



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

MAY 16, 2024
12:00 - 1:30 PM

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



OSARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

May 16, 2024

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

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

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

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

Call to OrderNOON

I. Administration

A. Roll Call

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Lee)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Public Comment Period for All Agenda ItemsTab 12

Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on May 15, 2024, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 12**.

D. Adoption of the Consent AgendaTab 1

(5 minutes/Lee)

1. March 21, 2024 Minutes
2. Financial Statements for 3rd Quarter FY 2024 Budget Year
3. FY 2024-2027 TIP Administrative Modification Five
4. Title VI/ADA Program Update and Limited English Proficiency Plan

BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE CONSENT AGENDA

E. Staff Report

(5 minutes/Fields)

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

F. MoDOT Update

(5 minutes/MoDOT)

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

G. Legislative Reports

(5 minutes/Lee)

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

II. New Business

A. City Utilities' Connect SGF Transit Optimization Study Presentation

(10 minutes/Crawford)

City Utilities will present the recommendations of the approved transit study.

NO ACTION REQUIRED – INFORMATIONAL ONLY

B. FY 2025 Unified Planning Work ProgramTab 2

(10 minutes/Parks)

The Unified Planning Work Program is the document that outlines the work that will be completed by OTO during the next fiscal year.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2025 UNIFIED PLANNING WORK PROGRAM

C. FY 2025 Operational BudgetTab 3

(5 minutes/Parks)

The Draft FY 2025 Operational Budget is included for review and consideration.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2025 OPERATIONAL BUDGET

D. Draft FY 2025-2029 Statewide Transportation Improvement ProgramTab 4

(5 minutes/MoDOT)

The draft FY 2025-2029 Statewide Transportation Improvement Program (STIP) is included for review.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ENDORSE THE FY 2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

E. 2024 MoDOT Unfunded Needs ListTab 5

(5 minutes/Fields)

Staff will present the recommended 2024 MoDOT Unfunded Needs List which is financially constrained according to MoDOT's request.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE UNFUNDED NEEDS LIST

- F. Federal Funds Balance ReportTab 6**
(5 minutes/Longpine)
Staff will present the Federal Funds Balance Report. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- G. MoDOT/OTO Sidewalk Cost Share Program.....Tab 7**
(5 minutes/Knaut)
One project is recommended by the Bicycle and Pedestrian Committee to receive TAP/CRP funding as part of a cost share program with MoDOT.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FUNDING

- H. Trail and Sidewalk Engineering FundingTab 8**
(5 minutes/Knaut)
Ten applications were submitted for trail and sidewalk engineering using TAP/CRP funding.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE TAP/CRP FUNDING FOR TRAIL AND SIDEWALK ENGINEERING PROJECTS

- I. FY 2024-2027 TIP Amendment FourTab 9**
(5 minutes/Longpine)
Changes are proposed to the FY 2024-2027 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FY 2024-2027 TIP AMENDMENT FOUR

- J. EV Charger Project Delivery Determination and Contract ExecutionTab 10**
(5 minutes/Longpine)
Staff will present the EV Charger Project plan and project delivery determination.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION TO AUTHORIZE THE OTO TO USE PROGRESSIVE DESIGN BUILD PROCUREMENT AND TO ISSUE A REQUEST FOR QUALIFICATIONS; IN ADDITION, THE BOARD AUTHORIZES THE EXECUTIVE DIRECTOR TO ENTER INTO NEGOTIATIONS WITH THE SELECTED CONTRACTOR AND EXECUTE THE CONTRACT FOR THE EV CHARGER PROJECT

- K. Public Participation Plan Annual EvaluationTab 11**
(10 minutes/Knaut)
An annual evaluation of the Public Participation Plan is completed to examine the efforts and outcomes to obtain public input. Staff will present the findings.

NO ACTION IS REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. **Board of Directors Member Announcements**

(5 minutes/Board of Directors Members)

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

B. **Transportation Issues for Board of Directors Member Review**

(5 minutes/Board of Directors Members)

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

C. **Articles for Board of Directors Member InformationTab 13** (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, July 18, 2024 at 12:00 p.m. in person.

Attachments

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

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

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

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

TAB 7

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.G.

MoDOT/OTO Sidewalk Cost Share Program Recommendation

**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. Prior approved projects include South Street in Ozark, MM Shared Use Path in Republic, Route 66 Sidewalks in Strafford, and trail improvements as part of the I-44 project.

Recommended Project

City of Springfield - Sunshine

Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from BU 65 (Glenstone Avenue) to Blackman Road in Springfield – this project is planned as part of MoDOT Job number J8S3153, and will be amended into SP1413.

Total Cost: \$1,565,000

MoDOT Share: \$782,500

TAP/CRP Share: \$626,000

Springfield Share: \$156,500

This will be the last project funded through this program and all remaining funds will be moved to the Summer Bicycle/Pedestrian Infrastructure Call for Projects.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The OTO Bicycle and Pedestrian Advisory Committee recommended that the City of Springfield Sunshine Project receive \$626,000 in TAP/CRP funds.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 17, 2024 the Technical Planning Committee recommended the Board of Directors approve TAP/CRP funding for Springfield in the amount of \$626,000 for a cost share with MoDOT along Sunshine.

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 Springfield in the amount of \$626,000 for a cost share with MoDOT along Sunshine.”

OR

“Move to approve the following...”

OTO/MoDOT Sidewalk Cost-Share Program Application

Ozarks Transportation Organization

Applicant Information

Community: [City of Springfield](#)

Point of Contact: [Brett Foster](#)

Phone: [417-864-1937](#)

Email: bfoster@springfieldmo.gov

State System and Project Information

Which MoDOT Road will this project occur along? [Sunshine \(Rt D\)](#)

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:

J8S3153 – Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from BU 65 (Glenstone Avenue) to Blackman Road in Springfield.

Funding Request

Expected Total Project Cost: \$ [1,565,000](#)

Expected OTO Cost Share Funding Request: [\\$626,000](#)

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="53700"/>	<input type="text" value="214800"/>	<input type="text" value="268500"/>	<input type="text"/>	<input type="text" value="\$537,000"/>
ROW	<input type="text" value="8200"/>	<input type="text" value="32800"/>	<input type="text" value="41000"/>	<input type="text"/>	<input type="text" value="\$82,000"/>
Construction	<input type="text" value="94600"/>	<input type="text" value="378400"/>	<input type="text" value="473000"/>	<input type="text"/>	<input type="text" value="\$946,000"/>
Totals	<input type="text" value="156,500"/>	<input type="text" value="626000"/>	<input type="text" value="782500"/>	<input type="text"/>	<input type="text" value="\$1,565,000"/>

Please list other funding sources included in project budget: City Funding Match provided from 1/8 Cent Transportation Sales Tax and/or ¼ Cent Capital Improvement Sales Tax as to be determined.

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

Please include copies of estimates used in this application

Project Details

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

Total Length of Proposed Sidewalk(s):

	Segment Length (ft)	Side of Road	Within Existing /Planned ROW?	Sidewalk Width (ft)	Distance off back of curb (ft)
Segment #1	<input type="text" value="2,400"/>	<input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<input type="text" value="6"/>	<input type="text" value="Varies"/>
Segment #2	<input type="text" value="1,700"/>	<input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<input type="text" value="6"/>	<input type="text" value="0"/>
Segment #3	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #4	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>
Segment #5	<input type="text"/>	<input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="text"/>	<input type="text"/>

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

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

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

Project Description

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

The City of Springfield is requesting funds to cost share the construction of approximately 4,100 lineal feet of ADA compliant sidewalks along the north side of Route D (Sunshine Street) from Glenstone Avenue to Meadowview Avenue in conjunction with the MoDOT Sunshine Street ADA project. 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 businesses on

Sunshine Street, providing a continuous pedestrian facility from Glenstone Avenue to Blackman Road. MoDOT's ADA project is scheduled for construction in 2025. 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 encourage and provide walkable streets between numerous activity centers, neighborhoods, and businesses in the area. Sunshine Street is a very high-volume street and without off street, separated sidewalk it is nearly impassable by pedestrians and bicyclist needing access to the route for services. Improvements will also provide safe and accessibly passage for pedestrians and disabled users in the Sunshine Corridor who utilize needed amenities and public transit along the corridor.

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

Per the attached maps, having additional sidewalk will improve options for connections to Pittman Schools in the SPS district.

Please describe the level of community support for this project.

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

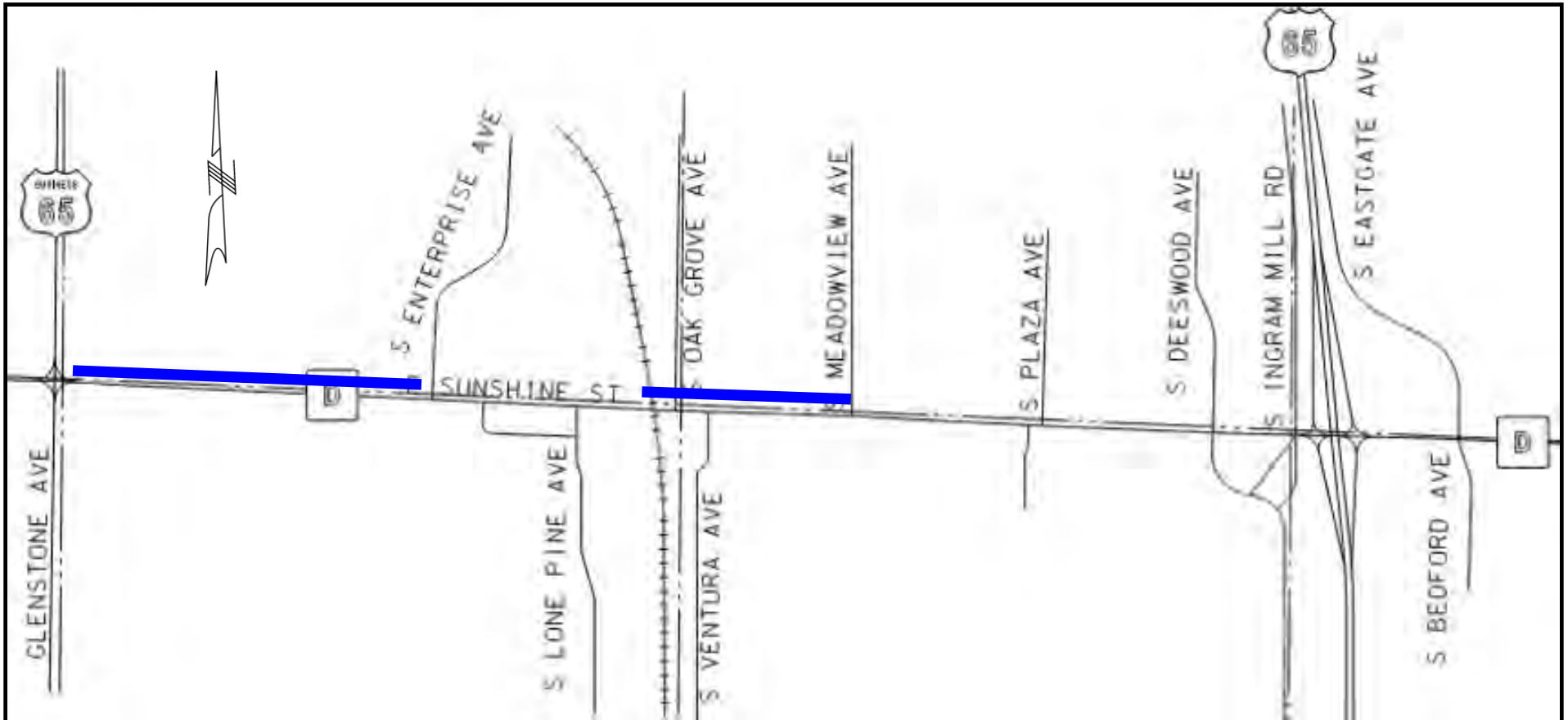
There is significant community support for this project as there are local citizens who do not drive an automobile and must obtain some of their daily needs by navigating on foot. The City of Springfield and MoDOT have an extensive history of receiving request for increased pedestrian connectivity in this much needed area. Recent public meetings show local businesses support the project to increase pedestrian traffic in this area.

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

Nearly 40 facilities have been identified on this corridor that provides social service, community, and health services to the public. The proposed sidewalks will provide additional modes of transportation to these facilities.

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

There are over 200 businesses on Sunshine Street between Glenstone Avenue and Blackman Road. Numerous established residential neighborhoods exist along the corridor who have known residents without access to automobiles. These neighborhoods depend on alternated modes of transportation for access to services as noted above.



LEGEND

— Proposed Cost-Share Sidewalk











MoDOT Job No. J8S3153
Greene County
Route D (Sunshine Street)

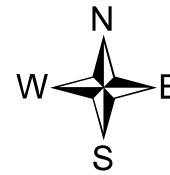
PITTMAN ELEMENTARY

WALKING ROUTE *

SCHOOL YEAR 2022-2023

Legend

- | | | | |
|--|------------------|---|---------------------------|
|  | CROSSING GUARD |  | WALKING ROUTE W/SIDEWALK |
|  | 1/2 MILE RADIUS |  | WALKING ROUTE NO SIDEWALK |
|  | SCHOOL CROSSWALK |  | BARRIER STREET |
|  | SCHOOL BOUNDARY |  | SIGNAL |
|  | NON-RESIDENTIAL |  | BUSING AVAILABLE |



School Times

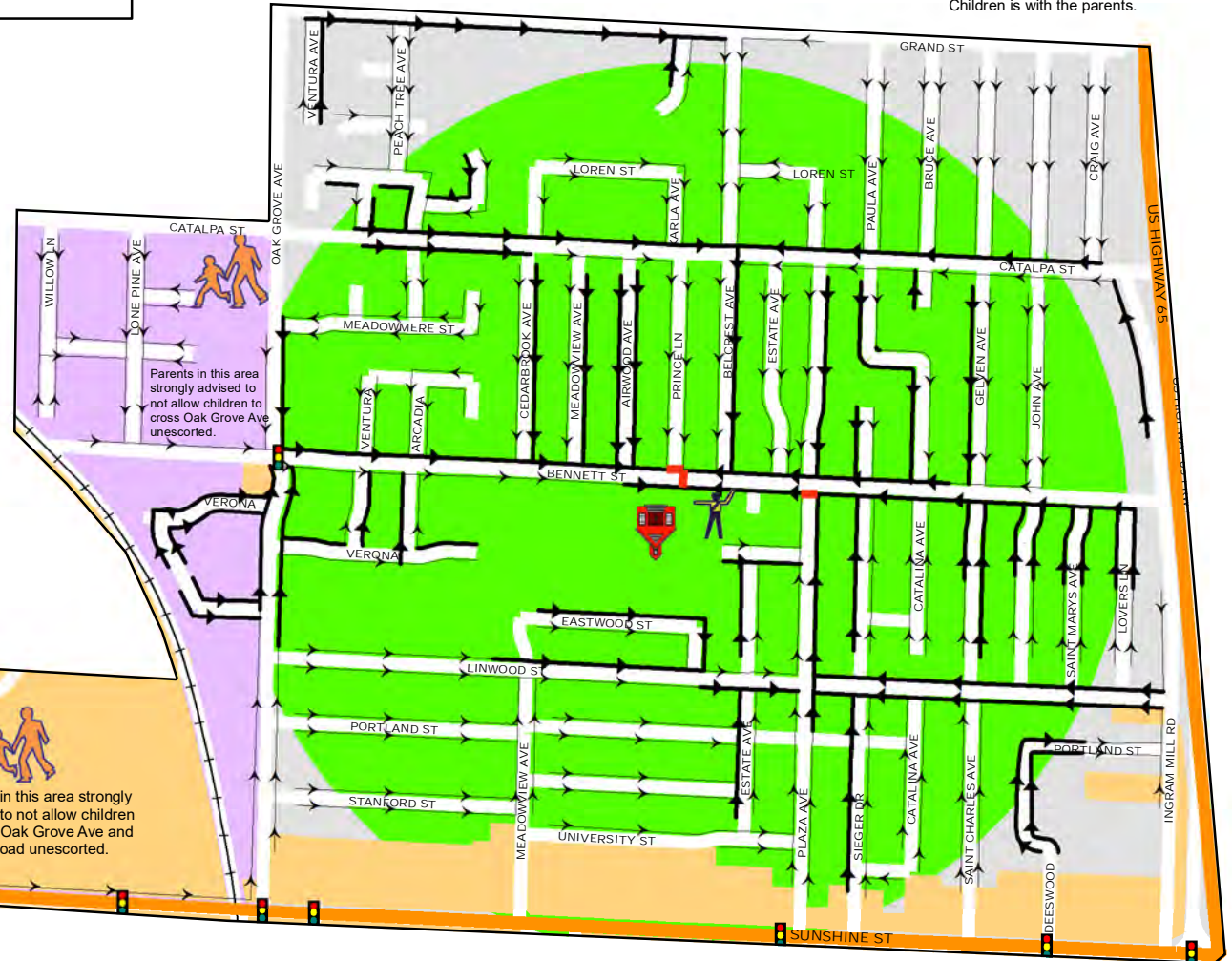
Start 8:10 am
Dismissal 3:10 pm

This map recommends a walking route based on sidewalk inventory and existing crossing features to assist parents who chose to have their child walk to school. The primary responsibility for the safety of their Children is with the parents.

Crossing Guard

2934 E Bennett St

Morning 7:20-8:15 am
Afternoon 3:05-3:40 pm



* Busing Available to this Area:
Parents or Guardians are responsible to assist if children permitted to walk.



Parents in this area strongly advised to not allow children to cross Oak Grove Ave and the Railroad unescorted.



TAB 8

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.H.

Trail and Sidewalk Engineering Funding Recommendation

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

AGENDA DESCRIPTION:

OTO made a call for projects in March, with applications due April 1, for trail and sidewalk engineering projects, with the purpose of awarding TAP/CRP funding. Ten project applications were received and recommended for funding by the Bicycle and Pedestrian Advisory Committee.

1. Jordan Creek Greenway Trail - Mt. Vernon St. to College St.
2. South Creek Greenway Trail - Posenke Gap
3. Ward Branch Greenway Trail - National Avenue to Fremont Avenue
4. Wilson's Creek Greenway Trail - Ewing Park West to Rutledge-Wilson Park
5. Fassnight Creek Greenway Trail - Skate Park to Fort
6. Jackson Street Connection/Chadwick Flyer Ph. 1
7. Kali Springs Trail Connector
8. Blue Stem-Phase I of North Ozark Greenway Trail
9. Finley River Trail - Western Expansion
10. Fassnight Creek Greenway - Glenstone to Enterprise

Funding Summary	
Requested Federal Share	\$1,283,890.55
Total Local Share	\$320,973.15
Total Costs	\$1,604,863.70

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The OTO Bicycle and Pedestrian Advisory Committee recommended the submitted sidewalk and trail engineering projects be approved for TAP/CRP funding.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 17, 2024, the Technical Planning Committee recommended the Board of Directors approve TAP/CRP funding for the ten submitted sidewalk and trail engineering projects.

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 the ten submitted sidewalk and trail engineering projects in the amount of \$1,283,890.55 as outlined in the project applications.”

OR

“Move to approve the following...”

Funding Summary	
Requested Federal Share	\$ 1,283,890.55
Total Local Share	\$ 320,973.15
Total Costs	\$ 1,604,863.70

Trail and Sidewalk Engineering Applications Scoring							
Points	5	5	5	5	5	5	30
<div> <div>Evaluation Criteria</div> <div>Project Name</div> </div>	All project information is provided	Project location description is provided	Project costs, including federal funding amount and local match, are provided	Proposed improvement description is provided	Project map is provided	Project located on OTO official trail map	Total Maximum Points
Jordan Creek Greenway Trail - Mt. Vernon St. to College St.	5	5	5	5	5	5	30
South Creek Greenway Trail - Posenke Gap	5	5	5	5	5	5	30
Ward Branch Greenway Trail - National Avenue to Fremont Avenue	5	5	5	5	5	5	30
Wilson's Creek Greenway Trail (Ewing Park West to Rutledge-Wilson Park)	5	5	5	5	5	5	30
Fassnight Creek Greenway Trail - Skate Park to Fort	5	5	5	5	5	5	30
Jackson Street Connection/ Chadwick Flyer Ph. 1	5	5	5	5	5	0	25
Kali Springs Trail Connector	5	5	5	5	5	0	25
Blue Stem-Phase I of North Ozark Greenway Trail	5	5	5	5	5	0	25
Finley River Trail - Western Expansion	5	5	5	5	5	5	30
Fassnight Creek Greenway-Glenstone to Enterprise	5	5	5	5	5	5	30



Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Jordan Creek Greenway Trail - Mt. Vernon St. to College St.
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	Jordan Creek Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
2,245 linear feet connecting the existing Jordan Creek Trail built to Mr. Vernon St. from Mt. Vernon St. to College Street

Part 3: Budget

Total Project Cost Estimate	\$ 137,520.44		
Federal Funding Amount	\$ 110,016.35		
Source of Local Match and amount	County	City	Other (Please select one)
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Local fund amount: \$		27,504.09

Part 4: Project Description

Description of proposed improvements, including length and proposed width
<ul style="list-style-type: none">• 2,245 l/f 10' wide concrete trail• 9,000 l/f Retaining Wall• Sidewalk replacement and connection to MoDOT intersection improvements at Kansas Expressway• Elimination of three (3) at-grade road crossings providing dedicated separated route under Mount Vernon Street, Kansas Expressway (MoDOT Route), and Walnut Street• High Visibility Crosswalk Installations using features such as contrasting pavement markings, raised crossings, and/or rectangular rapid flashing beacons Removal of improvements, Earthwork, Seeding & Mulching, Signage, Tree Protection, Erosion Control, Mobilization, Utilities (1%), and ROW acquisition. This trail was identified and adopted as part of Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. It was also identified as a priority for the 2024 RAISE Grant. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

Jordan Creek Greenway Trail





Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	South Creek Greenway Trail - Posenke Gap
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	South Creek Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
This .5-mile trail gap along the South Creek Greenway Trail provides for a direct trail connection to Wilson's Creek Greenway Trail. This is on the western end of the trail alignment.

