cotton, vote left, right, or center, we’ve left no community behind,” Parson said. “Missouri is stronger today, and we’re going to continue what we’ve started because this governor isn’t done yet.”



Missouri Gov. Mike Parson delivers the State of the State address Wednesday, Jan. 18, 2023, in Jefferson City.

Jeff Roberson, Associated Press

The call for a record \$50 billion in overall spending in the fiscal year beginning July 1 comes after Parson and lawmakers last year agreed to a cut in the state’s income tax rate against the backdrop of robust, post-pandemic revenue levels.

The rate decrease could cost state coffers an estimated \$500 million, but is offset by a surplus of more than \$6 billion, much of that thanks to federal pandemic relief aid that has flowed into the state.

While revenue growth in the post-pandemic era is slowing, Parson’s budget chief, Dan Haug, said the state’s financial footing is firm.

“I still think the Missouri economy is strong. This is probably as good of shape as we’ve been in,” Haug said.

Democrats, who are in the minority, signaled that they are mostly on board with the governor's plan.

House Minority Leader Crystal Quade, D-Springfield, called Parson's budget plan a "solid proposal."

"We are very happy with this starting point," Quade said.

In particular, she said the I-70 proposal is important because of Missouri's central location in the U.S.

"We are a hub for transportation," Quade said.

Parson, who has made workforce development and education top priorities, wants to boost a subsidy that **helps people afford child care** by \$78.5 million, bringing total spending on child care to \$800 million.

According to the Missouri Department of Elementary and Secondary Education, the number of child care programs has not recovered from pre-pandemic levels, leaving some parents out of the workforce as they care for their kids.

A poll of businesses by the Missouri Chamber of Commerce and Industry showed 78% believe the expense and difficulty in finding child care keeps a significant number of Missourians out of the workforce.



Missouri Gov. Mike Parson shakes hands with lawmakers as he enters the House chamber to deliver the State of the State address on Wednesday, Jan. 18, 2023, in Jefferson City.

Jeff Roberson, Associated Press

Parson's budget proposal would fully fund kindergarten-12 education and earmarks full funding for school transportation costs. It also would invest \$56 million for pre-school programs.

"Together these supports will help serve more Missouri families by enabling more child care providers to remain in business, start their business, or expand their business," the governor said.

Parson also wants to make it easier for teachers to participate in a separate program that pays them more if they undergo certain training.

School districts across Missouri have switched to four-day weeks in an effort to boost teacher retention because of the state's low pay rate for teachers.

During the speech, he pointed to guest Emily Fluckey, a first grade teacher from Meadville R-4 School District located in Linn County.

Fluckey received a \$7,000 pay bump after the Legislature moved last year to boost teacher pay to a base level of \$38,000 through a state-local grant program.

"She was able to move out of her parents' house, get married, and begin pursuing a master's degree. She represents our educators who certainly don't do it for the money, but do it for our children and the future of our state," Parson said.

For colleges and universities, Parson wants to increase core funding by 7%, which represents the largest increase in state assistance in 25 years. He also wants to spend \$275 million for building projects on the state's campuses.

Parson also urged lawmakers to sign off on his plan to give 8.7% raises to state workers beginning in March as a way **to address a lag in hiring that has left 7,000 open positions** amid the state's 50,000-person workforce.

In addition to the raises, Parson wants to give certain workers in state-run facilities an added \$2 per hour for working high-need evening and overnight shifts.

That increase would affect employees at direct care facilities like nursing homes, youth facilities, prisons and **mental health hospitals**.

The \$151 million request would be part of an early budget adjustment.

The spending blueprint also includes money to address staffing shortages in state nursing facilities. Missouri Department of Mental Health Director Valerie Huhn said that could help the state open 40 beds it has closed at the state-operated psychiatric hospital in Fulton because of a lack of nursing assistants.

Other major projects on tap in the budget plan is a \$7.2 million juvenile detention facility in St. Louis, which will include classrooms, a dormitory, kitchen and administrative offices.

Parson also wants \$35 million to improve railroad crossings after an Amtrak passenger train derailed last year in Mendon, killing four people.

Left out of his speech was any mention of specific crime fighting legislation he'd like lawmakers to enact. Democrats have been calling for stricter gun laws after a school shooting in St. Louis last year left a teacher and student dead.

Parson did propose \$50 million for school safety grants for Missouri schools to make physical security investments on their campuses, develop safety plans, establish school resource officer programs, and increase active threat trainings.