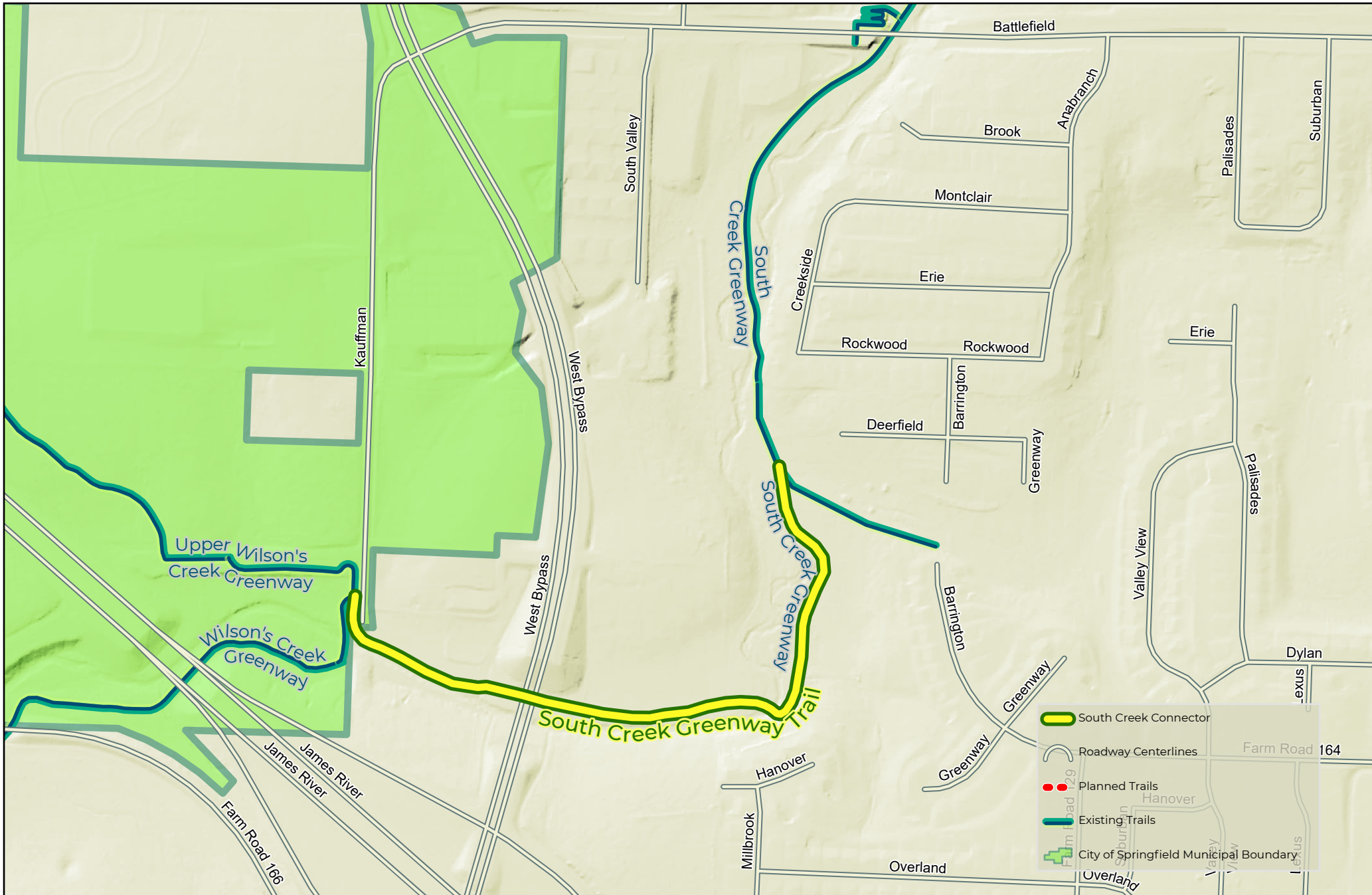
Part 3: Budget

Total Project Cost Estimate	\$ 160,378.66
Federal Funding Amount	\$ 128,302.93
Source of Local Match and amount	<input type="checkbox"/> County <input type="checkbox"/> City <input checked="" type="checkbox"/> Other (Please select one) Local fund amount: \$ 32,075.73

Part 4: Project Description

Description of proposed improvements, including length and proposed width
<ul style="list-style-type: none">• 1,979 l/f 10' wide concrete trail• 372 l/f 10' boardwalk trail• One (1) pedestrian bridge• 1,979 l/f Equine Fencing Seeding & Mulch, Signage, Tree Protection, Erosion Control, Contingency, and Utilities (1%). Ozark Greenways owns the land and the recreation trail easement. No land acquisition is anticipated. This trail was identified and adopted in 1991 as part of the South Creek- Wilson's Creek Greenway Trail Plan, Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

South Creek Greenway Trail





Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Ward Branch Greenway Trail - National Avenue to Fremont Avenue
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	Ward Branch Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
1,900 linear feet between E Bradford Parkway and E Independence Street, from S National Avenue to S Fremont Avenue in Springfield, MO. This project will extend the existing Ward Branch Greenway trail from its current terminus at the Cox Health Campus to the planned Fremont Avenue Multi-Use Sidepath.

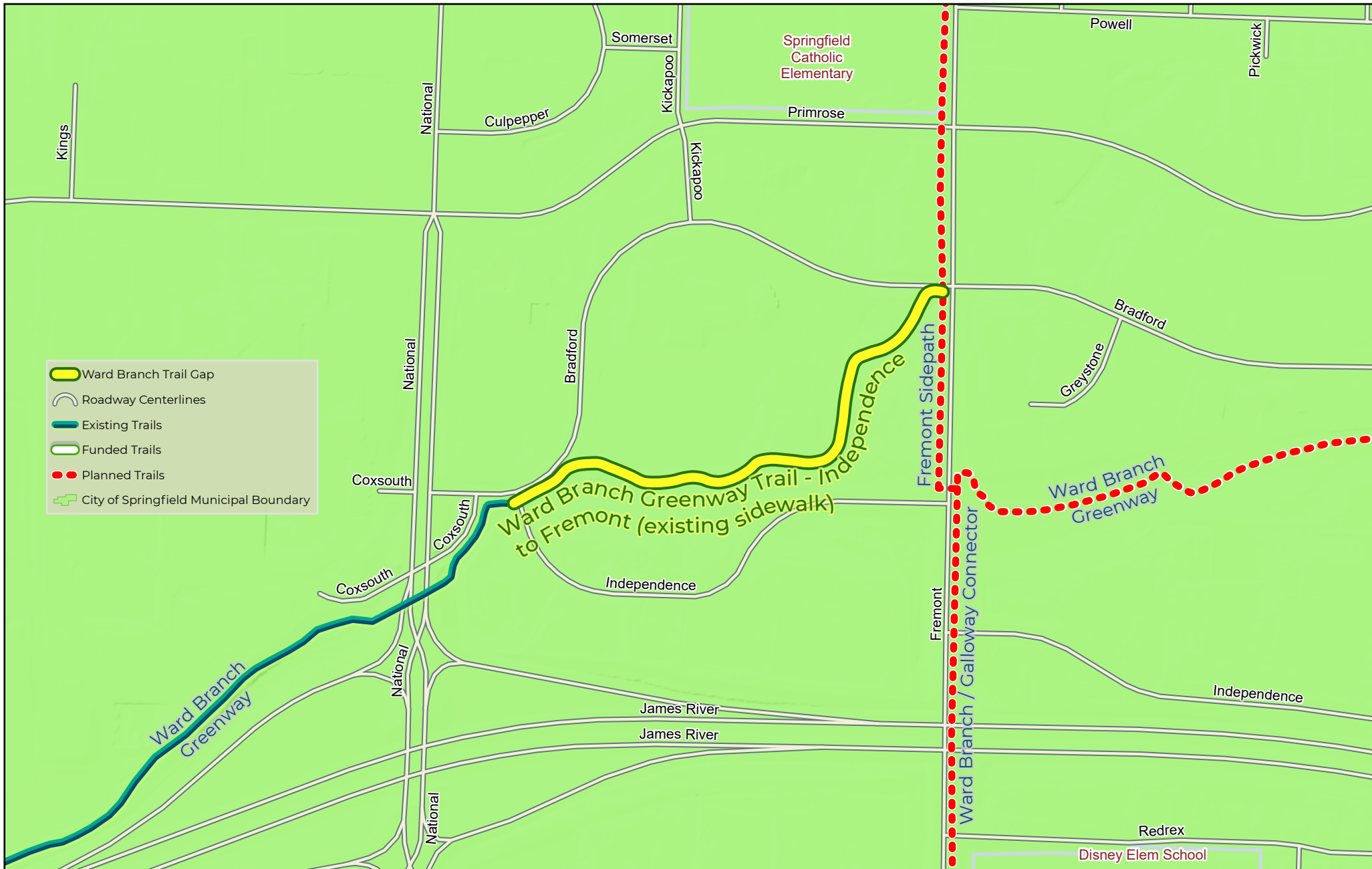
Part 3: Budget

Total Project Cost Estimate	\$ 43,188.60		
Federal Funding Amount	\$ 34,550.88		
Source of Local Match and amount	<div>County</div>	<div>City</div>	<div>Other</div> (Please select one) Local fund amount: \$ 8,637.72

Part 4: Project Description

Description of proposed improvements, including length and proposed width
<ul style="list-style-type: none">• 1,740 l/f 10' wide concrete trail Removal of improvements, Earthwork, Seeding & Mulch, Signage, Tree Protection, Erosion Control, Contingency, and Utilities (1%). Land acquisition is anticipated as both Cox Health Systems and Burrell have expressed interest and are working with The City/Parks on the recreation trail easements. This trail was identified and adopted as part of Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

Ward Branch Greenway Trail





Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Wilson's Creek Greenway Trail (Ewing Park West to Rutledge-Wilson Park)
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	Wilson's Creek Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
6,864 linear feet connection from James Ewing Park (Hillcrest Trailhead) to Rutledge Wilson Park. It will provide trail connections to Overhill Park, James Ewing Park, & Rutledge Wilson Farm Park

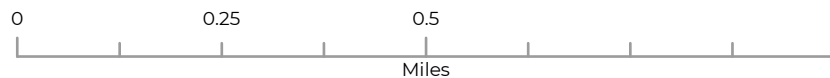
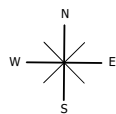
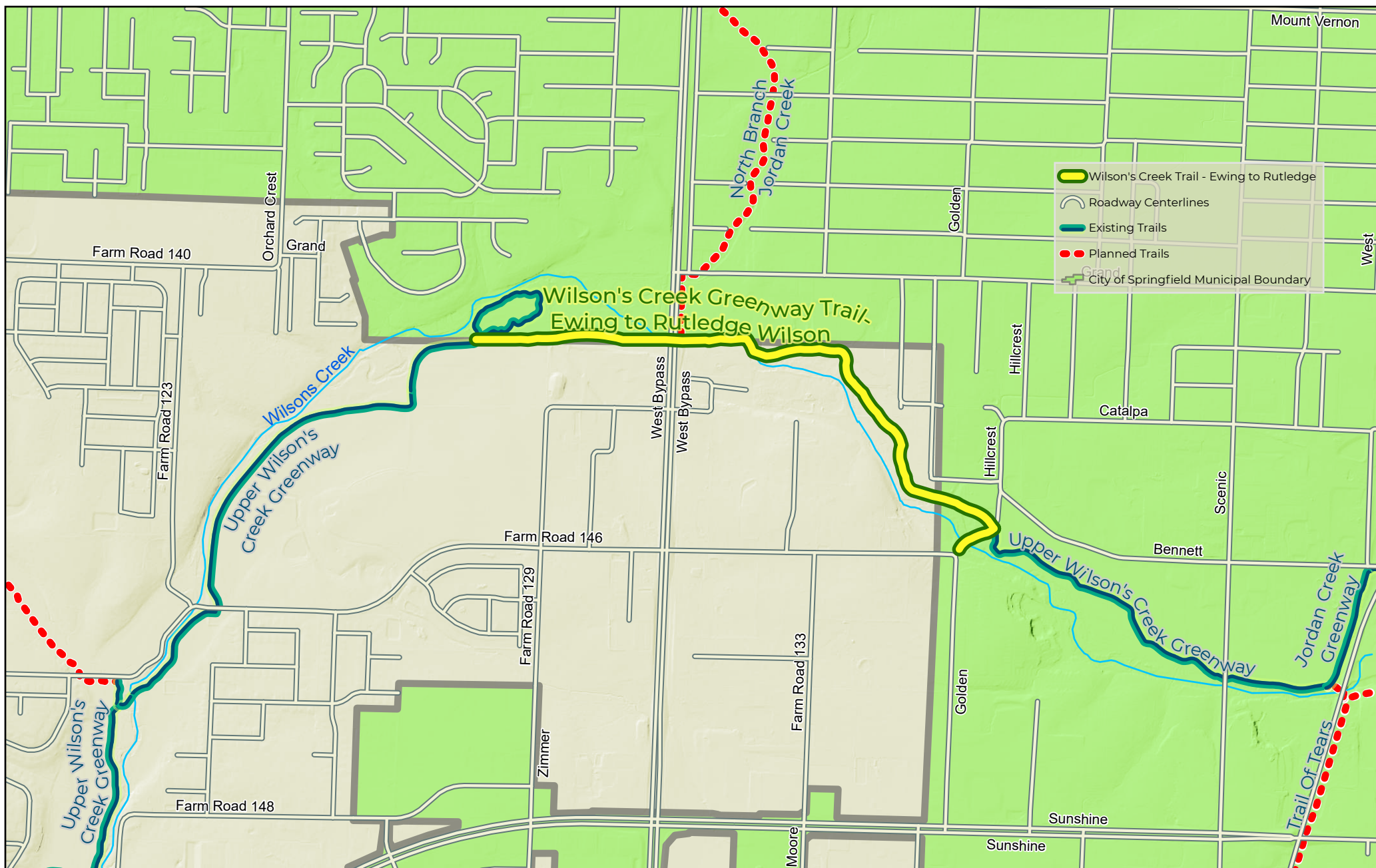
Part 3: Budget

Total Project Cost Estimate	\$ 400,023.39		
Federal Funding Amount	\$ 320,018.71		
Source of Local Match and amount	County	City	Other (Please select one)
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Local fund amount: \$		80,004.68

Part 4: Project Description

Description of proposed improvements, including length and proposed width
<ul style="list-style-type: none">• 6,450 l/f 10' wide concrete trail• Two (2) Pedestrian bridges spanning Wilson's Creek and (1) pedestrian bridge spanning smaller drainage tributary• Elimination of at-grade road crossing with dedicated trail under West Bypass (MoDOT route)• 16'x10 Box Culvert• Includes parking lot ADA and safety improvements <p>Removal of improvements, Earthwork, Seeding & Mulch, Signage, Tree Protection, Erosion Control, Mobilization, Right of Way Acquisition, and Utilities (1%) Land acquisition is needed. Verbal conversations have been had with two of the landowners and they have been positive.</p> <p>This trail was identified and adopted in 1991 as part of the South Creek- Wilson's Creek Greenway Trail Plan, Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. It was also identified as a priority for the 2024 RAISE Grant. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.</p>

Wilson's Creek Greenway Trail





Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Fassnight Creek Greenway Trail - Skate Park to Fort
Project Sponsor	Ozark Greenways, Inc.
City/County	Springfield/Greene
Street/Route/Trail	Fassnight Creek Greenway Trail
Project Sponsor Contact Person	Mary Kromrey

Part 2: Location

Location
2,120 linear feet along Fassnight Creek Greenway Trail Starting at current terminus west of Parkview High School on S Thelma Ave/W Meadowmere St. (Skate Park) to S Fort Ave.

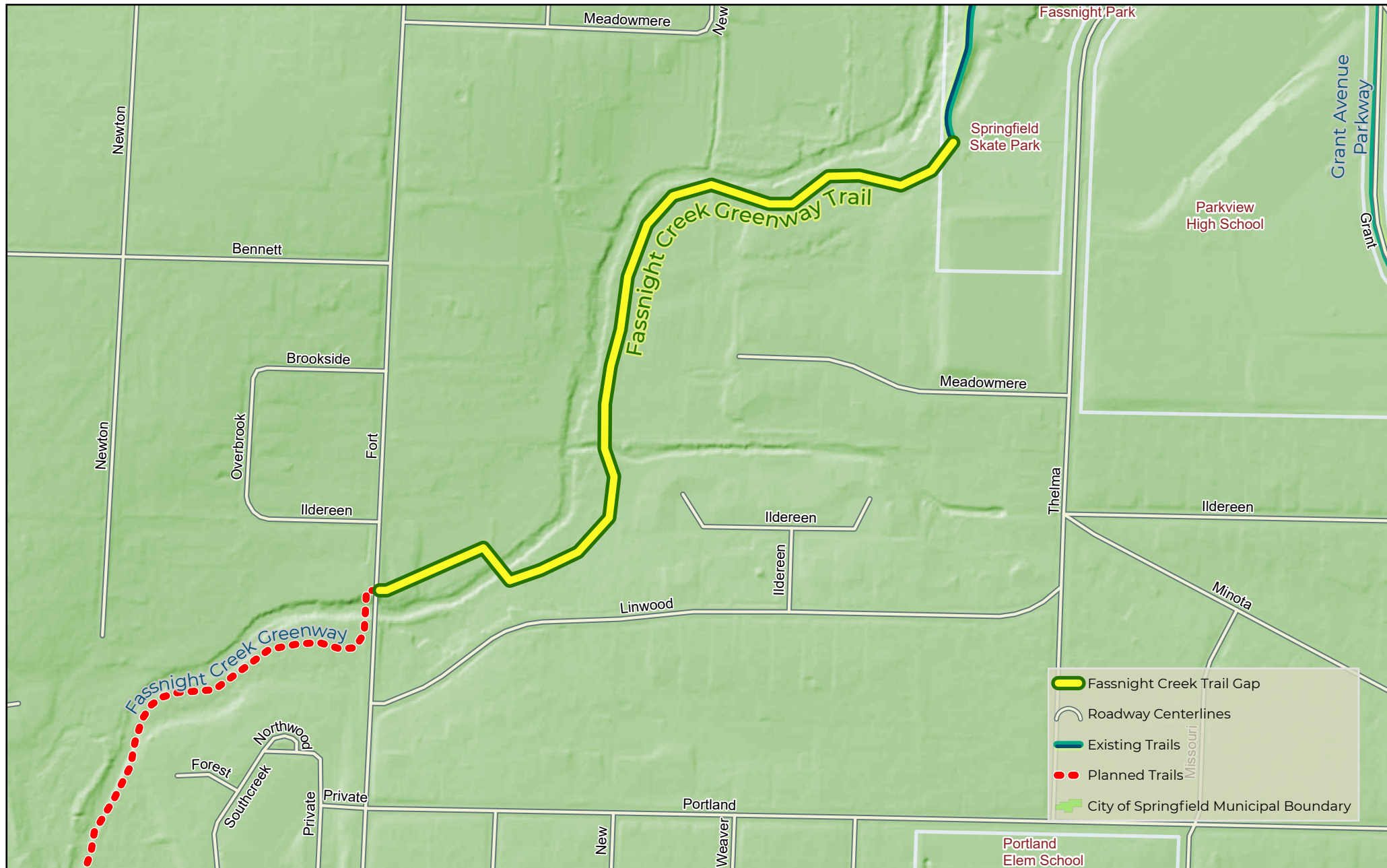
Part 3: Budget

Total Project Cost Estimate	\$ 168,788.10		
Federal Funding Amount	\$ 135,030.48		
Source of Local Match and amount	County	City	Other (Please select one)
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Local fund amount: \$		33,757.62

Part 4: Project Description

Description of proposed improvements, including length and proposed width
<ul style="list-style-type: none">• 2,120 l/f 10' wide concrete trail• One (1) pedestrian bridge crossing the Fassnight Creek• 2,500 l/f retaining wall• At-grade road crossing and Rapid Flash Beacon at terminus on S Fort Ave Removal of improvements, Earthwork, Seeding & Mulch, Signage, Tree Protection, Erosion Control, Mobilization, Utilities (1%), and ROW acquisition. This trail was identified and adopted as part of Vision 2020, 2017 OTO Regional Trail Study, Springfield-Greene County Parks & Recreation Master Plan, and OTO Destination 2045. The City of Springfield is providing funds to OG via a council bill for OG to use as the local match. The first reading of the council bill is scheduled for April 8, 2024.

Fassnacht Creek Greenway Trail





Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Jackson Street Connection / Chadwick Flyer Ph. I
Project Sponsor	City of Ozark
City/County	City of Ozark/Christian County
Street/Route/Trail	Jackson Street/Hwy 14 to N 16th Street
Project Sponsor Contact Person	Valerie Carr, LPA

Part 2: Location

Location
This proposed trail connector will begin on the Northeast side of the intersection at Jackson Street / HWY 14 and North 16th Street. The proposed alignment will utilize the existing Jackson Street / HWY 14 Right-of-Way and make a multi-modal connection to Phase I of the Chadwick Flyer. If approved, the connection would run parallel along the north side of Jackson Street / HWY 14 and ultimately provide safe access to several commercial businesses.

Part 3: Budget

Total Project Cost Estimate	\$33,403.76
Federal Funding Amount	\$26,723.00
Source of Local Match and amount	County <input checked="" type="checkbox"/> Other (Please select one) <input type="checkbox"/> Local fund amount: \$ 6,680.76

Part 4: Project Description

Description of proposed improvements, including length and proposed width
<p>The project will consist of a 6-foot-wide concrete trail that will run within the approximately 150' of right-of-way located along the Jackson Street / HWY 14 corridor. This trail will be an estimated 550 feet in length. The connection will begin at the 1600 west block of Jackson Street / HWY 14 and run parallel to the westbound lane of this major arterial. The terminus for the connector will be located just north of the Ozark Community Center underpass located within Phase I of the Chadwick Flyer.</p> <p>Currently there are very limited pedestrian services in place along the north side of this main commercial corridor. This connection will also serve to fill the gap between the existing sidewalk located further west along the Highway and the newly constructed Chadwick Flyer Phase I. This addition will provide a much more pleasant pedestrian and cycling experience and ensure safe passage to several of the established commercial businesses via the newly constructed underpass. This proposed project also provides an alternative route for pedestrians and cyclists looking to avoid traversing an at-grade crossing along the Jackson Street / HWY 14 corridor which accommodates more than 18,000 vehicles per day. Ultimately, the Jackson Street Connection will serve as a significant improvement for our residents and students by providing a substantial pedestrian connector which has been identified within the Ozark Active Transportation Plan.</p>



EXHIBIT B



Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Kali Springs Trail Connector
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	Kali Springs Common Area to 3000 Block N. 30th Street
Project Sponsor Contact Person	Valerie Carr, LPA

Part 2: Location

Location This project is located on the West side of Ozark and within the City limits. If approved the multi-modal trail would run parallel along Fremont Road and ultimately provide a portion of trail with future connectivity to the Chadwick Flyer, Ozark Technical College, and the City of Nixa. All of this being within the OTO jurisdiction.
--

Part 3: Budget

Total Project Cost Estimate	\$32,388.00
Federal Funding Amount	\$25,910.40
Source of Local Match and amount	County <input checked="" type="checkbox"/> City <input checked="" type="checkbox"/> Other <input type="checkbox"/> (Please select one) 6,477.60 Local fund amount: \$

Part 4: Project Description

Description of proposed improvements, including length and proposed width This project will consist of a 10-foot wide concrete trail that will run within the 30-foot easement that is already acquired along the common area owned by the Kali Springs Subdivision Home Owners Association. This trail will be approximately 1,762 feet in length, and run along the Kali Springs wet weather stream and parallel with Fremont Road. To provide a logical terminus, the new alignment will provide a point of connection with the right-of-way in the North 3000 block of 30th Street. This project will help with subdivision interconnectivity and provide a neighborhood amenity that in the future provides access to the Chadwick Flyer. This trail will also serve as the first phase of a multi-modal connection with Ozarks Technical College to the South, provide interconnectivity to five (5) Ozark subdivisions developed along Fremont Road, link to the City of Nixa to the West, and tie-in to the proposed future Longview Overpass which could serve as a vital east-west corridor for Northern Christian County.

KALI SPRINGS TRAIL



- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

2804 North Biagio Street
Ozark, Missouri 65721

Missouri State Certificate
of Authority Numbers:
Engineering : 2017032025

three working days prior to the start of any excavation on this site, contractor shall call 1-800-DIG-RITE for utility location information.

established for the type of construction required by these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

2024 TAP PROJECT
RECREATIONAL TRAILS
CITY OF OZARK

DWG	PROJ	SCALE	DATE	M	DWN	DATE;	REVISION;

DATE:		MAR. 22, 2024	
SCALE:		1" = 120'	
PRJCT. NO.:		SW17-120	
DWG. NO.:		EX-2	

EX-2



Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Blue Stem-Phase I of North Ozark Greenway Trail
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	5600 N. Bluestem Road to 5500 N. 17th Street
Project Sponsor Contact Person	Valerie Carr, LPA

Part 2: Location

Location This major trail expansion will begin on the Northeast side of Ozark and continue west across land that is primarily owned by Property Owner's Associations. The proposed alignment will utilize the existing drainage easement that conveys stormwater to a regional retention pond located on the northeast corner of the HWY 65 & HWY CC Interchange. If approved, the multi-modal trail would run parallel along the shared drainage easement and ultimately provide connectivity to several commercial and residential subdivisions. Additionally, this substantial phase would provide future connectivity to the Chadwick Flyer, and the City of Nixa. This entire corridor is located within the OTO jurisdiction.

Part 3: Budget

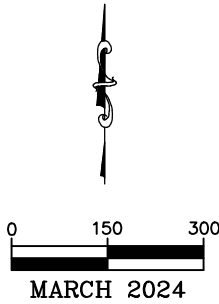
Total Project Cost Estimate	\$73,030.50
Federal Funding Amount	\$58,424.00
Source of Local Match and amount	County <input checked="" type="checkbox"/> Other (Please select one) <input type="checkbox"/> 14,606.50 Local fund amount: \$

Part 4: Project Description

Description of proposed improvements, including length and proposed width This first phase of the project will consist of a 10-foot-wide concrete trail that will run within a 30-foot easement located parallel to an open ditch corridor that currently serves as a large stormwater conveyance system. This trail will be approximately 4,329 feet in length. The first phase will begin at the 5600 block of North Bluestem and in order to provide a logical terminus, this greenway will provide a point of connection with the existing right-of-way in the 5500 block of North 17th Street. This linear park will also serve as a multi-modal greenway that provides a much more pleasant pedestrian and cycling experience for those looking to navigate from any of the eleven residential and/or commercial subdivisions located to the North of the HWY NN Corridor. The alignment also provides an alternative route for pedestrians and cyclists looking to avoid traversing along HWY NN. Currently there are very limited pedestrian services or infrastructure in place along this rapidly developing corridor. So, by making this connection to 17th Street you provide a pedestrian path to existing ADA compliant sidewalks and crosswalks that can then be utilized to safely cross HWY NN and continue to the south where U.S. Ballpark currently operates on a site where several additional entertainment opportunities are being proposed. Additionally, this trail will link up with the proposed greenway along the north side of HWY CC. Those roadway and pedestrian improvements have been identified within an executed MoDOT Cost Share which is currently projected to be completed by 2026. Ultimately, the Bluestem Trail will serve as Phase I of a North Ozark greenway network and provide a substantial future segment of a multi-modal trail which has been identified within the Ozark Active Transportation Plan.
--

DWG NAME: W:\SW-Projects\SW17-120 - City of Ozark - General Consulting\2024 Trails TAP Project\02 - BLUE STEM - 17TH ST TO BLUE STEM RD TRAIL.dwg LAYOUT TAB: PLOTTED BY: rringier

17TH ST TO BLUESTEM RD TRAIL



17TH ST TO BLUE STEM RD TRAIL EXHIBIT		DATE:	DATE:
DWG. BY:		DATE:	DATE:
RJR		DATE:	DATE:
MAR. 22, 2024		DATE:	DATE:
1" = 300'		DATE:	DATE:
SW17-120		DATE:	DATE:
EX-4		DATE:	DATE:

2024 TAP PROJECT
RECREATIONAL TRAILS
CITY OF OZARK

Three working days prior to the start of any recordation or the start of construction call 1-800-DIG-RITE for utility location information.

All OSHA rules & regulations established for the type of construction required by these plans shall be strictly followed (ie. trenching, blasting, etc.)

Missouri State Certificate of Authority Numbers:
Engineering : 2017032025

417-595-4108 (tel.)
417-595-4109 (fax)
malleochroneng.com

COCHRAN

Civil Engineering
Land Surveying
Architecture
Site Development
General Consulting
Master Planning

2804 North Blagio Street
Ozark, Missouri 65721



Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	FINLEY RIVER TRAIL-WESTERN EXPANSION
Project Sponsor	City of Ozark - Public Works
City/County	Ozark/Christian County
Street/Route/Trail	Ozark Community Center to South 22nd Street
Project Sponsor Contact Person	Valerie Carr, LPA

Part 2: Location

Location This major trail expansion will begin on the Southwest side of the Ozark Community Center and continue west across land that is primarily owned by the City of Ozark. If approved, the multi-modal trail would run parallel along Finley River and ultimately provide a significant extension to Ozark's most utilized linear park known as the Finley River Trail. Additionally, this substantial phase would provide future connectivity to the Ozark Technical College, and the City of Nixa. All of this area is located within the OTO jurisdiction.
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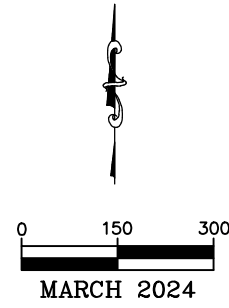
Part 3: Budget

Total Project Cost Estimate	\$112,142.25
Federal Funding Amount	\$89,713.80
Source of Local Match and amount	County <input checked="" type="checkbox"/> City <input checked="" type="checkbox"/> Other (Please select one) 22,428.45 Local fund amount: \$

Part 4: Project Description

Description of proposed improvements, including length and proposed width This project will consist of a 10-foot-wide concrete trail that will run within a 30-foot easement that is located on land and easements that are currently owned and maintained by the City of Ozark. This trail will be approximately 4,853 feet in length, and run along the beautiful Finley River. To provide a logical terminus, this greenway will provide a point of connection with existing right-of-way in the 300 block of South 22nd Street. This project will help with the continued expansion of the beloved and highly utilized Ozark Trail Network. This linear park will also serve as a grade-separated crossing running underneath HWY 65 and provide a much more pleasant pedestrian and cycling experience for those looking to cross one of Southwest Missouri's most well-traveled highways. The alignment also provides an alternative route for pedestrians and cyclists looking to avoid traversing the HWY 14 and HWY 65 interchange. Ultimately, the Finley River Trail Western Expansion will serve as Phase II of the Finley River Trail, and provide a substantial future segment of a multi-modal trail identified within the Regional Bike and Pedestrian Trail Investment Study (RBPTIS).
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DWG NAME: W:\SW-Projects\SW17-120 - City of Ozark - General Consulting\2024 Trails TAP Project\01 - OC TRAIL\EX-3 - OC TO 22ND ST TRAIL.dwg
 LAYOUT TAB: Layout1
 PLOTTED ON: Mar 29, 2024 - 10:28am
 PLOTTED BY: tschow



Missouri State Certificate
Authority Numbers:
Engineering: 2017032025

2804 North Blagio Street
Ozark, Missouri 65751

CHORAN

• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning

417-595-4108 (tel)
417-595-4103 (fax)
mailto:info@choran.com

All OSHA rules & regulations established for the type of construction required by these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

2024 TAP PROJECT
RECREATIONAL TRAILS
CITY OF OZARK

U.C. 10-N-22ND 31 TRAIL EXHIBIT	DATE:		DIN. BY:		APPD. BY:	
DIN. BY:		APPD. BY:				
RJR		TES				
DATE: MAR. 22, 2024						
SCALE: 1" = 300'						
PRIM. NO: SW17-120						
DWG. NO: <div>EX-3</div>						

EX-3



Trail and Sidewalk Engineering Application Form

Please provide the following information, do not leave any part blank.

Part 1: Applicant Information

Project Name	Fassnight Creek Greenway- Glenstone to Enterprise
Project Sponsor	City of Springfield
City/County	Springfield/ Greene
Street/Route/Trail	Bennett St./Fassnight Creek Greenway
Project Sponsor Contact Person	Grady Porter

Part 2: Location

Location
This is a proposed trail along the planned alignment of the Fassnight Creek Greenway on Bennett St. from Glenstone Ave. to Enterprise Ave.

Part 3: Budget

Total Project Cost Estimate	\$ 444,000.00		
Federal Funding Amount	\$ 355,200.00		
Source of Local Match and amount	County <input type="checkbox"/>	City <input checked="" type="checkbox"/>	Other <input type="checkbox"/> (Please select one)
	Local fund amount: \$		88,800.00

Part 4: Project Description

Description of proposed improvements, including length and proposed width
Improvements will include a .75-mile trail section, enhanced pedestrian crossings, sidewalk, and traffic calming. This approximately 0.75-mile trail segment will link the future Chadwick Flier Trail to Glenstone Ave. Future projects will extend this trail to the Springfield Art Museum and Fassnight Creek Greenway trail. Identified as an area needing pedestrian and bicycle connectivity and safety improvements, the corridor was reviewed by CBB in 2023 as part of local STEP workshop (Safe Transportation for Every Pedestrian) reviewing needed pedestrian improvements in the community. In the area of the project there have been four pedestrian crashes and one bicycle crash since 2012 reported, resulting in two disabling injuries, two minor injuries, and one property damage only incident. The study revealed a necessity for an improved pedestrian crossing just east of Glenstone Ave. to accommodate high pedestrian volume accessing services to the north of Bennett St. In a mere two-hour observation window, 19 pedestrians were seen crossing Bennett in the segment from Glenstone Ave. to Wildan Ave. Queueing from the westbound lanes at Glenstone Ave., high speeds, a wide roadway, and absence of sidewalk on the north side of Bennett St. significantly challenge pedestrians attempting to cross. Also, grade and right of way restrictions have prevented construction of adequate pedestrian crossing on the east side of Glenstone Ave. at Bennett St.

Fassnacht Trail- Bennett



TAB 9

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.I.

Amendment Number Four to the FY 2024-2027 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are multiple items included as part of Amendment Number Four to the FY 2024-2027 Transportation Improvement Program.

1. ***New*** Jordan Creek Trail – Mount Vernon to College (EN2414)
Ozark Greenways is requesting funding for engineering and design on the Jordan Creek Trail for a total programmed amount of \$137,520.
2. ***New*** South Creek Greenway - Posenke (EN2415)
Ozark Greenways is requesting funding for engineering and design on the South Creek Greenway for a total programmed amount of \$160,379.
3. ***New*** Ward Branch Greenway – National to Fremont (EN2416)
Ozark Greenways is requesting funding for engineering and design on the Ward Branch Greenway for a total programmed amount of \$43,189.
4. ***New*** Wilson’s Creek Trail – Ewing to Rutledge-Wilson (EN2417)
Ozark Greenways is requesting funding for engineering and design on the Wilson’s Creek Trail for a total programmed amount of \$400,024.
5. ***New*** Fassnight Trail from Skate Park to Fort (EN2418)
Ozark Greenways is requesting funding for engineering and design on the Fassnight Trail for a total programmed amount of \$168,788.
6. ***New*** Chadwick Jackson Street Connector (EN2419)
The City of Ozark is requesting funding for engineering and design for a connection to the Chadwick Trail for a total programmed amount of \$33,404.
7. ***New*** Kali Springs Trail Connector (EN2420)
The City of Ozark is requesting funding for engineering and design on the Kali Springs Connector for a total programmed amount of \$32,388.
8. ***New*** Blue Stem Phase I North Ozark Greenway (EN2421)
The City of Ozark is requesting funding for engineering and design on the Blue Stem Phase I trail for a total programmed amount of \$73,031.
9. ***New*** Finley River Trail Western Extension (EN2422)
The City of Ozark is requesting funding for engineering and design on the Finley River Trail for a total programmed amount of \$112,142.
10. ***New*** Fassnight Greenway – Glenstone to Enterprise (EN2423)
The City of Springfield is requesting funding for engineering and design on the Fassnight Trail for a total programmed amount of \$444,000.

11. ***Revised* Downtown N. Main Street (NX2301)**
The City of Nixa is requesting to add STBG-U funding in FY 2025 for ROW, for a new total programmed amount of \$497,516.
12. ***Revised* Project Development for Route CC Capital Improvements (OK2301)**
Engineering funding programmed for STBG-U in FY 2023 was not obligated and needs to be moved forward to FY 2024.
13. ***New* Grant Avenue Viaduct (SP2502)**
The City of Springfield is requesting funding to perform rehabilitation and maintenance on the Grant Avenue Viaduct for a total programmed amount of \$2,226,000.
14. ***New* Martin Luther King Jr. Bridge (Benton Ave.) (SP2503)**
The City of Springfield is requesting funding to perform rehabilitation and maintenance on the Martin Luther King Jr. Bridge for a total programmed amount of \$1,026,000.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on April 17, 2024, the Technical Planning Committee recommended the Board of Directors approve Amendment 4 to the FY 2024-2027 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 4 to the FY 2024-2027 Transportation Improvement Program.”

OR

“Move to approve Amendment 4 to the FY 2024-2027 Transportation Improvement Program, with these changes...”

Project Overview

14 Projects Listed

EN2414-24A4 - JORDAN CREEK TRAIL MT. VERNON TO COLLEGE

Plan Revision 24A4	Section Sponsored by Local Public Agencies	Project Type Bicycle and Pedestrian	Lead Agency Ozark Greenways
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County Greene County	Municipality Springfield	Status Programmed	Total Cost \$137,520
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MoDoT ID -	Federal ID -	Project From -	Project To -
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Project Considerations

Bike/Ped Plan, Regional Trail Plan Priority

Project Description

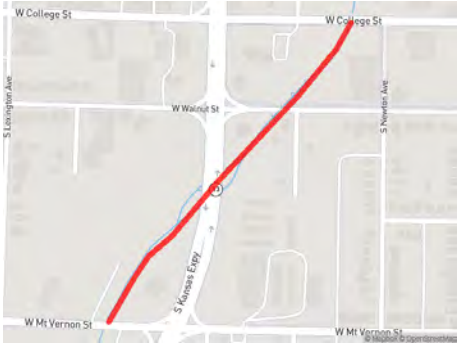
Engineering and design of the Jordan Creek Greenway Trail from Mt. Vernon Street to College Street.

Funding Source Notes

Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$110,016	-	-	-	-	\$110,016
Engineering	Local	-	\$27,504	-	-	-	-	\$27,504
Total Engineering		-	\$137,520	-	-	-	-	\$137,520
Total Programmed		-	\$137,520	-	-	-	-	\$137,520

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$110,016
TOTAL PROJECT COST	Stays the same \$137,520



EN2415-24A4 - SOUTH CREEK GREENWAY - POSENKE

Plan Revision
24A4

Section
Sponsored by Local Public
Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
\$160,379

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design for a .5 mile trail gap along the South Creek Greenway and a direct connection to the Wilson's Creek Greenway.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$32,076	-	-	-	-	\$32,076
Engineering	CRP (FHWA)	-	\$128,303	-	-	-	-	\$128,303
Total Engineering		-	\$160,379	-	-	-	-	\$160,379
Total Programmed		-	\$160,379	-	-	-	-	\$160,379

CURRENT CHANGE REASON

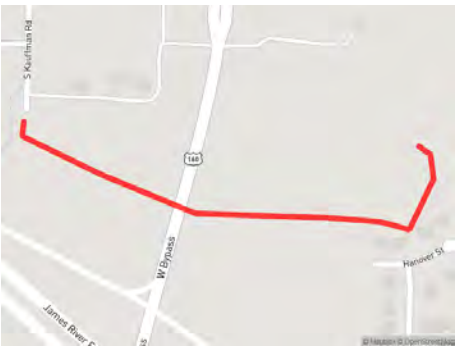
New Project

FEDERAL PROJECT COST

Stays the same \$128,303

TOTAL PROJECT COST

Stays the same \$160,379



EN2416-24A4 - WARD BRANCH GREENWAY - NATIONAL TO FREMONT

Plan Revision 24A4	Section Sponsored by Local Public Agencies	Project Type Bicycle and Pedestrian	Lead Agency Ozark Greenways
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County Greene County	Municipality Springfield	Status Programmed	Total Cost \$43,189
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MoDoT ID -	Federal ID -	Project From -	Project To -
---------------	-----------------	-------------------	-----------------

Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the Ward Branch Greenway trail between National Avenue and Fremont Avenue.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$8,638	-	-	-	-	\$8,638
Engineering	CRP (FHWA)	-	\$34,551	-	-	-	-	\$34,551
Total Engineering		-	\$43,189	-	-	-	-	\$43,189
Total Programmed		-	\$43,189	-	-	-	-	\$43,189

CURRENT CHANGE REASON

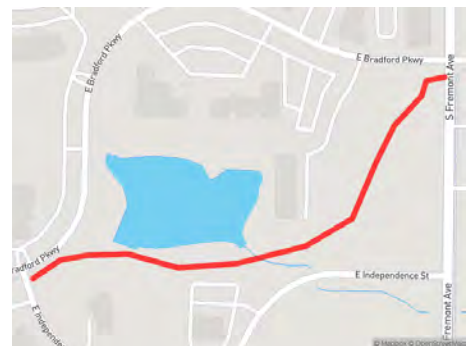
New Project

FEDERAL PROJECT COST

Stays the same \$34,551

TOTAL PROJECT COST

Stays the same \$43,189



EN2417-24A4 - WILSON'S CREEK TRAIL - EWING TO RUTLEDGE-WILSON

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield, Unincorporated Greene County

Status
Programmed

Total Cost
\$400,024

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

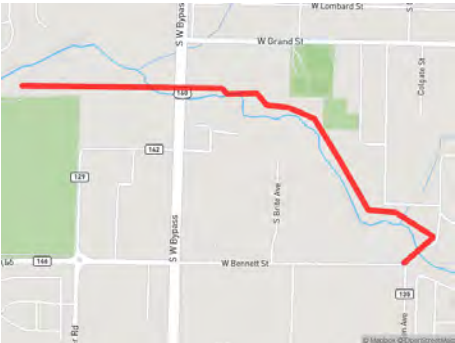
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the Wilson's Creek Trail from Ewing Park West to Rutledge-Wilson Park.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$80,005	-	-	-	-	\$80,005
Engineering	CRP (FHWA)	-	\$320,019	-	-	-	-	\$320,019
Total Engineering		-	\$400,024	-	-	-	-	\$400,024
Total Programmed		-	\$400,024	-	-	-	-	\$400,024

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$320,019
TOTAL PROJECT COST	Stays the same \$400,024



EN2418-24A4 - FASSNIGHT TRAIL FROM SKATE PARK TO FORT

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
Ozark Greenways

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$168,788

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of Fassnight Creek Greenway Trail from west of Parkview High School on S. Thelma/W. Meadowmere (Skate Park) to S. Fort Ave.