Parson also is not requesting money for a full opening of the Rock Island Trail, a cross-state pedestrian and bicycling path that would complement the existing Katy Trail State Park.

He asked for money for the trail last year, but was rebuffed by lawmakers.

Also not making the cut was a plan to bolster the number of police officers who patrol the Capitol. The Department of Public Safety had sought the seven additional officers in the wake of the attack on the U.S. Capitol in January 2021.



GOVERNMENT + POLITICS

LEGISLATURE

Missouri House advances plan for lawmakers to take control of MoDOT funding

Proposed constitutional amendment would end policy in place since the 1920s putting highways commission in charge of road funds

BY: **RUDI KELLER** - MARCH 2, 2023 9:05 AM



📷 The Missouri House chamber during debate Wednesday. (Tim Bommel/Missouri House Communications)

Republicans determined to strip the Highways and Transportation Commission of its long-standing control of the multibillion-dollar state road fund are closer to getting their chance.

On Wednesday, the House gave initial approval to legislation making the fund that combines fuel taxes, license fees and vehicle sales taxes to maintain highways subject to annual appropriations. It needs to be approved one more time in the House before going to the Senate.

During debate Wednesday, state Rep. Don Mayhew said his proposed constitutional amendment was triggered by a [lawsuit filed by the commission](#) when the Office of Administration refused to honor raises that exceeded the amounts budgeted by lawmakers.

“Had the lawsuit never happened, I probably wouldn’t be standing here today,” said Mayhew, R-Crocker. “If we don’t take action now, and the courts find out they are correct, there will be no oversight save what is built into the commission process.”

The funds entrusted to the six-member commission that controls the Department of Transportation, by the Missouri Constitution, “[stand appropriated without legislative action.](#)” The provision has been in the constitution [since the 1920s](#).


If the bill passes both legislative chambers it would go on the November 2024 ballot unless Gov. Mike Parson sets it for an earlier vote.

A state [fuel tax enacted in 2021](#), plus more money from federal highway funds, means the state has more money than ever for road construction and maintenance. The current 5-year plan for state road needs includes more than [\\$10 billion in funded projects](#).

Mayhew’s proposal would allow the department to [spend only what lawmakers allowed](#) in annual appropriations.

The lawsuit in Cole County seeks a declaration from Judge Cotton Walker that, in essence, the department doesn’t need appropriations at all. The triggering issue was raises intended to be a market adjustment throughout the department, so that 65% or more of its employees are at or above the midpoint in the pay range for their job.



 State Rep. Deb Lavender, D-Manchester, speaks during debate Wednesday in the Missouri House (Tim Bommel/Missouri House Communications).

MoDOT paid the 7.5% raises provided to other state employees last year and will pay the 8.7% raises that begin with this month’s paycheck. But when the lawsuit stalled – Walker heard

arguments on Feb. 10, 2022, and has yet to make a ruling – turnover spiked, MoDOT Director Patrick McKenna said in a [committee hearing last month](#).

“Turnover rates rose to a crisis level, with 70 employees leaving per month,” McKenna said.

During Wednesday’s debate, Democrats argued for leaving the constitution unchanged and allowing the raises to occur.

State Rep. Deb Lavender, D-Manchester, said the department has repeatedly asked lawmakers to allow raises to stem turnover. The result, she said, is a shortage of 700 snow plow drivers and the litigation.

“It just seems like we do things backwards,” she said.

Other reactions to the lawsuit among Republicans have ranged from [calls for McKenna to be fired](#) to warnings that it must be dropped so lawmakers will approve Gov. Mike Parson’s proposal to spend \$859 million in surplus general revenue for [new construction on Interstate 70](#).

The lawsuit isn’t the only legislative grievance with MoDOT, Mayhew said during debate. His rural central Missouri constituency is upset with poorly maintained minor roads and newly introduced J-turns and roundabouts.

But the large raises and the lawsuit, coming just months after the imposition of tax increase without a public vote, is too much to tolerate, he said.

“If they get the decision they want in court, there will be no need for them to show up for budget hearings,” Mayhew said.



RUDI KELLER



Rudi Keller covers the state budget and the legislature. A graduate of the University of Missouri School of Journalism, he spent 22 of his 32 years in journalism covering Missouri government and politics for the Columbia Daily Tribune, where he won awards for spot news and investigative reporting.

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