Funding Source Notes
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$33,758	-	-	-	-	\$33,758
Engineering	CRP (FHWA)	-	\$135,030	-	-	-	-	\$135,030
Total Engineering		-	\$168,788	-	-	-	-	\$168,788
Total Programmed		-	\$168,788	-	-	-	-	\$168,788

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$135,030
TOTAL PROJECT COST	Stays the same \$168,788



EN2419-24A4 - CHADWICK JACKSON STREET CONNECTOR

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$33,404

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

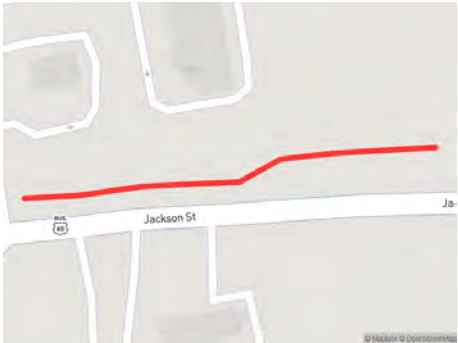
Project Considerations
Bike/Ped Plan

Project Description
Engineering and design for a proposed trail connector from the northeast side of the intersection at Jackson/Hwy 14 and North 16th Street.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$6,681	-	-	-	-	\$6,681
Engineering	CRP (FHWA)	-	\$26,723	-	-	-	-	\$26,723
Total Engineering		-	\$33,404	-	-	-	-	\$33,404
Total Programmed		-	\$33,404	-	-	-	-	\$33,404

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$26,723
TOTAL PROJECT COST	Stays the same \$33,404



EN2420-24A4 - KALI SPRINGS TRAIL CONNECTOR

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$32,388

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

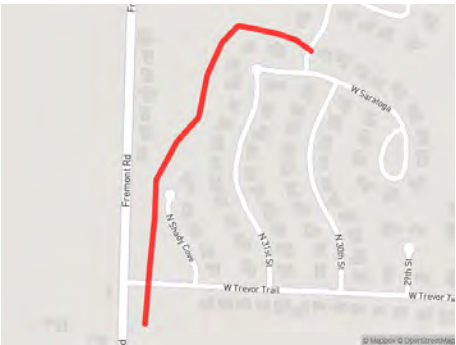
Project Considerations
Bike/Ped Plan

Project Description
Engineering and design of the Kali Springs trail connector near Fremont Road from just south of W. Trevor to N. 30th.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$25,910	-	-	-	-	\$25,910
Engineering	Local	-	\$6,478	-	-	-	-	\$6,478
Total Engineering		-	\$32,388	-	-	-	-	\$32,388
Total Programmed		-	\$32,388	-	-	-	-	\$32,388

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$25,910
TOTAL PROJECT COST	Stays the same \$32,388



EN2421-24A4 - BLUE STEM PHASE I NORTH OZARK GREENWAY

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$73,031

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

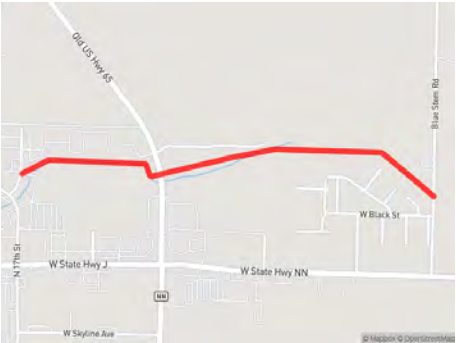
Project Considerations
Bike/Ped Plan

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

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$14,607	-	-	-	-	\$14,607
Engineering	CRP (FHWA)	-	\$58,424	-	-	-	-	\$58,424
Total Engineering		-	\$73,031	-	-	-	-	\$73,031
Total Programmed		-	\$73,031	-	-	-	-	\$73,031

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$58,424
TOTAL PROJECT COST	Stays the same \$73,031



EN2422-24A4 - FINLEY RIVER TRAIL WESTERN EXPANSION

Plan Revision
24A4

Section
**Sponsored by Local Public
Agencies**

Project Type
Bicycle and Pedestrian

Lead Agency
City of Ozark

County
Christian County

Municipality
Ozark

Status
Programmed

Total Cost
\$112,142

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
**Bike/Ped Plan, Regional Trail
Plan Priority**

Project Description
Engineering and design of the western expansion of the Finley River Trail from the Ozark Community Center, west.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$89,714	-	-	-	-	\$89,714
Engineering	Local	-	\$22,428	-	-	-	-	\$22,428
Total Engineering		-	\$112,142	-	-	-	-	\$112,142
Total Programmed		-	\$112,142	-	-	-	-	\$112,142

CURRENT CHANGE REASON

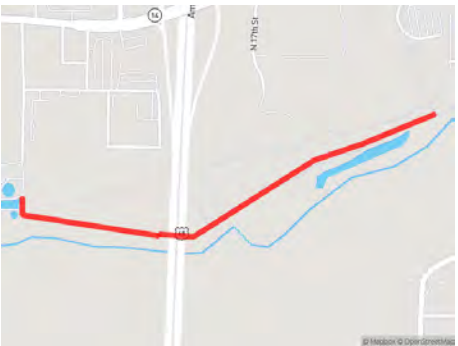
New Project

FEDERAL PROJECT COST

Stays the same \$89,714

TOTAL PROJECT COST

Stays the same \$112,142



EN2423-24A4 - FASSNIGHT GREENWAY-GLENSTONE TO ENTERPRISE

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Bicycle and Pedestrian

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$444,000

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

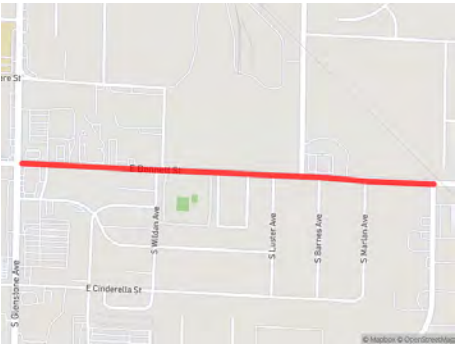
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description
Engineering and design of the continuation of the Fassnight Creek Greenway from Glenstone to Enterprise near Bennett.

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

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Local	-	\$88,800	-	-	-	-	\$88,800
Engineering	CRP (FHWA)	-	\$355,200	-	-	-	-	\$355,200
Total Engineering		-	\$444,000	-	-	-	-	\$444,000
Total Programmed		-	\$444,000	-	-	-	-	\$444,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$355,200
TOTAL PROJECT COST	Stays the same \$444,000



NX2301-24A4 - DOWNTOWN N. MAIN STREET

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Nixa

County
Christian County

Municipality
Nixa

Status
Programmed

Total Cost
\$497,516

MoDoT ID
-

Federal ID
9901839

Project From
Route 14

Project To
North Street

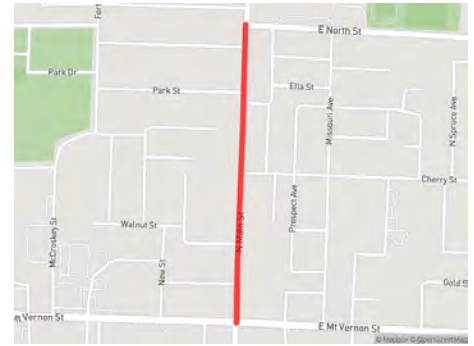
Project Considerations
Bike/Ped Plan

Project Description
Downtown Nixa Main Street Improvements from Route 14 to North Street.

Funding Source Notes
Non-Federal Funding Source: City of Nixa; FYI: Other funding of \$206,000 is congressionally-designated from the Community Development Fund/Department of Housing and Urban Development (HR2617 - Consolidated Appropriations Act, 2023)

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	Other	-	\$206,000	-	-	-	-	\$206,000
Engineering	Local	-	\$51,516	-	-	-	-	\$51,516
Total Engineering		-	\$257,516	-	-	-	-	\$257,516
ROW	Local	-	-	\$40,000	-	-	-	\$40,000
ROW	STBG-U (FHWA)	-	-	\$200,000	-	-	-	\$200,000
Total ROW		-	-	\$240,000	-	-	-	\$240,000
Total Programmed		-	\$257,516	\$240,000	-	-	-	\$497,516

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000), Adding funds for Right-of-Way. due to Adding funds for Right-of-Way.
PROJECT CHANGES	ID changed from "NX2301-20A5" to "NX2301-24A4" Plan Revision Name changed from "24Adopted" to "24A4"
FUNDING CHANGES	Local + Increase funds in FY 2025 in ROW from \$0 to \$40,000 STBG-U (FHWA) + Increase funds in FY 2025 in ROW from \$0 to \$200,000
FEDERAL PROJECT COST	Increased from \$0 to \$200,000 (0%)
TOTAL PROJECT COST	Increased from \$257,516 to \$497,516 (93.20%)



OK2301-24A4 - PROJECT DEVELOPMENT FOR ROUTE CC CAPITAL IMPROVEMENTS

Plan Revision 24A4	Section Cost Shares	Project Type System Improvement	Lead Agency MoDOT
County Christian County	Municipality Ozark	Status Programmed	Total Cost \$1,414,485
MoDoT ID J8S0736H	Federal ID -	Project From Fremont Road	Project To 22nd Street

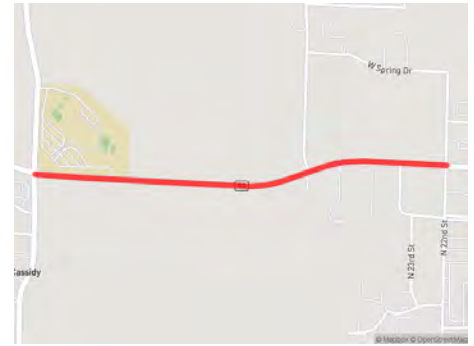
Project Considerations
Bike/Ped Plan, Regional Trail
Plan Priority, Advance
Construction

Project Description
Route CC design, right-of-way acquisition and utility relocations for capital improvements from Fremont Road to 22nd Street in Ozark.

Funding Source Notes
Non-Federal Funding Sources: State Transportation Revenues, City of of Ozark Funds; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Engineering	STBG-U (FHWA)	-	\$225,769	-	-	-	-	\$225,769
Engineering	MoDOT-AC	-	\$8,000	\$8,000	-	-	-	\$16,000
Engineering	Local	-	\$56,442	-	-	-	-	\$56,442
Engineering	MoDOT	-	\$2,000	\$2,000	-	-	-	\$4,000
Total Engineering		-	\$292,211	\$10,000	-	-	-	\$302,211
ROW	STBG-U (FHWA)	-	\$221,819	-	-	-	-	\$221,819
ROW	Local	-	\$55,455	-	-	-	-	\$55,455
Total ROW		-	\$277,274	-	-	-	-	\$277,274
Payment	MoDOT-AC	-	\$334,400	\$325,600	-	-	-	\$660,000
Payment	MoDOT	-	\$83,600	\$81,400	-	-	-	\$165,000
Total Payment		-	\$418,000	\$407,000	-	-	-	\$825,000
Total Programmed		-	\$987,485	\$417,000	-	-	-	\$1,404,485

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project into or out of the first four Federal Fiscal Years of a TIP
PROJECT CHANGES	ID changed from "OK2301-23A3a" to "OK2301-24A4" Plan Revision Name changed from "24Adopted" to "24A4"
FUNDING CHANGES	Local - Decrease funds in FY 2023 in ENG from \$56,442 to \$0 + Increase funds in FY 2024 in ENG from \$0 to \$56,442 STBG-U (FHWA) - Decrease funds in FY 2023 in ENG from \$225,769 to \$0 + Increase funds in FY 2024 in ENG from \$0 to \$225,769
FEDERAL PROJECT COST	Stays the same \$447,588
TOTAL PROJECT COST	Stays the same \$1,414,485



SP2502-24A4 - GRANT AVENUE VIADUCT

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Bridge

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$2,527,924

MoDoT ID
-

Federal ID
-

Project From
Olive St.

Project To
Tampa St.

Project Considerations

-

Project Description

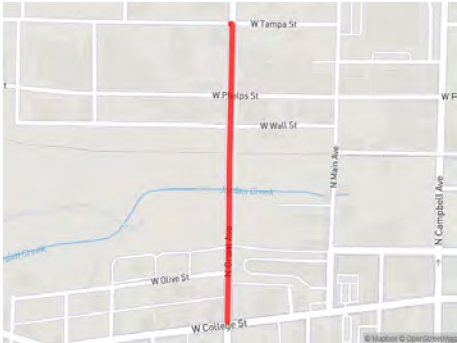
Rehabilitation/maintenance of the Grant Avenue Viaduct

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Local	-	-	\$505,585	-	-	-	\$505,585
Construction	STBG-U (FHWA)	-	-	\$2,022,339	-	-	-	\$2,022,339
Total Construction		-	-	\$2,527,924	-	-	-	\$2,527,924
Total Programmed		-	-	\$2,527,924	-	-	-	\$2,527,924

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$2,022,339
TOTAL PROJECT COST	Stays the same \$2,527,924



SP2503-24A4 - MARTIN LUTHER KING JR. BRIDGE (BENTON AVE.)

Plan Revision
24A4

Section
Sponsored by Local Public Agencies

Project Type
Asset Management - Bridge

Lead Agency
City of Springfield

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$1,169,105

MoDoT ID
-

Federal ID
-

Project From
Trafficway St.

Project To
Tampa St.

Project Considerations

-

Project Description

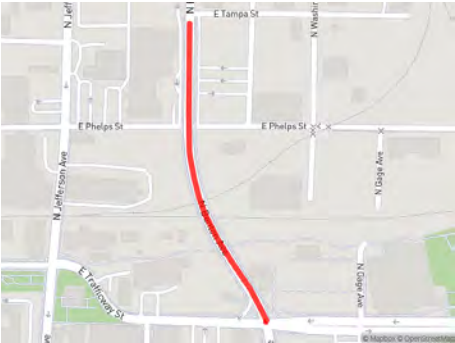
Rehabilitation/maintenance of the Martin Luther King Jr. Bridge (Benton Ave.)

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	STBG-U (FHWA)	-	-	\$935,284	-	-	-	\$935,284
Construction	Local	-	-	\$233,821	-	-	-	\$233,821
Total Construction		-	-	\$1,169,105	-	-	-	\$1,169,105
Total Programmed		-	-	\$1,169,105	-	-	-	\$1,169,105

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$935,284
TOTAL PROJECT COST	Stays the same \$1,169,105



REVENUE

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

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2024	2025	2026	2027	Total
CART All Jurisdictions (Projected)	\$16,054,001	\$16,054,001	\$16,054,001	\$16,054,001	\$64,216,005
O&M (634.73 miles * \$5,323/mile)	\$3,378,668	\$3,469,892	\$3,563,579	\$3,659,796	\$14,071,934
TIP Programmed Funds All Jurisdictions	(\$18,167,441)	(\$4,614,523)	(\$1,663,052)	(\$258,773)	(\$24,703,789)
Other Committed Funds All Jurisdictions	\$60,924,503	\$60,924,503	\$60,924,503	\$60,924,503	\$243,698,012
TOTAL	\$62,189,731	\$75,833,873	\$78,879,031	\$80,379,527	\$297,282,162

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

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2024)	Programmed (2025)	Programmed (2026)	Programmed (2027)
FEDERAL				
BRO (FHWA)	\$1,997,870	\$24,000	\$36,000	\$0
CRP (FHWA)	\$2,502,501	\$2,220,101	\$0	\$0
I/M (FHWA)	\$90,000	\$135,000	\$135,000	\$0
NHPP (FHWA)	\$31,284,340	\$38,418,007	\$45,921,887	\$41,552,800
SAFETY (FHWA)	\$7,187,100	\$890,700	\$82,800	\$73,800
SS4A (FHWA)	\$228,800	\$	\$	\$
STAP (FHWA)	\$257,000	\$252,000	\$0	\$0
STBG (FHWA)	\$9,171,002	\$20,462,800	\$347,200	\$171,200
STBG-U (FHWA)	\$31,217,648	\$11,973,069	\$2,368,226	\$761,419
TAP (FHWA)	\$4,375,645	\$2,412,373	\$302,006	\$134,836
Federal Subtotal	\$88,311,906	\$76,788,050	\$49,193,119	\$42,694,055
STATE				
MoDOT	\$17,856,911	\$19,819,610	\$7,332,500	\$12,307,400
MoDOT-AC	\$20,008,200	\$22,095,641	\$2,530,400	\$6,244,800
MoDOT O&M	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065
State Subtotal	\$43,369,199	\$47,567,950	\$15,668,222	\$24,514,265
LOCAL/OTHER				
Local	\$18,167,441	\$4,614,523	\$1,663,052	\$258,773
MO-ARPA	\$1,179,750	\$0	\$0	\$0
Other	\$3,207,260	\$0	\$0	\$0
Local/Other Subtotal	\$22,554,451	\$4,614,523	\$1,663,052	\$258,773
Total	\$154,235,556	\$128,970,523	\$66,524,393	\$67,467,093

	Prior Year	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Available State and Federal Funding	\$18,280,000	\$80,426,088	\$125,940,699	\$64,600,322	\$66,372,065	\$355,619,174
Federal Discretionary Funding	\$228,800	\$0	\$0	\$0	\$0	\$228,800
Available Operations and Maintenance Funding	\$0	\$5,504,088	\$5,652,699	\$5,805,322	\$5,962,065	\$22,924,174
Funds from Other Sources (inc. Local)	\$0	\$22,554,451	\$4,614,523	\$1,663,052	\$258,773	\$29,090,799
Available Suballocated Funding	\$22,277,288	\$10,024,315	\$10,193,288	\$10,365,872	\$10,555,094	\$63,415,857
TOTAL AVAILABLE FUNDING	\$40,786,088	\$118,508,943	\$146,401,209	\$82,434,567	\$83,147,998	\$471,278,805
Carryover		\$40,786,088	\$5,059,474	\$22,490,160	\$38,400,335	--
Programmed State and Federal Funding		(\$154,235,556)	(\$128,970,523)	(\$66,524,393)	(\$67,467,093)	(\$417,197,565)
TOTAL REMAINING	\$40,786,088	\$5,059,474	\$22,490,160	\$38,400,335	\$54,081,239	\$54,081,239

TAB 10

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.J.

EV Charger Project Delivery Determination and Contract Execution

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

AGENDA DESCRIPTION:

Attached for Board member review is the EV Charger Project Plan, including project delivery determination.

OTO was allocated approximately \$12 million over five years as part of Infrastructure Investment and Jobs Act (IIJA) to spend on transportation enhancements. From that allocation, the OTO Board of Directors set aside \$750,000 of Carbon Reduction Program (CRP) funds for the installation of Level 2 EV Chargers throughout the OTO region. This was approved at the January 19, 2023, Board of Directors meeting. This funding source requires a 20% match, which will be provided by the respective OTO agency.

OTO issued a call for projects on April 20, 2023, for all jurisdictions within OTO to utilize federal funding from the CRP to install Level 2 charging stations. Five applications were received requesting \$514,072 in federal aid to install 21 Level 2 chargers (42 ports) in 10 locations throughout the OTO area.

After discussions with MoDOT regarding the best project delivery method for this type of project, it was recommended that OTO utilize the FHWA Contracting Alternatives Suitability Evaluator (CASE) webtool to assist in selecting the most effective contracting option. The results of this analysis are included in the report. Progressive Design Build scored highest in Contracting Method Suitability and Risk Mitigation.

A single-stage procurement is anticipated for this project. OTO plans to issue an RFQ for turnkey services in Summer 2024. A selection team comprised of OTO and member agencies will score the submittals.

The OTO Executive Director would negotiate price with the selected contractor and enter into a contract for the EV Charger Progressive Design Build upon successful selection.

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 included resolution to authorize the OTO to use Progressive Design Build procurement and to issue a Request for Qualifications; in addition, the Board authorizes the Executive Director to enter into negotiations with the selected contractor and execute the contract for the EV Charger Project.”

OR

“Move to approve the EV Charger procurement and contract execution with the following changes...”

**RESOLUTION OF THE BOARD OF DIRECTORS
OF
Ozarks Transportation Organization
a Missouri Nonprofit Corporation**

May 16, 2024

The members of the Board of Directors (the “**Board**”) of Ozarks Transportation Organization Inc., a Missouri nonprofit corporation (the “**Organization**”), acting pursuant to RSMo Section § 355.246 (the “**Act**”), do hereby consent to the adoption of the following resolution:

WHEREAS, the Board wishes to advertise and receive qualifications for a design build for EV chargers; and

WHEREAS, the Board has appointed certain authorized representatives (the “Authorized Representatives”) to act on its behalf during the planning, bidding, award and construction phases of the EV charger installation; and

WHEREAS, the Board will contract with a qualified engineering firm to utilize Progressive Design Build procurement and to prepare plans, and such data as the Board deem necessary;

WHEREAS, Section 5.03 of the Bylaws of the Organization allows the Board to authorize officers or a management employee of the Organization to enter into any contract.

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize the Engineer and Grants Administrator to advertise and receive qualifications on behalf of said Board, and utilize the EV Project selection team to select an engineering firm based on the Ozarks Transportation Organizations Procurement Policy. The Board directs Sara Fields, Executive Director, to negotiate a price and contract with a qualified engineering firm based on final selection of qualified contractor.

RESOLVED, that any and all actions, whether previously or subsequently taken by the officers and Directors of the Organization, which are consistent with the intent and purposes of the foregoing resolutions and the consummation of the transactions contemplated therein, shall be and the same hereby are, in all respects, ratified, approved and confirmed.

RESOLVED FURTHER, that each of the officers of the Organization is hereby authorized and directed to execute and deliver any and all documents and to take such other action as he or she deems necessary, advisable, or appropriate to carry out the purposes and intent, but within the limitations, of the foregoing resolutions, the execution, delivery or taking of such actions to be conclusive evidence that the same have been authorized by these resolutions.

[End of Resolution; Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the undersigned, Board of the Organization have duly executed this Written Consent as of the date set forth above.

Dated: _____

Executive Director

Secretary Ozarks Transportation Organization Board of Directors

EV Charger Implementation Plan



March 8, 2024



OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Federal Project: 5901(832)
TIP: OT2402

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LIST OF ACRONYMS

ACM	Alternative Contracting Methods
CRP	Carbon Reduction Program
DB	Design Build
EV	Electric Vehicles
IIJA	Infrastructure Investment and Jobs Act
FHWA	Federal Highway Administration
LPA	Local Public Agency
MoDOT	Missouri Department of Transportation
MSU	Missouri State University
NEVI	National Electric Vehicle Infrastructure
NEPA	National Environmental Policy Act
NTP	Notice To Proceed
OTO	Ozarks Transportation Organization
PDB	Progressive Design Build
PCE	Programmatic Categorical Exclusion
PE	Preliminary Engineering
RFQ	Request for Qualifications
RFP	Request for Proposals
RER	Request for Environmental Review
RW	Right of Way
SOQ	Statement of Qualifications
SGF	Springfield Branson National Airport
TIP	Transportation Improvement Plan

INTRODUCTION

PROJECT BACKGROUND

OTO issued a call for projects on April 20, 2023 for all jurisdictions within OTO to utilize federal funding from the Carbon Reduction Program (CRP) to install Level 2 charging stations. Five applications were received requesting \$514,072 in federal aid to install 21 Level 2 chargers (42 ports) in 10 locations throughout the OTO area. Below is a list of the agencies, number of chargers and funding amounts:

Jurisdiction	Number of Chargers	Federal Share Request	Local Match	Total
Christian County	2	\$33,779.68	\$25,803.00	\$ 59,582.68
Greene County	2	\$51,840.00	\$12,960.00	\$ 64,800.00
Missouri State University	6	\$84,008.00	\$25,036.00	\$ 109,044.00
City of Nixa	6	\$105,093.00	\$26,273.00	\$ 131,366.00
Springfield-Branson National Airport	5	\$240,000.00	\$60,000.00	\$ 300,000.00
Totals	21	\$514,721.68	\$150,072.00	\$ 664,792.68

PROJECT PURPOSE & NEED

The purpose of this project is to promote the use of EVs and reduce carbon emissions. In addition, there are few public charging stations located in the OTO area and most are located within the City of Springfield. The smaller communities have even fewer, if any, public charging stations. With approximately 1% of vehicles being EVs, there is a demonstrated need that this project will help fulfill. The proposed charging station sites were selected due to their centralized locations where many area residents already frequent, such as downtowns, government buildings, university and airport parking lots, and a city park.

PROJECT GOALS

The goals of this project are as follows:

- Provide high quality project with minimal issues
- Deliver project within budgeted amount
- Minimize project delivery time
- Adhere to Federal and Local requirements
- Obligate Federal Funds by Sept 1st, 2024

PROJECT DESCRIPTION

PROJECT SCOPE

This project includes the installation of 21 Level 2 EV chargers located at ten sites throughout the OTO area. A map of the locations is provided in Figure 1 and listed in the table below:

Agency	Location	Number of Chargers
Christian County	Christian County Government Plaza	2
Greene County	Greene County Courthouse	2
Missouri State University	Bear Park North	2
Missouri State University	Bear Park South	2
Missouri State University	Welcome Center	2
City of Nixa	City Hall	2
City of Nixa	McCauley Park	2
City of Nixa	Downtown Nixa	2
Springfield-Branson National Airport	Short-term Parking at Roy Blunt Terminal	3
Springfield-Branson National Airport	General Aviation Terminal Parking Lot	2

Eligible project costs include the acquisition, installation and network connection of EV charging stations, connection to existing site electrical system and minor site work required to accommodate the chargers. Operations and maintenance of the charging stations may also be included for a term not to exceed five years.

FUNDING

OTO was allocated approximately \$12 million over five years as part of IIJA to spend on transportation enhancements. From that allocation, the OTO Board of Directors set aside \$750,000 of CRP funds for the installation of Level 2 EV Chargers throughout the OTO region. This was approved at the January 19, 2023 Board Meeting. This funding source requires a 20% match, which will be provided by the respective OTO agency.

PROJECT DELIVERY DETERMINATION

FHWA CASE WEBTOOL

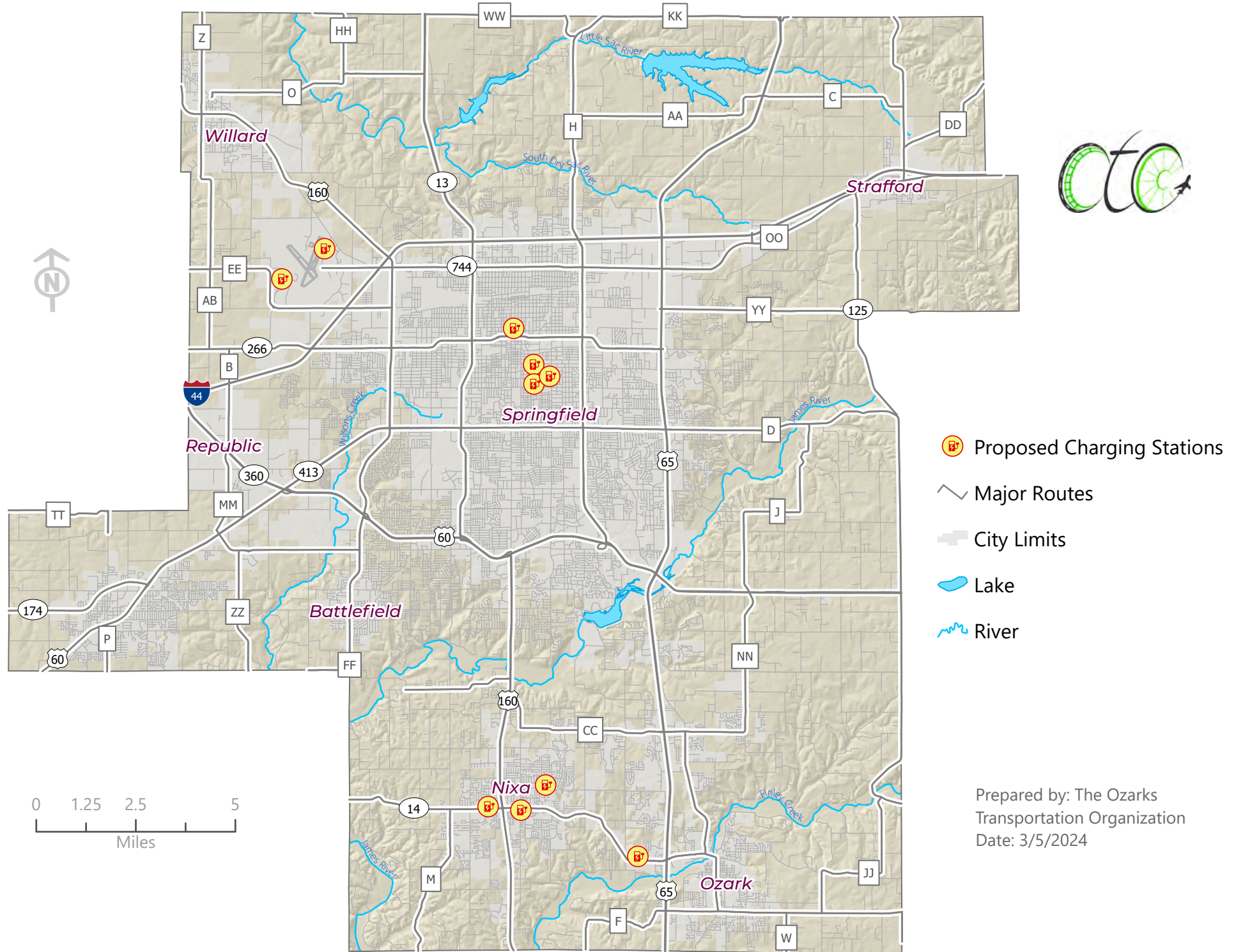
In 2021, FHWA launched the Contracting Alternatives Suitability Evaluator (CASE) webtool that assists agencies in selecting the most effective contracting option for their project. This tool evaluates ACM options such as Design-Bid-Build (DBB), Construction Manager/General Contractor (CMGC), Design Build (DB) and Progressive Design Build (PDB). The tool can also be used to evaluate P3 alternatives in which private financing is considered. For this project, private financing is not being considered.

The webtool includes the ACM analysis and risk assessment and mitigation matrices. CMGC was not included in the Risk Mitigation Decision Matrix, due to the specialized nature of the project. The results of the CASE tool are follows, in each case a higher value indicates the project is better suited to that method.

Contracting Method	Contracting Method Evaluation Score	Risk Mitigation Decision Summary
DBB	159	49
CMGC	181	---
DB	174	92
PDB	181	100

The CASE Report is included in Appendix A.

Figure 1 - Proposed EV Charger Locations



STAKEHOLDER MEETING

A stakeholder meeting was held virtually on February 28, 2024. The meeting focused on the status of the project and the next steps, as well as provided an opportunity for the agencies to provide feedback, express concerns or give suggestions. A meeting summary and copy of the slides that were presented are included in Appendix B.

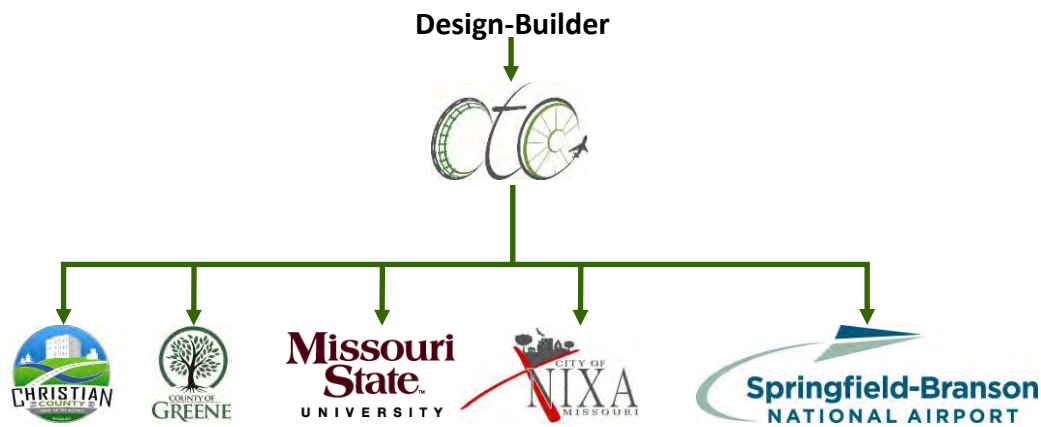
Key highlights from the meeting included a discussion of project delivery methods, risk allocation and mitigation and project delivery analysis. Project goals were also discussed as well as a tentative timeline for when the match funds would be expected.

PROJECT PLAN

This plan presents a broad outline of how the project will be implemented.

PROJECT TEAM

This project is being led by OTO, with input from member agencies. OTO will remain the point of contact and manage the project through construction completion.



PROJECT PROCUREMENT

Based on the results of the CASE webtool, with input from our stakeholders and MoDOT, PDB has been chosen as the procurement method for this project.

RFQ

A single stage procurement is anticipated for this project. OTO will issue an RFQ for turnkey services for 21 Level 2 EV chargers located at 10 sites throughout OTO. Federal funds will be obligated with the approval of the RFQ. These services include design, construction, installation of hardware, and potentially operations, maintenance, and reporting. It is anticipated that one proposer will be selected. Virtual one on one meetings with proposers will be scheduled at their request but are not mandatory.

SELECTION TEAM

A selection team composed of OTO and member agencies will review and score the submittals based on established scoring criteria listed below:

Scoring Criteria	Max Points
Quality and completeness of proposal	10
Qualifications of Staff	20
Experience of Firm	30
References	20
Availability to start work	20
Total:	100

Interviews may be required if the scores are close.

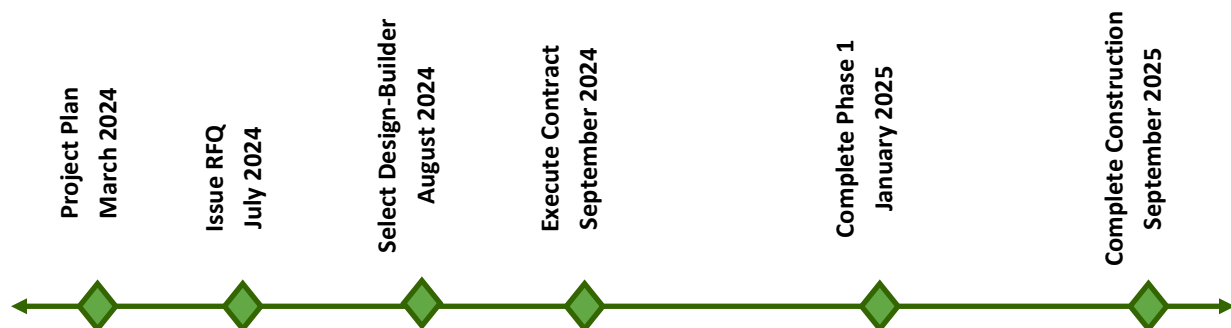
CONTRACT DEVELOPMENT

When a Design-Builder has been selected, OTO will begin negotiations for Phase 1 of the contract. Member agencies will be kept informed as to the progress of those negotiations. Services in Phase 1 include refinement of design and cost estimates, permitting, constructability reviews and sequencing. At the conclusion of Phase 1, the Design-Builder will provide OTO with a Guaranteed Maximum Price. OTO, with input from the impacted Member Agencies, will either agree to this price and move forward with Phase 2 of the project or decide not to pursue further services from the Design-Builder.

If OTO decides to move forward with Phase 2, a contract addendum will be prepared for the remainder of the project through construction completion. If OTO does not move forward with Phase 2, any design documents completed in Phase 1 remain the property of OTO and can be used to continue design and prepare a bid package.

TIMELINE

Below is a tentative timeline for the major milestones of this project:



ENVIRONMENTAL CLEARANCE

NEPA has been approved for this project as of March 12, 2024. This includes all locations previously listed and shown in Figure 1. The completed Request for Environmental Review is attached in Appendix C.

PROJECT IMPLEMENTATION

CONTRACT ADMINISTRATION

OTO will manage the project through construction completion. This will include managing the contract with the Design-Builder, monitoring progress, reviewing and processing progress payments, and any contract changes. This will be performed in accordance with OTO policies and procedures. All documents will be stored in the project folder on OTO's server.

OTO will also enter into a MOU with the member agencies that outlines the roles and responsibilities for each party.

PROJECT COMMUNICATION

OTO's project manager will serve as the point person for this project, managing the Design-Builder while also communicating frequently with OTO's member agencies regarding the progress of the project, and requesting input. Communications will happen via email as well as in-person meetings.

PROJECT OVERSIGHT

OTO will submit monthly requests for reimbursement to MoDOT. These requests will be reviewed and approved by MoDOT prior to submission to FHWA for approval and payment.

PROJECT CLOSEOUT

Documentation and closeout will be performed by OTO. These activities include:

- Acceptance of work
- Closure of governmental, utility and other agreements
- Financial closure activities

APPENDIX A – FHWA CASE RESULTS

EV Chargers

Freedom of Information Act

Sensitive Information – Consult with Legal prior to disclosing under FOIL or FOIA requests or to third parties.

Executive Summary

Long-Term vs Short Term Analysis

Based on answers to questions in this section, the toolset evaluates whether Long-Term or Short-Term contracting is preferred for the project.

Based on your responses, the toolset's recommendation is : No clear preference exists between Short and Long-Term Contracting.

Short-Term Contracting Methods – Evaluation Results

Below are your scores for each of the methods based on your answers. (→ denotes selected method.)

DBB : 159

CMGC : 181

DB : 174

→ PDB : 181

Risk Mitigation Decision Matrix Summary

Risk Mitigation Rating (Higher Score = Better Risk Mitigation)

DBB: 49

CMCG: —

DB: 92

PDB: 100

Private Financing (DBFOM) or Public Financing (DBOM) Evaluation

DBOM is the recommended long-term contracting method for this project.

Long-Term Construction and Financing Analysis

This section of the project has not been completed.

Project Demographics

Project Identifiers

Project Title	EV Chargers
Project Identification Number	OT 2402
Project Phase	Initiation

Project Location(s)

Address	2701 W. Jackson St.
City Name	Ozark
State	Missouri
County	Christian County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Christian County Government Campus

Address	921 N. Boonville
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Parking Lot located north of W. Central and west of N. Boonville
Address	725 E. Cherry
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Bear Park North Parking Garage

Address	920 S. Holland
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Bear Park South Parking Garage
Address	1141 E. Madison St.
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	MSU Welcome Center

Address	715 W. Mt Vernon St
City Name	Nixa
State	Missouri
County	Christian County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Nixa City Hall parking lot
Address	701 N. Taylor Way
City Name	Nixa
State	Missouri
County	Christian County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	McCauley Park Community Center parking lot

Address	101 Elm St.
City Name	Nixa
State	Missouri
County	Christian County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Parking lot north of Elm St and east of S. Main St.
Address	2300 N. Airport Blvd
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Short Term parking lot in front of main terminal

Address	2801 N. General Aviation Ave
City Name	Springfield
State	Missouri
County	Greene County
Region/District	Southwest
Latitude	-
Longitude	-
Location Description	Parking lot at general aviation terminal

Project Description

Project Type	Other
Project Type Description	EV Charger Installation
Project Corridor / Corridor Dimensions	-
Major Features / Scope of Work	Installations of EV Chargers at 10 locations throughout OTO area
Low Budget Estimate Amount	\$664,793
High Budget Estimate Amount	\$750,000

Target Project Cost Amount	\$700,000
Budget/Cost Notes	\$750,000 programmed in TIP; \$664,793 submitted by subrecipients
Estimated Construction Start Date	09/01/2024
Estimated Construction End Date	03/01/2025
Construction Date Notes	-
Annual Average Daily Traffic	-
Major Project Stakeholders / Sponsors	Christian County, Greene County, City of Nixa, MSU & SGF

Project Goals

Cost

Rank the Relative Cost Value	4
Describe the Cost Goals	Deliver the project within the budgeted amount.

Schedule

Rank the Relative Schedule Value	3
Describe the Schedule Goals	Minimize project delivery time.

Technical

Rank the Relative Technical Value	5
Describe the Technical Goals	Provide a high quality project without major hiccups

Context

Rank the Relative Context Value	2
Describe the Context Goals	Adhere to Federal and Local codes

Financing

Rank the Relative Financing Value	1
Describe the Context Goals	Obligate Federal Funds by September 1st, 2024

Project Selection Committee/Workshop Information

Workshop Location	Microsoft Teams
Workshop Description	Project Update & Risk Analysis/Project Determination
Workshop Date	2/28/2024 12:00:00 AM
Workshop Time (hh:mm am/pm)	14:00:00

Project Workshop Stakeholder(s) / Facilitator(s) / Participant(s)

Workshop Role	Facilitator
First Name	Jennifer
Last Name	Thomas
Organization	Ozarks Transportation Organization
Title	Project Manager
Email Address	jthomas@ozarkstransportation.org
Phone Number	-
Workshop Role	Stakeholder
First Name	Brian
Last Name	Weiler
Organization	SGF
Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	Schuyler

Last Name	Crawford
Organization	Greene County
Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	David
Last Name	Schaumburg
Organization	SGF
Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	John
Last Name	Matthews
Organization	Missouri State University

Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	Todd
Last Name	Wiesehan
Organization	Christian County
Title	-
Email Address	-
Phone Number	-
Workshop Role	Stakeholder
First Name	Rob
Last Name	Rigdon
Organization	Greene County
Title	-
Email Address	-

Phone Number	-
Workshop Role	Participant
First Name	Sara
Last Name	Fields
Organization	Ozarks Transportation Organization
Title	Executive Director
Email Address	-
Phone Number	-

Evaluate Short-Term Contracting Methods (DBB, CM/GC, DB, PDB)

Technical Constraints

DESIGN AND TECHNOLOGY	
Has the project's design advanced beyond preliminary engineering (i.e. ~10-30% design)?	No
Could the project involve the implementation of new technology?	Yes
Will the project require design exceptions from FHWA?	No

Schedule Constraints

SCHEDULE CRITICALITY	
Is the schedule critical (i.e. achieving substantial completion faster) to meet project or agency objectives?	Somewhat Critical
SCHEDULE COMPLETION	
Is schedule certainty critical to meet project or agency objectives?	No
CONSTRUCTION	
Can construction begin before design is complete?	Yes
UTILITIES	
Would the agency consider assigning utility coordination responsibilities to the private sector?	Yes

Cost Constraints

COST	
How difficult will it be to develop a reliable cost estimate for the project?	Not Difficult
Does the project include construction materials with volatile pricing?	Yes

Context

PUBLIC RELATIONS	 
------------------	--

Does the agency seek to involve a private sector design and/or construction team to support addressing public opposition?	No
Is there an impact on landowners within/abutting project limits?	No
AGENCY CONSTRAINTS	
How mature is the agency's ACM program?	New
Does the agency have experience in defining and specifying project performance outcomes and service requirements?	No
What is the likelihood of owner directed design changes after the construction contract price is established?	Not Likely
How open is the agency to design solutions it has never used?	Willing to Consider
THIRD PARTY AGREEMENTS	
Is the complexity of third party involvement (i.e. railroads, utilities, environmental, etc.) higher than normal?	No
Will any third parties require a complete set of construction documents to execute an agreement?	No
ENVIRONMENTAL PERMITS	
Will the status of NEPA impact bidders' ability to offer alternative technical solutions?	No Impact
What is the level of effort to obtain necessary permits?	Lower Than Usual/None

Finance Constraints

FUNDING AND REVENUE	
Could the project use innovative financing?	No
Have sufficient funding sources for construction been identified?	Yes

Project Delivery Risk Mitigation

Probability	Severity of Impact			
	Negligible Schedule or Cost Impact	Minor Delay and / or Cost Increase	Major Delay and / or Cost Increase	Catastrophic Delay and / or Cost Increase
60% <= P	4	8	12	16
20% <= P < 60%	3	6	9	12
5% <= P < 20%	2	4	6	8
P <= 5%	1	2	3	4

Risk Assessment Matrix

Risk Description	Qualitative Risk Assessment		
	Probability of Occurrence	Severity of Impact	Risk Rating
Unforeseen delays due to utility owner and third-party	20% <= P < 60%	Major Delay and/or Cost Incr	9
Encounter unexpected utilities during construction	5% <= P < 20%	Minor Delay and/or Cost Incr	4
Third-party delays during construction	20% <= P < 60%	Major Delay and/or Cost Incr	9
Coordination with other government agencies	5% <= P < 20%	Minor Delay and/or Cost Incr	4
Inexperienced staff assigned	P >= 60%	Minor Delay and/or Cost Incr	8
Stakeholders request late changes	P <= 5%	Minor Delay and/or Cost Incr	2
Conformance with regulations/guidelines/ design criteria	P <= 5%	Minor Delay and/or Cost Incr	2
Intergovernmental agreements and jurisdiction	5% <= P < 20%	Minor Delay and/or Cost Incr	4
Unexpected geotechnical issues	P <= 5%	Minor Delay and/or Cost Incr	2
Design is incomplete/ Design exceptions	20% <= P < 60%	Major Delay and/or Cost Incr	9
Scope definition is poor or incomplete	20% <= P < 60%	Major Delay and/or Cost Incr	9
Pressure to deliver project on an accelerated schedule	20% <= P < 60%	Minor Delay and/or Cost Incr	6
Project complexity - scope, schedule, objectives, cost, and deliverables - are not clearly understood	20% <= P < 60%	Major Delay and/or Cost Incr	9

Risk Description	Qualitative Risk Assessment		
	Probability of Occurrence	Severity of Impact	Risk Rating
Inaccurate contract time estimates	5% <= P < 20%	Minor Delay and/or Cost Incr	4
Construction QC/QA issues	5% <= P < 20%	Minor Delay and/or Cost Incr	4
Unclear contract documents	20% <= P < 60%	Major Delay and/or Cost Incr	9
Problem with construction sequencing/ staging/ phasing	5% <= P < 20%	Minor Delay and/or Cost Incr	4

Risk Mitiation Decision Matrix

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
Unforeseen delays due to utility owner and third-party	9	DBB	Costly to Manage
		CMGC	-
		DB	Advantageous to Manage
		PDB	Advantageous to Manage
Encounter unexpected utilities during construction	4	DBB	Costly to Manage
		CMGC	-
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Third-party delays during construction	9	DBB	Costly to Manage
		CMGC	-
		DB	Advantageous to Manage
		PDB	Advantageous to Manage
Coordination with other government agencies	4	DBB	Reasonable to Manage
		CMGC	-

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Inexperienced staff assigned	8	DBB	Reasonable to Manage
		CMGC	-
		DB	Potentially a Fatal Flaw
		PDB	Potentially a Fatal Flaw
Stakeholders request late changes	2	DBB	Costly to Manage
		CMGC	-
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Conformance with regulations/guidelines/ design criteria	2	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Advantageous to Manage
		PDB	Advantageous to Manage
Intergovernmental agreements and jurisdiction	4	DBB	Reasonable to Manage

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
		CMGC	-
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Unexpected geotechnical issues	2	DBB	Reasonable to Manage
		CMGC	-
		DB	Reasonable to Manage
		PDB	Reasonable to Manage
Design is incomplete/ Design exceptions	9	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Reasonable to Manage
		PDB	Advantageous to Manag
Scope definition is poor or incomplete	9	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Reasonable to Manage
		PDB	Advantageous to Manag

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
Pressure to deliver project on an accelerated schedule	6	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Advantageous to Manage
		PDB	Advantageous to Manage
Project complexity - scope, schedule, objectives, cost, and deliverables - are not clearly understood	9	DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Reasonable to Manage
		PDB	Advantageous to Manage
Inaccurate contract time estimates	4	DBB	Reasonable to Manage
		CMGC	-
		DB	Advantageous to Manage
		PDB	Advantageous to Manage
Construction QC/QA issues	4	DBB	Costly to Manage
		CMGC	-
		DB	Advantageous to Manage

Risk Description	Risk Rating	Ability to Mitigate through Delivery Method (DBB, CMGC, DB, PDB)	
Unclear contract documents	9	PDB	Advantageous to Manag
		DBB	Potentially a Fatal Flaw
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag
Problem with construction sequencing/ staging/ phasing	4	DBB	Costly to Manage
		CMGC	-
		DB	Advantageous to Manag
		PDB	Advantageous to Manag

Risk Mitigation Rating

Higher Score = Better Risk Mitigation

DBB: 49

CMCG: —

DB: 92

PDB: 100

Sensitive Information – Consult with Legal prior to disclosing under FOIL or FOIA requests or to third parties.

APPENDIX B – STAKEHOLDER MEETING DOCUMENTS

Meeting Summary

Date: 02/28/2024

Time: 2:00 PM CST

Location: Teams

Participants: Jennifer Thomas, Brian Weiler, David Schaumburg, Sara Fields, Rob Rigdon, John Mathews, Schuyler Crawford

Key Points Discussed:

1. **Progress Update:** Jennifer Thomas provided an update on the Electric Vehicle (EV) charger project, highlighting significant progress made so far.
2. **Project Status:** They have achieved several milestones, including signing a program agreement with the Highway Commission and obtaining RER clearance.
3. **Memorandum of Understanding (MOU):** A draft MOU between OTO and participating agencies is being prepared to outline the responsibilities of each party. Jennifer aims to share it for review in March.
4. **Project Delivery Method:** Discussions were held with MoDOT regarding the best delivery method for the project. The consensus leaned towards a progressive design-build approach due to its suitability for EV charger projects.
5. **Risk Assessment:** Jennifer presented a risk matrix, identifying potential risks and their probability of occurrence. The team evaluated different delivery methods based on their ability to handle these risks.
6. **Project Timeline:** There's a deadline to obligate federal funds by September 1st, necessitating swift progress. Jennifer aims to submit a project plan to MoDOT soon and issue the first RFQ by summer.
7. **Budget and Funding:** Concerns were raised about the realism of the budget estimates and the possibility of cost adjustments. Sara Fields explained the funding structure and the process for budget adjustments.
8. **Roles and Responsibilities:** Sara Fields clarified the roles and responsibilities, emphasizing OTO's management of the project and the provision of match funds by participating agencies.
9. **Project Management:** OTO will control costs and manage the project, with participating agencies providing match funds. A discussion will occur at the "off-ramp" stage to review revised costs and determine next steps.

Conclusion: Overall, the meeting highlighted significant progress in the EV charger project, with discussions focused on project management, funding, and next steps to ensure successful implementation.

EV Charger Update

Progress

- ▶ Program Agreement executed
- ▶ RER Clearance
- ▶ Draft MOU (to be sent to participating agencies in March)
- ▶ Delivery Method discussions with MoDOT

Contracting Methods



- Design-Bid-Build (DBB)
- Design-Build (DB)
- Progressive Design-Build (PDB)

Project Goals

- ▶ Provide high quality project with minimal issues
- ▶ Deliver project within budgeted amount
- ▶ Minimize project delivery time
- ▶ Adhere to Federal and Local requirements
- ▶ Obligate Federal Funds by Sept 1st, 2024

Risk Matrix

Project Delivery Risk Mitigation

Probability	Severity of Impact			
	Negligible Schedule or Cost Impact	Minor Delay and / or Cost Increase	Major Delay and / or Cost Increase	Catastrophic Delay and / or Cost Increase
60% <= P	4	8	12	16
20% <= P < 60%	3	6	9	12
5% <= P < 20%	2	4	6	8
P <= 5%	1	2	3	4

Risk Matrix

Risk Description	Probability of Occurrence	Severity of Impact	Risk Rating
Unforeseen Delays due to utility owner & third party	20-60%	Major Delay and/or Cost Increase	9
Encounter unexpected utilities during construction	5-20%	Minor Delay and/or Cost Increase	4
Third-party delays during construction	20-60%	Major Delay and/or Cost Increase	9
Coordination with other government agencies	5-20%	Minor Delay and/or Cost Increase	4
Inexperienced staff assigned	>60%	Minor Delay and/or Cost Increase	8
Stakeholders request late changes	<5%	Minor Delay and/or Cost Increase	2
Conformance with regulations/guidelines	<5%	Minor Delay and/or Cost Increase	2
Intergovernmental Agreements & jurisdiction	5-20%	Minor Delay and/or Cost Increase	4
Unexpected geotechnical issues	<5%	Minor Delay and/or Cost Increase	2
Design incomplete/design exceptions	20-60%	Major Delay and/or Cost Increase	9
Scope definition is incomplete	20-60%	Major Delay and/or Cost Increase	9
Pressure to deliver project on accelerated schedule	20-60%	Minor Delay and/or Cost Increase	6
Project Complexity	5-20%	Major Delay and/or Cost Increase	9
Inaccurate contract time estimates	5-20%	Minor Delay and/or Cost Increase	4
Construction QC/QA issues	5-20%	Minor Delay and/or Cost Increase	4
Unclear Contract Documents	20-60%	Major Delay and/or Cost Increase	9
Problem with construction phasing	5-20%	Minor Delay and/or Cost Increase	4

Risk Mitigation Decision Matrix

Risk Description	Risk Rating	DBB	DB	PDB
Unforeseen Delays due to utility owner & third party	9	Costly to Manage	Advantageous to Manage	Advantageous to Manage
Encounter unexpected utilities during construction	4	Costly to Manage	Reasonable to Manage	Reasonable to Manage
Third-party delays during construction	9	Costly to Manage	Advantageous to Manage	Advantageous to Manage
Coordination with other government agencies	4	Reasonable to Manage	Reasonable to Manage	Reasonable to Manage
Inexperienced staff assigned	8	Reasonable to Manage	Potentially a Fatal Flaw	Potentially a Fatal Flaw
Stakeholders request late changes	2	Costly to Manage	Reasonable to Manage	Reasonable to Manage
Conformance with regulations/guidelines	2	Potentially a Fatal Flaw	Reasonable to Manage	Reasonable to Manage
Intergovernmental Agreements & jurisdiction	4	Reasonable to Manage	Reasonable to Manage	Reasonable to Manage
Unexpected geotechnical issues	2	Reasonable to Manage	Reasonable to Manage	Reasonable to Manage
Design incomplete/design exceptions	9	Potentially a Fatal Flaw	Reasonable to Manage	Advantageous to Manage
Scope definition is incomplete	9	Potentially a Fatal Flaw	Reasonable to Manage	Advantageous to Manage
Pressure to deliver project on accelerated schedule	6	Potentially a Fatal Flaw	Advantageous to Manage	Advantageous to Manage
Project Complexity - Scope/Cost/Deliverables	9	Potentially a Fatal Flaw	Reasonable to Manage	Advantageous to Manage
Inaccurate contract time estimates	4	Reasonable to Manage	Advantageous to Manage	Advantageous to Manage
Construction QC/QA issues	4	Costly to Manage	Advantageous to Manage	Advantageous to Manage
Unclear Contract Documents	9	Potentially a Fatal Flaw	Advantageous to Manage	Advantageous to Manage
Problem with construction phasing	4	Costly to Manage	Advantageous to Manage	Advantageous to Manage

Risk Mitigation Decision Matrix Summary

- ▶ Design-Bid-Build: 49
- ▶ Design-Build: 92
- ▶ Progressive Design-Build: 100

Evaluate Contracting Methods - Technical & Schedule

Design & Technology	
Has project's design advanced beyond preliminary engineering?	No
Could the project involve the implementation of new technology?	Yes
Will the project require design exceptions from FHWA?	No

Schedule Constraints	
Is the schedule critical (i.e. achieving substantial completion faster) to meet project or agency objectives?	Somewhat Critical
Is schedule certainty critical to meet project or agency objectives?	No
Can construction begin before design is complete?	Yes
Would agency consider assigning utility coordination to private sector?	Yes

Evaluate Contracting Methods - Cost & Finance

Cost Constraints

How difficult will it be to develop a reliable cost estimate?	Not difficult
Does the project include construction materials with volatile pricing?	Yes

Finance Constraints

Could the project use innovative financing?	No
Have sufficient funding sources for construction been identified?	Yes

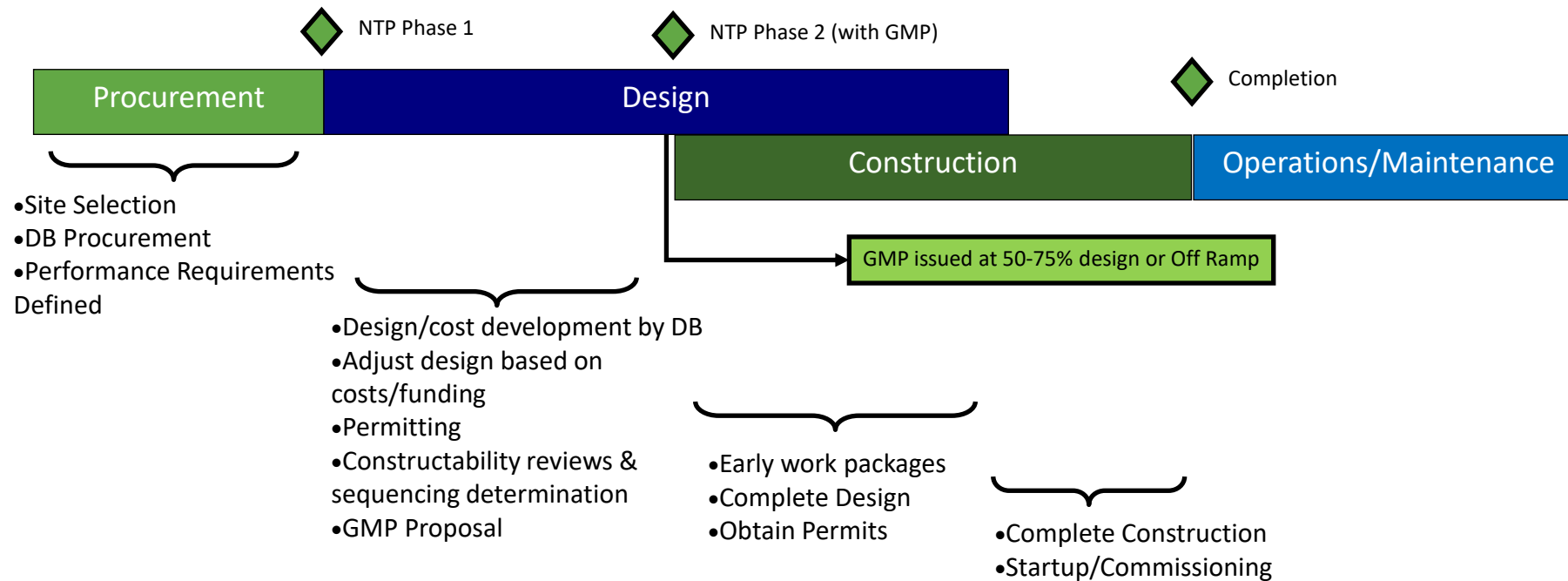
Evaluate Contracting Methods - Context

Project Context	
Does the agency seek to involve a private sector design and/or construction team to support addressing public opposition?	No
Is there an impact on landowners within/abutting project limits?	No
How mature is the agency's ACM program?	New
Does the agency have experience in defining and specifying project performance outcomes and service requirements?	No
What is the likelihood of owner directed design changes after the construction contract price is established?	Not Likely
How open is the agency to design solutions it has never used?	Willing to Consider
Is the complexity of third party involvement higher than normal?	No
Will any third parties require a complete set of construction documents to execute an agreement?	No
Will the status of NEPA impact bidders' ability to offer alternative technical solutions?	No Impact
What is the level of effort to obtain necessary permits?	Lower than Usual

Contracting Methods Evaluation Summary

- ▶ Design-Bid-Build: 159
- ▶ Design-Build: 174
- ▶ Progressive Design-Build: 181

Progressive Design-Build Process



- DB: Design-Builder
- GMP: Guaranteed Maximum Price

DB vs PDB

Design-Build	Progressive Design-Build
Price-Based Selection	Qualifications-Based Selection
Introduces Design-Builder after developing basis of design	Introduces Design-Builder at early stage, works with owner to create design basis
Owner makes decisions based on documents and consultant input	Owner makes value-based decisions supported by builder's cost and schedule models
Limited collaboration	Fosters Collaborative Environment early in the project
Owners are not involved in procurement and selection of subcontractors	Owners can choose to be actively involved in subcontractor procurement and selection
Lump-Sum Price Proposal	Open-Book Accounting
Easier Off-Ramping	Riskier Off-Ramping
Requires Stipends for all proposals	No Stipend

APPENDIX C – REQUEST FOR ENVIRONMENTAL REVIEW

This RER has been completed, only administrators may edit this document now, they will contact you if any information changes.

Date Completed: 03/12/2024
Completed By: Holly Cantrell

Request for Environmental Review Form#:2024-09-00097

☐ Alternative Project Delivery Method (such as Design/Build)

Project Information

Prefix:	CRP	Project Number:	5901832	Bridge Number:	
District:	Southwest	County:	Various	Sponsor:	Ozarks Transportation Organization
				Sponsor Email:	
TIP Number:	OT24C	Rte/Street:			
MoDOT Job Number:		TIGER Grant Funds:		Is this project on or adjacent to MoDOT Right of Way:	No
Location/Stream Crossing :	NONE				
TMS Project Description - termini (no stations):	VARIOUS; VARIOUS; INSTALLATION OF LEVEL 2 EV CHARGERS THROUGHOUT THE OTO AREA, INCLUDING CITY OF NIXA, CHRISTIAN CO, GREENE CO, MISSOURI STATE UNIVERSITY, AND THE SPRINGFIELD-BRANSON NATIONAL AIRPORT				
Describe RER project improvements in full detail:	Location on Christian County Campus - Install 2 dual level 2 chargers, construct required parking area (4 charging spaces, 2 spaces for queue), construct driveway connecting charging area to nearest road, and dusk to dawn lighting, and associated on-site electrical/utility work Location on Greene County Campus - Install 4 charging ports in existing parking lot and associated on-site on-site electrical/utility work Location 1 on Missouri State University Campus (Bear Park North) - Install two dual level 2 chargers and associated on-site electrical/utility work Location 2 on Missouri State University Campus (Bear Park South) - Install two dual level 2 chargers and associated on-site electrical/utility work Location 3 on Missouri State University Campus (Welcome Center/University Hall) - Install two dual level 2 chargers and associated electrical Location at Nixa City Hall - Install two dual level 2 chargers and associated on-site electrical/utility work Location at McCauley Park in Nixa - Install two dual level 2 chargers and associated on-site electrical/utility work Location in Downtown Nixa - Install two dual level 2 chargers and associated on-site electrical/utility work Location 1 at Springfield-Branson National Airport (Short-Term Parking Lot at Roy Blunt Airline Terminal) - installation of 6 charging ports and associated on-site electrical/utility work Location 2 at Springfield-Branson National Airport (General Aviation Terminal Parking Lot) - installation of 4 charging ports and associated on-site electrical/utility work				
District Liaison:	Garrett Evans - 417-872-2224	Contact:	None selected		
Email:	Garrett.Evans@modot.mo.gov	Email:			
Contact:	None selected	Contact:	None selected		
Email:		Email:			
Date Desired:	10/21/2023	Submit Date:	09/21/2023		
Desired A-Date:	12/15/2023				
Responsible Individual:	Natasha Longpine - (9/14/2023 3:54:36 PM) - 417-865-3042	Submitted By:	Natasha Longpine - (9/21/2023 12:00:00 AM) - 417-865-3042		
Existing Condition					
ADT:	N/A - EV Charger Project	Speed Limit:	N/A - EV Charger Project		
Number of Travel Lanes:	N/A - EV Charger Project	Lane Width:	N/A - EV Charger Project		
Shoulder Width:	N/A - EV Charger Project	Curb and Gutter:	No		

Bridge width, measured from gutterline to gutterline:	N/A - EV Charger Project	Sidewalks:	None
Proposed Design Improvement			
ADT:	N/A - EV Cha	Speed Limit:	N/A -
		Design Speed:	N/A - EV Cha
Number of Travel Lanes:	N/A - EV Charger Project	Lane Width:	N/A - EV Charger Project
Shoulder Width:	N/A - EV Charger Project	Curb and Gutter:	No
Bridge width, measured from gutterline to gutterline:	N/A - EV Charger Project	Sidewalks:	None
Bridge Length:	N/A - EV Charger Project	Roadway length:	N/A - EV Charger Project
Railroad Crossing	No	Drainage District (If Applicable):	None
Program Year:			
Preliminary Engineering:	N/A	Right of Way:	N/A
Construction:	N/A		
Has the sponsor documented that the project has: 1. Independent utility, 2. Logical termini, and 3. Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements?:	<input checked="" type="radio"/> Yes <input type="radio"/> No		
<input type="checkbox"/> Project breakout from previous or larger project?	If checked explain:		
Acres - From all sources (e.g. donated from public or private entities):			
Additional R/W (acres):	0	Temp Easement (acres):	0
		Permanent Easement (acres):	0
ROW may be needed, but, not yet determined?	No		
Is ANY Federally-owned land impacted by the project?	<input type="radio"/> Yes <input checked="" type="radio"/> No		
Land Disturbance:			
Will project involve 1 acre or more:	No	Acres of Tree Clearing:	0 acres
DO NOT CLEAR TREES W/O MODOT'S PRIOR WRITTEN APPROVAL.			
Number of Displacements(do not include partial takes that do not displace):			
Residential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Commercial:	<input type="radio"/> Yes <input checked="" type="radio"/> No
No. of People:	Residences:	No. of Employees:	Businesses:
Any Public Involvement planned or completed:			
Public notified during application process through resolutions submitted with each application, as well as a 15-day public comment period during the approval of the project as part of the Transportation Improvement Program.			

Average Daily Traffic:

ADT Construction Year:	N/A - EV Charger Project	ADT Design Year:	N/A - EV Charger Project
------------------------	--------------------------	------------------	--------------------------

Traffic Impacts:

Road Closure Planned:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Bridge Closure Planned:	<input type="radio"/> Yes <input checked="" type="radio"/> No
Days/Months Closed:		Detour > 25 mi rural (including local roads)	<input type="radio"/> Yes <input checked="" type="radio"/> No
		Detour > 5 mi urban (including local roads, census defined urban)	<input type="radio"/> Yes <input checked="" type="radio"/> No
Detour Info:			

Bicycle / Pedestrian Consideration

Pedestrian facilities considered:	Yes	Bicycle facilities considered:	Yes
--------------------------------------	-----	-----------------------------------	-----

National Flood Insurance Program (NFIP) and Hydraulic Design Data:

☐ Project involves land purchased through FEMA Hazard Mitigation Grant Program (Flood buyout property)

If checked, give details:

Is ANY construction taking place on MoDOT owned property under this project?

☐ Yes ☒ No

☒ Is highway improvement located within 4 miles of an existing airport?

Please note that **the LPA** is responsible for obtaining the necessary permits for the project. See the following [Airport Link](#)

Known Concerns: Provide information you have about these resources that you have observed in the area.

Parkland:	1 charger location is located within the parking lot of McCauley Park in Nixa.
Wetland/404 Permit:	No wetlands are affected by this project.
Land Disturbance / Stormwater:	Land disturbance is expected to be less than 1 acre. BMPs will be used to prevent pollution of stormwater and non-stormwater discharge.
Farmland:	N/A
Threatened & Endangered Species:	The USFWS IPAC online tool will be accessed soon for the project and the USFWS official species letter will be attached to the RER. In addition, the MDC Natural Heritage Review website will be accessed for the project. 1/8/24 - T&E Memo and MDC final report uploaded.
Migratory Birds: Are there birds nesting on the structure?	No, No bridges are involved in this project.
Hazardous Waste:	MDNR ESTART shows former underground storage tank facilities near the Airport Short Term Parking location and other unknown petroleum facilities near the MSU Bear Park South location (though conduit is proposed to be run above ground for the Bear Park South location). There are no Hazardous Substance Investigation and Cleanup Sites in the vicinity of the project areas.
Cultural Resources:	Unknown

LPA Comments: 12/7/2023 Update: LWCF application and signed 4F Temp occupancy form uploaded. 1/19/24 - Revised 4F Temp Occupancy form uploaded with signature from Director of Parks.

Project Attachments:

****NOTE: If making updates to an attachment, please use a different filename than the original.**

****The combined size of attachments in one upload must be less than 100MB**

Attachments:

✕ Revised 4F Temp
Occupancy Signed.pdf

✕
Thomas_GreeneChristian_Transportation_EV
Chargers.pdf

✕ TE Memo.pdf

✕ Section 6F MO Parks
Response.pdf

✕ LWCF grant.pdf

✕ Signed 4F Temp
Occupancy.pdf

✕ Public Participation.pdf

✕ 4F Applicability Checklist
Signed.pdf

✕ 4-f-Applicability-
Checklist.pdf

✕ MDC Level 3 Report.pdf

✕ Species List_ Missouri
Ecological Services Field
Office.pdf

✕ FAA Shielding Exemption
Memo.pdf

✕ ApplicationMapsPlans.pdf

✕ USFWS Critical
Habitat.png

✕ FEMA.pdf

✕ Locations.png

✕ DNR_ESTART.pdf

Required Information to be attached for each RER stage:

- Location map (county map, topographic map or aerial map) showing the project limits
- plan sheets
- KMZ files showing tree clearing limits and/or plans
- permits/documentation as required (floodplain, farmland form, NWP, asbestos & lead based paint inspection reports, Section 106 Project Information Form for review, SHPO concurrence letter, USFWS IPac Official Species List, MDC Heritage Review Report, Effects determination)

RER Environmental Screenings

Farmland Impact

Status Information:

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: The project is in a designated urbanized area as indicated on the U.S. Census Bureau Urban Area Reference Map. Therefore, the project is not subject to the Farmland Protection Policy Act.

LPA Action:

Attachments:

☒ Farmland Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Holly Cantrell - 10/4/2023 7:27:05 AM

Floodplain/Regulatory Floodway

Status Information:

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: According to the attached FEMA floodplain map, the project is not located in the 100-year floodplain or the regulatory floodway. The project is not subject to floodplain permitting requirements.

LPA Action: None.

Attachments:

✖ 29043C0090C.png

✖ FEMA Firmette Christian Site.PNG

✖ 29043C0070C.png

✖ FEMA Firmette Nexa (2) and McCauley Park.PNG

✖ 29077C0334E.png

✖ FEMA Firmette MSU 1-3.PNG

✖ 29077C0333E.png

✖ FEMA Firmette Greene Site.PNG

✖ 29077C0307E.png

✖ FEMA Firmette SGF Airport 1&2.PNG

✖ 29077C0194E.png

☒ Floodplain/Regulatory Floodway Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 10:51:46 AM

Land Disturbance / Stormwater

Status Information:

☒ N/A ☐ Possible Issues Noted

Clearance Date:

Environmental Response: If the project is in a regulated MS4 area, adhere to the MS4 requirements as defined in the MS4 permit specific to that municipality. Stormwater routed into MoDOT's drainage system (e.g., ditches and stormwater conveyance systems) must be treated for water quality and/or quantity before entering the system. Any project with land disturbance of 1-acre or more requires a NPDES land disturbance permit from MDNR.

LPA Action: If the project will disturb 1-acre or more of land, obtain a NPDES land disturbance permit from DNR. The LPA must also implement best management practices in accordance with that permit and the Clean Water Act.

Attachments:

☒ Land Disturbance / Stormwater Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 10:03:24 AM

FEMA/SEMA Buyout

Status Information:

☐ N/A ☐ Pending ☒ Cleared

Clearance Date:

10/18/2023

Environmental Response: According to the ArcMap GIS FEMA buyout layer, there are no flood buyout properties in the vicinity of the project. The project will not result in development on any FEMA buyout properties.

LPA Action: None.

Attachments:

☒ FEMA/SEMA Buyout Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 10:03:12 AM

Socioeconomic Impact

Status Information:

☐ N/A ☐ Pending ☒ Cleared


Clearance Date:

11/14/2023

Environmental Response: For ease in discussion, the sites are referenced in this section by number. These numbers correspond to the order these sites appear and/or are discussed in the "ApplicationMapsPlans" attachment. Refer to the Site ID Key attached within this section. The project does not require commercial or residential displacements and no new right of way or easements. Road closures and detours will not be necessary during construction. Based on a review of EJSCREEN, one minority (people of color) population (Site 3 - 81 percentile), four low income populations (Site 2 - 95 percentile; Site 3 - 98 percentile; Site 4 - 99 percentile; Site 5 - 95 percentile), and six limited English proficiency (LEP) populations (Site 3 - 94 percentile; Site 4 - 91 percentile; Site 5 - 91 percentile; Site 6 - 95 percentile; Site 9 - 91 percentile; Site 10 - 91 percentile) were identified within the project area. There are no significant socioeconomic impacts associated with this project. Impacts will be temporary and limited to traffic disruptions, construction noise, and fugitive dust and emissions in the area of project construction. Public involvement has been completed during the application process through resolutions submitted with each application, as well as a 15-day public comment period during the approval of the project as part of the Transportation Improvement Program. The public will continue to be updated on the progress of this project through postings to Facebook.

LPA Action: 1. Provide sufficient public notice of construction work and traffic management plans consistent with MoDOT's and local public involvement policies and procedures. 2. Please upload documentation of the public involvement, and include any comments received and any responses to those comments. 3. Ensure that the minority (people of color), low-income, and limited English proficiency (LEP) populations located within the project area is not disproportionately impacted by project construction. If impacts are anticipated, notify the environmental specialist as soon as possible.

Attachments:

 [RER#2024-09-00097 Site ID Key.pdf](#)

☒ Socioeconomic Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Holly Cantrell - 11/14/2023 9:37:42 AM

Threatened & Endangered Species

Status Information:

☐ No Effect ☐ Pending ☒ Cleared

Clearance Date:

02/09/2024

Environmental Response: 2/9/2024 UPDATE: MoDOT has completed the T&E species review for the Level 2 EV Charger Installation project in Christian and Green counties, Missouri. A copy of the effects determination document is uploaded to the TE section of the RER. The USFWS IPaC lists the following species for the project area: Gray bat, Indiana bat, northern long-eared bat, tricolored bat (proposed endangered), alligator snapping turtle (proposed threatened), Ozark cavefish, and Virginia Sneezeweed. There are no critical habitats located within the project limits. The MDC Natural Heritage Review Level 3 Report identified known occurrences of the plains spotted skunk, slippershell mussel, Ozark cavefish, bristly cave crayfish, bullsnake, great roadrunner, purple lilliput, and a bald eagle nest within 1 mile of the project limits. The plains spotted skunk and slippershell mussel are both state-listed as Endangered. Due to the nature of the project (i.e. minimal ground disturbance in previously developed/disturbed areas), no impacts to state-listed species are anticipated as a result of the project. The , Ozark cavefish, bristly cave crayfish, bullsnake, great roadrunner, purple lilliput are state-ranked species, and there are no regulatory requirements associated with that status. However, due to the nature of the project (i.e. minimal ground disturbance in previously developed/disturbed areas), no impacts to state-ranked or species of conservation concern are anticipated as a result of the project. The MDC NHR Level 3 Report states several bald eagle nests located within 1 mile of the project area. According to the NHD, none of the bald eagle nesting sites are located within 2000 feet of the project. Since the project is not located within 660 feet of the nests, no Incidental Take is anticipated. The project will not impact any known caves/structures nor requires tree clearing. No aquatic resources are present within the project limits and the project will have minimal ground disturbance in previously disturbed/developed areas. As the designated non-federal representative of FHWA for USFWS Section 7 ESA requirements, MoDOT has determined the project will have No Effect on the gray bat, Indiana bat, northern long-eared bat, Ozark cavefish, or Virginia Sneezeweed. The project will not jeopardize the continued existence of the proposed tricolored bat or alligator snapping turtle, however, if either species is listed before the completion of the project a reevaluation will be required. At that time, MoDOT will make an effects determination for this species. This completes the TE requirements for the project 1/16/2024 UPDATE: The consultant provided an effects determination for all listed species. A full MDC NHR Level 3 report was also provided. At this time, no further action is required by the consultant. MoDOT will prepare an Effects Determination memo. 11/13/2023 UPDATE: The consultant provided an IPaC official species list for the county, as well as an MDC Natural Heritage Review Level 3 preliminary report. The RER indicates no tree clearing is anticipated. Please provide an effects determination for all listed species. INITIAL SCREENING: Impacts to threatened and endangered species must be assessed for this project.

LPA Action: COMPLETED 1. Access the US Fish and Wildlife Service (USFWS) IPAC online tool at <http://ecos.fws.gov/ipac/> to obtain the official list of species for your county. 2. Access the MO Department of Conservation (MDC) online Natural Heritage Review website at <https://naturalheritagereview.mdc.mo.gov/> and generate a report. Contact MDC if the report indicates to do so. Submit the report, and MDC response, if required, to MoDOT. 3. Provide the amount, location, and time of year for tree clearing, or indicate there will be no tree clearing. 4. If there will be tree clearing, photograph the trees so that bark characteristics of the main trunk and large branches, along with any cavities, are clearly illustrated. 5. If the project involves bridgework, photograph the undersides of bridges illustrating any bird nests or unusual staining on the substructure or underside of the deck. 6. It is the responsibility of the LPA to make a written determination of their project impacts on each species listed from the IPaC. Further, the LPA must assess effects on any MDC listed species (endangered or species of conservation concern). If no effects are anticipated for a particular species, state the reason(s) why. For example: This project does not involve any tree clearing so there will be no effects on summer roosting habitat for listed bat species or this project does not impact any aquatic habitats so there will be no effects on listed fish or mussel species. 7. Submit the full project limits, easements, access, construction date, and ground disturbance information.

Attachments:

✖ [TE Complete - No Effect_CRP-5901832, EV Charger Installation Project in Christian and Green Counties, Missouri..pdf](#)

✖ [CRP-5901832_MoDOT-Effects-Determinaton_EV-Chargers-Christian-&-Green-Co_FINAL.pdf](#)

☒ Threatened & Endangered Species Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Cassie Baumgartner - 2/9/2024 12:06:58 PM

➤ Migratory Birds

Status Information:

☐ N/A ☐ Pending ☒ Cleared

Clearance Date:

10/18/2023

Environmental
Response:

The sponsor has confirmed that the project will not impact bridges or other structures. Based on this information, there are no concerns related to migratory birds and no conflicts with the MBTA.

LPA Action:

None.

Attachments:

☒ Migratory Birds Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 10:45:05 AM

➤ Hazardous Waste Impact

Status Information:

☐ N/A ☐ Pending ☒ Cleared

Clearance Date:

10/18/2023

Environmental
Response:

According to the attached DNR E-START map, there are two Regulated Petroleum and Hazardous Substance Storage Tank Facilities in the vicinity of the project area. One site was located near MSU 2 and is identified as the Vacant SMSU Parking Lot. The site is a petroleum or hazardous substance storage tank closure or regulated release was addressed prior to the adoption of the 2004 Missouri Risk-Based Corrective Action Guidance for Petroleum Storage Tanks. An evaluation found that no further action was warranted. The second site was located near SFF Airport 1 and is identified as the Springfield Regional Airport. The site is a petroleum or hazardous substance storage tank closure or regulated release was addressed prior to the adoption of the 2004 Missouri Risk-Based Corrective Action Guidance for Petroleum Storage Tanks. An evaluation found that no further action was warranted. Based on the nature of the listings, there are no hazardous waste site concerns associated with DNR E-Start sites. However, the potential to encounter hazardous wastes from sites unknown to the LPA and MoDOT should always be a consideration.

LPA Action:

If there is any hydroblasting, grooving, milling or diamond grinding related to the project, residue and associated water must be prevented from being released to waterways or adjacent wetlands. Any hazardous waste sites that are found during project construction will be addressed by the LPA sponsor in accordance with Federal and State Laws and Regulations. If any hazardous waste concerns arise, notify MoDOT's environmental specialist as soon as possible.

Attachments:

✖ DNR E-Start Christian
Site.PNG

✖ DNR E-Start Nixa (2).PNG

✖ DNR E-Start McCauley
Park.PNG

✖ DNR E-Start MSU 1-
3.PNG

✖ DNR E-Start Greene
Site.PNG

✖ DNR E-Start SFG Airport
1&2.PNG

☒ Hazardous Waste Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Cassie Baumgartner - 10/18/2023 2:19:59 PM

Wetland Impact (Section 404/401)

Status Information:

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: According to the attached USFWS National Wetlands Inventory map, and Google Earth imagery, there are wetlands, blue line streams, lakes, ponds, or other waters of the U.S. in the vicinity of project area; however, no NWI feature are within the project area. Therefore, the project is not anticipated to impact wetlands or waters of the U.S.

LPA Action: None.

Wetland Permit Information:

404 Permit Number

Permit Submitted

Permit Received

Permit Expiration

Compliance Certification Sent

Compliance Certification Received

Attachments:

✕ NWI SGF Airport 1&2.PNG

✕ NWI Nixa City Hall.PNG

✕ NWI MSU 1-3.PNG

✕ NWI McCauley Park.PNG

✕ NWI Greene Site.PNG

✕ NWI Downtwon Nixa.PNG

✕ NWI Christian Site.PNG

☒ Wetland Impact Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Cassie Baumgartner - 10/18/2023 11:19:45 AM

Noise Impact

Status Information:

☒ N/A ☐ Pending ☐ Cleared

Clearance Date:

Environmental Response: This is a Type III project and a noise analysis is not required.

LPA Action:

Attachments:

☒ Noise Impact Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Holly Cantrell - 9/29/2023 1:00:37 PM

► Cultural Resources Impact (Section 106/Historic 4f)

Status Information:

☐ Pending ☒ Cleared

Clearance Date:

02/16/2024

Environmental Response: *UPDATE* 2.16.24- The ACHP has approved an exemption that releases all federal agencies from the Section 106 requirement to consider the effects of their undertakings involving the installation and placement of electric vehicle supply equipment, provided the proposed project meets specific criteria. This proposed project (CRP-5901832) meets such criteria and will be cleared. *UPDATE* 12.29.23- The project requires a Section 106 Review in consultation with MoDOT, Christian and Greene counties, and the State Historic Preservation Officer (SHPO) to identify potential cultural resources that may be impacted by the project.

LPA Action: *UPDATE* 2.16.24- No action is needed at this time. Be advised that if changes are made to the project (including but not limited to the addition of new right of way or easements, or the changing of the scope) the project will need to be reevaluated and additional clearances may be required. *UPDATE* 12.29.23- The project would include the installation of level 2 EV chargers at various locations throughout Christian and Greene counties. The project also includes road construction at one location (Christian Site). The proposed project does not anticipate additional right-of-way (ROW), temporary easements, permanent easements, or tree clearing. ARCHEOLOGICAL RESOURCES: Christian Site: One previously conducted cultural resource survey and no cultural resources are within or immediately adjacent to the proposed work area. Four archaeological resources and five cultural resource surveys have been recorded within a 1-mile buffer. While this work area is slated to be disturbed by a separate project, the proposed project currently appears to include undisturbed land within the ROW or easements that may be affected by ground-disturbing construction activities. The soils series mapped within the Christian Site are not noted to contain a buried A-horizon and consist of a relatively shallow Ap horizon derived from colluvium and residuum from interbedded limestone, sandstone, and shale. This suggests that any potential cultural materials may be located at the surface or in shallow subsurface deposits. Historical maps do not depict buildings or structures within the Christian Site project area. Because the Christian Site work area may incorporate undisturbed land and has not been previously surveyed for cultural resources in its entirety, an archaeological monitor must be present during all ground disturbing construction activities. The archaeological monitor must be allowed time to document and collect any artifacts that may be inadvertently discovered. SGF Airport 1: One previously conducted cultural resource survey and one cultural resource are within the proposed work area. Five archaeological resources, two cultural resource surveys, and one architectural survey have been recorded within a 1-mile buffer. While this work area has been disturbed by the construction of the Springfield-Branson National Airport, the work area is located within the boundaries of an unevaluated archaeological site that may contain intact subsurface artifacts or features. As such, an archaeological monitor must be present during all ground disturbing construction activities. The archaeological monitor must be allowed time to document and collect any artifacts that may be inadvertently discovered. McCauley Park: One previously conducted cultural resource survey and one cultural resource are within the proposed work area. Ten archaeological resources, seven cultural resource surveys, and two architectural surveys have been recorded within a 1-mile buffer. While this work area has been disturbed by the construction of McCauley Park, the work area is located within the boundaries of an unevaluated archaeological site that may contain intact subsurface artifacts or features. As such, an archaeological monitor must be present during all ground disturbing construction activities. The archaeological monitor must be allowed time to document and collect any artifacts that may be inadvertently discovered. Nixa City Hall: One previously conducted cultural resource survey and one cultural resource are within or immediately adjacent to the proposed work area. Sixteen archaeological resources, eight cultural resource surveys, and four architectural surveys have been recorded within a 1-mile buffer. While this work area has been disturbed by the construction of the Nixa City Hall and associated parking lots, the work area is located within the boundaries of an unevaluated archaeological site that may contain intact subsurface artifacts or features. As such, an archaeological monitor must be present during all ground disturbing construction activities. The archaeological monitor must be allowed time to document and collect any artifacts that may be inadvertently discovered. All other work areas, including Greene, MSU 1, MSU 2, Downtown Nixa, and SGF Airport 2 appear to be within previously disturbed areas with no previously recorded cultural resources within or immediately adjacent to their defined areas of disturbance. Thus, these areas are unlikely to encounter cultural resources and no further cultural resources work is required. However, if any unanticipated cultural materials or deposits are found at any stage of the proposed action, the work should cease, and the FHWA, MODOT, and the Missouri State Historic Preservation Office (SHPO) should be notified immediately. ARCHITECTURAL/BUILT ENVIRONMENT RESOURCES: A cultural resource survey is necessary to address the area of potential effects (APE) for the built environment. The APE for the built environment is defined as a 50 ft buffer from each installation area. There do not appear to be any resources 45 years old or older present within the APE for the SGF Airport 1, SGF Airport 2, Greene, MSU 1, MSU 2, Nixa City Hall, McCauley Park, or Christian sites; the report may state as such. At the MSU 3 and Downtown Nixa sites, the cultural resources survey should provide photographs, descriptions, and National Register of Historic Places (NRHP) evaluations of any built environment resources (buildings or structures 45 years of age or older) located in the APE for the built environment. If such resources are located, please include all resources located on the associated parcel in the assessment. Resources less than 45 years old within the APE should be noted but do not need to be assessed. An assessment of effects must be provided for any resource that is listed or recommended eligible for listing in the NRHP. Please submit a copy of the cultural resource report to MoDOT for review before submission to SHPO. The Review and Compliance Information Form and Cultural Resource Investigation Report Form must accompany every submission. Please provide drafts of these forms to MoDOT prior to submission to SHPO. These forms and instructions are available here <https://mostateparks.com/page/84261/section-106-review>. Please update the RCI Form you submitted based on the survey findings and be sure to include all required attachments. A list of Historic Preservation consultants included on MoDOT's LPA Consultant On-Call List can be found here: <https://www.modot.org/2020-2023-lpa-consultant-call-list>. Be advised that if changes are made to the project (including, but not limited to, the addition of new right of way or easements, or the changing of the scope) the project will need to be reevaluated and additional clearances may be required.

Attachments:

☐ Adverse Effect or Conditional No Adverse Effect

☐ Based on the review of the project location and description noted above, there are no identified historic 4(f) resources affected that would preclude the setting of an A-date.

Checked by: on Approved on:

☒ Cultural Resources Impact Submitted - *Mark submitted when this review is ready to be sent to district staff.*

Last Updated: Geordon Taylor - 2/16/2024 11:49:56 AM

Public Land Impact (Section 4f/6f)

Status Information:

☐ N/A ☐ Pending ☒ Cleared

Clearance Date:

02/15/2024

- Environmental Response: UPDATE 2/15/24: Based on the revised Temporary Occupancy form, the OWJ concurs that the proposed project qualifies as an exception (temporary occupancy) to Section 4(f) as it relates to McCauley Park. UPDATE 12/28/23: Based on the attached 12/20/23 response from the Missouri State Parks Department, the portion of McCauley Park within which the proposed project will be constructed is outside the boundary of the area assisted by LWCF funding; therefore, no Section 6(f) conversion or impacts would result from this project. The revised Section 4(f) temporary occupancy checklist is still outstanding; however, based on separate coordination with the LPA, it is now understood that the park is managed by the city's parks and recreation department, which is under the oversight of the public works director. Therefore, the public works director will provide the review and written concurrence. UPDATE 12/12/23: Section 6(f): Based on the LWCF application for McCauley Park uploaded to the RER, the proposed project would occur within the boundary covered by LWCF Section 6(f). Though the proposed project would occur within the Section 6(f) boundary, it's possible that NPS (through the Missouri State Parks Department) will agree that the proposed improvements would enhance the intended functions of the park and would not count this as a conversion. Written confirmation from NPS (through the Missouri State Parks Department) would be needed. Section 4(f): A temporary occupancy checklist was uploaded; however corrections are needed to this form before Section 4(f) compliance is complete. UPDATE 11/14/23: LPA has provided a signed copy of the Section 4(f) Applicability Checklist (dated 11/9/23). Refer to the LPA Action section for information on outstanding tasks relevant to Section 4(f) and Section 6(f) which must be completed before this section can be cleared. UPDATE 11/9/23: Based on a review of the provided Section 4(f) Applicability Checklist, the project is an exception under Section 774.13(d) in that the Temporary Occupancy is so minimal as to not constitute a use within the meaning of Section 4(f). The duration of the occupancy is temporary, the scope of work is minor, there are no anticipated permanent adverse physical impacts or interference with protected activities, features, or attributes of the property, and the land will be fully restored to its original condition or better. The city/county as the official with jurisdiction must submit their determination in writing. See the LPA Actions section for next steps and additional items still pending before this section can be cleared. INITIAL SCREENING: For ease in discussion, the sites are referenced in this section by number. These numbers correspond to the order these sites appear and/or are discussed in the "ApplicationMapsPlans" attachment. Refer to the Site ID Key attached within the "Socioeconomic Impact" section. Sites 1, 2, 3, 4, 5, 6, 8, 9, and 10: According to Google Earth imagery, there are no Section 4(f) or Section 6(f) resources in the vicinity of the project area. The project will not result in a use to any Section 4(f) properties, nor will it result in a conversion of any Section 6(f) lands. Site 7: According to information provided in the RER, as well as confirmation using Google Earth imagery, Site 7 would be constructed entirely within McCauley Park, which is a Section 4(f) resource. The project will impact McCauley Park but, based on information provided in the RER form, it is likely that the project is an exception under Section 774.13(d) in that the duration of the occupancy of the Section 4(f) property is temporary, the scope of work is minor, there are no anticipated permanent adverse physical impacts or interference with protected activities, features, or attributes of the property, and the land will be fully restored to its original condition or better. If this is confirmed based on the LPA's completion of the Section 4(f) applicability form, the city/county as the official with jurisdiction must submit their determination in writing. Additionally, the Missouri State Parks website notes that McCauley Park received funding from the Land and Water Conservation Fund (LWCF) for land acquisition or park improvements; therefore, Section 6(f) applies. Based on the information in the RER, it is likely/possible that the actions would qualify as an enhancement and only warrant confirmation documentation from the Missouri Department of Natural Resources (as the liaison to the National Park Service); however, additional information is needed to confirm next steps for Section 6(f) compliance.
- LPA Action: UPDATE 12/12/23: Section 6(f): Coordination via a letter to the Missouri State Parks Department is recommended to determine if the improvements may qualify as a temporary impact that would enhance the park, rather than a conversion. It is recommended that this letter include a description of the proposed improvements and how they would ultimately enhance the recreational function of the park, as well as the graphic and master plan referenced in the Section 4(f) Section previously. Once that coordination is completed, please upload the response from the Missouri State Parks Department to the RER. Section 4(f): Please update the Section 4(f) Temporary Occupancy Checklist to reflect a) in Section I - that the proposed project is anticipated to be a PCE, b) attach the location map referenced in Section II to the checklist (attach this prior to sending to the OWJ for review/signature). Please ensure the map notes not only the location of the proposed chargers, but also of the proposed trench, c) Section III, check the box for item 3, d) Section III, the completed form is to be sent to the Owner with Jurisdiction over the park (normally a director of parks and recreation or similar entity who owns and/or manages the resource). The OWJ, rather than the project proponent, reviews and signs this form. Once these items are corrected, please upload the corrected checklist. If you have any questions, please contact the environmental specialist. UPDATE 11/14/23: Please complete the attached Temporary Occupancy checklist, following the steps outlined therein to obtain concurrence from the official with jurisdiction. Please also note that additional information to determine next steps for Section 6(f) compliance are still outstanding - refer to item 3 from the Initial Screening requested actions below. UPDATE 11/9/23: The Section 4(f) Applicability Checklist is complete, but unsigned. Please sign and date this form and re-upload it to the RER. Also, please complete the attached Temporary Occupancy checklist, following the steps outlined therein to obtain concurrence from the official with jurisdiction. Please note that additional information to determine next steps for Section 6(f) compliance are still outstanding - refer to item 3 from the Initial Screening requested actions below. INITIAL SCREENING: 1. Please complete the Section 4(f) Applicability form to confirm the appropriate path forward and upload the completed form to this RER. 2. If the Section 4(f) Applicability form confirms that the enhancement checklist is the appropriate next step, please take the actions outlined in the attached Section 4(f) Enhancement Checklist Form, complete the form (including coordination with and signature by the official with jurisdiction (OWJ)), and upload the form to the RER. 3. Coordinate with the person/entity within the City of Nixa responsible for McCauley Park to obtain a copy of the application used to obtain LWCF funding for McCauley Park. Upload that application, as well as any associated mapping, to the RER. This application will assist the environmental specialist in determining next steps for Section 6(f) compliance.

Attachments:

✖Section 4(f) Temp
Occupancy Checklist_8-
2021.pdf

✖4(f) Applicability
Checklist.pdf

☒ Based on the review of the project location and description noted above, there are no identified 4(f) or 6(f) resources affected that would preclude the setting of an A-date.

Checked by: Holly Cantrell on 02/15/2024

☒ Public Land Impact Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Holly Cantrell - 2/15/2024 1:42:56 PM

Other

Status Information:

☐ N/A ☐ Pending ☒ Cleared

Clearance Date:

11/09/2023

Environmental
Response:

UPDATE 11/9/23: Based on the attached FAA Filing Exception Memorandum, the project qualifies for a shielding exemption as outlined in the MoDOT Engineering Policy Guide Section 235.8.1, Exemptions. Therefore, the Notice Criteria Tool does not have to be used and the improvement does not need to be filed with the FAA. INITIAL SCREENING: For ease in discussion, the sites are referenced in this section by number. These numbers correspond to the order these sites appear and/or are discussed in the "ApplicationMapsPlans" attachment. Refer to the Site ID Key attached within the "Socioeconomic Impact" section. Sites 1, 6, 7, and 8: There are no additional resource impacts associated with these sites. Sites 2, 3, 4, and 5: These sites are within 4 miles of the Downtown Airport (Missouri), an existing public use airport. Sites 9 and 10: These sites are within 4 miles of the Springfield-Branson National Airport, an existing public use airport.

LPA Action:

For sites 2, 3, 4, 5, 9, and 10: Access FAA's Notice Criteria Tool at: <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm> After entering improvement information into the FAA tool, filing information will be determined with one of two outcomes: (1) the improvement will need to be filed with the FAA, or (2) the improvement does not meet the FAA's filing requirement and no further action is required. Upload all documentation to the RER. This section does not have to be complete to obtain a NEPA date or A-date but must be completed before the environmental specialist issues All Environmental Issues Cleared.

Attachments:

☒ Other Screening Submitted - Mark submitted when this review is ready to be sent to district staff.

Last Updated: Holly Cantrell - 11/9/2023 10:55:54 AM

NEPA Classification

NEPA Right-Of-Way
Permission:

Not Applicable

as determined or
approved by:

KYLE.GRAYSON@MODOT.MO.GOV

NEPA Approval/Proceed
to A-date Request:

Re-evaluation Date:

NEPA Classification: PCE

This project qualifies for
the programmatic
categorical exclusion
under Item#:

21

All Environmental Issues
Cleared: 03/12/2024

Commitments and/or
Comments to Sponsor:

If there are any changes in the scope of the project, MoDOT's Environmental section should review those changes. The sponsor is ultimately responsible for complying with all applicable state and federal laws. PCE approved for A-Date request as well as the all environmental issues cleared date have been provided as of 03/12/2024. THE LPA/CONSULTANT SHOULD REVIEW ALL SECTIONS ABOVE INCLUDING THOSE MARKED AS CLEARED/GREEN.

Attachments:

✖2024.03.12_RER#2024-09-00097_
SW_5901832_MoDOT Concurrence.msg

Last Submitted: 03/12/2024 by Holly Cantrell

TAB 11

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM II.K.

Public Participation Plan Annual Evaluation

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

AGENDA DESCRIPTION:

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are evaluated annually. This annual evaluation is conducted in accordance with the 2023 Public Participation Plan approved by the Board of Directors on July 20, 2023 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Public Participation Plan 2023 Annual Evaluation



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 4, 2024

This report 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.

Introduction

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are documented and evaluated annually. This annual evaluation is conducted in accordance with the Public Participation Plan 2023 approved by the Board of Directors on July 20, 2023 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

Goal

Through continued evaluation, the OTO seeks to improve how information is provided to the public and to enhance public involvement and input. The goal of the evaluation is to utilize quantified performance measures in conjunction with a set of action items to evaluate and improve the provision of information, facilitate public involvement, and increase input.

Previously Designated Action Items

As part of the 2023 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

- Expand and enhance the use of virtual tools to broaden the reach of meaningful public engagement efforts by making participation more convenient, affordable, and enjoyable for greater numbers of people.
- Expand the use of social media to promote the OTO and solicit comments using ads and "boosted" content to target segments of the public for their input and prioritize intentional outreach to members of underserved communities.
- Provide information at a reading level that will allow people of varying levels of education to participate. Writing at the eighth grade reading level or lower is generally accepted.
- Utilize the OTO Equity Index to understand the demographics of affected communities within the OTO that have disproportionate numbers of transportation disadvantaged

or vulnerable populations with the intent of tailoring outreach efforts to include them in the planning process.

Performance Measures

The OTO has been tracking Public Participation performance measures for several years. This section provides a list of activities and outlets that the OTO monitors and uses as performance measures in the evaluation of the public participation plan.

Facebook Participation

Date	Followers	Men/Women (%)
August 2013	51	Not Available
August 2014	108	56/43
April 2015	137	52/45
July 2016	175	54/43
March 2017	177	55/43
March 2018	220	56/43
March 2019	234	53/45
March 2020	437	44/55
March 2021	541	43/56
March 2022	550	44.5/55.5
March 2023	744	40/48
March 2024	776	56/44

Facebook Participation by Location

Date	Battlefield	Springfield	Nixa	Ozark	Republic	Willard	Strafford
August 2014	-	60	4	2	2	-	-
April 2015	-	82	4	4	3	-	-
July 2016	15	72	5	11	7	-	-
March 2017	13	66	5	11	5	-	-
March 2018	3	117	8	13	4	-	-
March 2019	2	129	7	15	5	-	-
March 2020	3	207	21	41	13	-	-
March 2021	4	212	23	46	9	-	-
March 2022	20	208	30	47	38	-	-
March 2023	23	250	42	57	37	12	9
March 2024	29	259	57	57	38	14	11

Twitter/X Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1,503
March 2017	169	214	1,648
March 2018	185	219	1,712
March 2019	217	289	1,743
March 2020	264	308	1,881
March 2021	264	309	1,964
March 2022	286	351	2,052
March 2023	280	344	2,137
March 2024	290	340	2,245

Number of Meetings Open to the Public

The OTO attempts to hold six meetings annually for the Board of Directors (BOD) and Technical Planning Committee (TPC). Quarterly meetings are usually the standard for other standing committees like the Local Coordinating Board for Transit (LCBT) and the Bicycle and Pedestrian Advisory Committee (BPAC).

Each meeting is open to the public and provides an opportunity for the public to share opinions and concerns with OTO leadership and staff. Occasionally, electronic or email meetings are held. The following table shows how many meetings were held for each committee or board per year.

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9*†	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2
2020	6	7*	4	6
2021	6	8*	4*	6
2022	6	8*	3	4
2023	7	7*	4	7*

* Indicates an E-meeting was held during the year. †Includes Board of Directors Training Workshop.

Press Releases Sent

The number of press releases sent each year is dependent upon and reflective of current planning activities and the process for which press releases are necessary.

Press releases sent out for **2012 - 41**

Press releases sent out for **2013 - 39**

Press releases sent out for **2014 - 41**

Press releases sent out for **2015 - 57**

Press releases sent out for **2016 - 53**

Press releases sent out for **2017 - 56**

Press releases sent out for **2018 - 54**

Press releases sent out for **2019 - 34**

Press releases sent out for **2020 – 45**

Press releases sent out for **2021 – 23**

Press releases sent out for **2022 – 43**

Press releases sent out for **2023 - 13**

Media Coverage of OTO

The OTO maintains a log of all media articles and stories where OTO was featured or mentioned. The log provides a record of the types of items that are of interest to the media. Furthermore, as press releases continue to be refined, this log could serve as a guidebook to the effectiveness of the press releases.

- Media coverage from October 2014 to December 31, **2014 – 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 – 13**
- Media Coverage from January 1, 2020 to December 31, **2020 – 15**
- Media Coverage from January 1, 2021 to December 31, **2021 – 20**
- Media Coverage from January 1, 2022 to December 31, **2022 – 23**
- Media Coverage from January 1, 2023 to December 31, **2023– 12**

Website Statistics

The OTO has been tracking website activity utilizing Google Analytics to document usage since 2015. Below are the Google Analytics for ozarkstransportation.org from 2015 to 2023. In 2023 the analytic reports added a new metric, showing engaged sessions, which will be used moving forward. An engaged session is a session that lasts longer than ten seconds and results in other engagement like more than two page or screen views.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	Male/Female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8
2020	7,558	5,000	19,160	2:25	N/A	98
2021	14,171	9,987	28,128	1:24	N/A	100
2022	17,623	13,041	33,562	1:24	N/A	90.2
2023	7,491*	8,938	34,193	1:14	N/A	100

* Engaged sessions

Legal Ads

Legal ads are utilized as documentation of efforts to include the public in the planning process as per the Public Participation Plan. Affidavits of publication are evidence of compliance with public comment periods by way of advertising in print publications widely circulated in the planning area as required by federal regulations.

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3
2019	4
2020	1

Year	No. of Ads Printed
2021	4
2022	3
2023	4

Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public to the extent possible. Ideally, the log will include the individual's:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment
- Any reply that was given or how the comment was processed

OTO Logged Comments

Year	Comments Received
2013	70
2014	195
2015	63
2016	22
2017	40
2018	16
2019	20
2020	37
2021	187
2022	255
2023	86

Action Items for 2024

The following action items were identified to enhance Public Participation in 2024. The updated list is based on progress toward previously designated action items and performance measures. The items are recommendations for moving forward and represent refocused objectives for the coming year. The OTO staff will work toward accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Increase in-person outreach to create more awareness of OTO's plans and programs and target affected populations.
- Continue to update and improve the OTO and the Let's Go Smart webpage to ensure the provided information is accessible to different users and to increase the understanding of OTO's programs and ways for the public to engage in planning processes.
- Measure participation in public engagement efforts like surveys to ensure the public involvement is representative of the region or study area.
- Expand the utilization of the OTO Equity Index to understand the demographics of affected communities within the OTO that have disproportionate numbers of transportation disadvantaged or vulnerable populations with the intent of tailoring outreach efforts to include them in the planning process.

Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2023 calendar year. The performance measures produce data for understanding how the public are utilizing tools that the OTO provides for keeping them informed and the methods that the OTO employs to solicit public engagement. A summary of conclusions from the performance measures include:

- In 2023, 86 comments were logged compared to 255 in 2021. The decline in comments is mostly due to fewer studies underway in 2023.
- The OTO Website had the highest number of page views in the period from 2015 to 2023 using Google analytics.

- The OTO sent out 13 press releases in 2023, resulting in 12 news articles which represents a 92% rate comparing releases to news articles. This is the highest rate since the tracking began in 2012.
- The number of followers on the OTO Facebook and Twitter account has increased during the past year. In 2023, the number of followers of the Ozarks Transportation Page has increased on Facebook and Twitter/X and currently is the highest since 2014. Facebook has proven to be a more effective platform to communicate with the public. The OTO Technical Planning Committee and Board of Director meetings are broadcasted on Facebook live to conform with the Sunshine Law.

The OTO staff will continue to work toward increasing public awareness of its role in the region and planning activities. The action items, especially maintaining email contacts for interested parties, should be effective in directly providing information and gathering public feedback from them. In addition, the public involvement processes outlined in the update of the PPP and implementation of the updated action items will provide continuity and consistency in public involvement efforts at the OTO.

TAB 12

BOARD OF DIRECTORS AGENDA 05/16/2024; ITEM I.C.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 11 of the agenda packet, for Board member review, are Public Comments for the time frame between March 21, 2024 and May 8, 2024. Any additional public comment received by May 15, 2024 will be shared at the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Sidewalks and Public Transportation Access

City/County of concern: OTO MPO Area

Date received: 03/22/2024

Received through: Email

Contact Name: Savannah [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

The two biggest things you can do to make our streets safer is 1. add sidewalks to streets that don't have them and 2. expand public transportation access. Anything else is superfluous

OTO Response:

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

Have a wonderful weekend!



PUBLIC COMMENT



Area of concern: Highway N & Farm Road 168

City/County of concern: Greene County

Date received: 04/02/2024

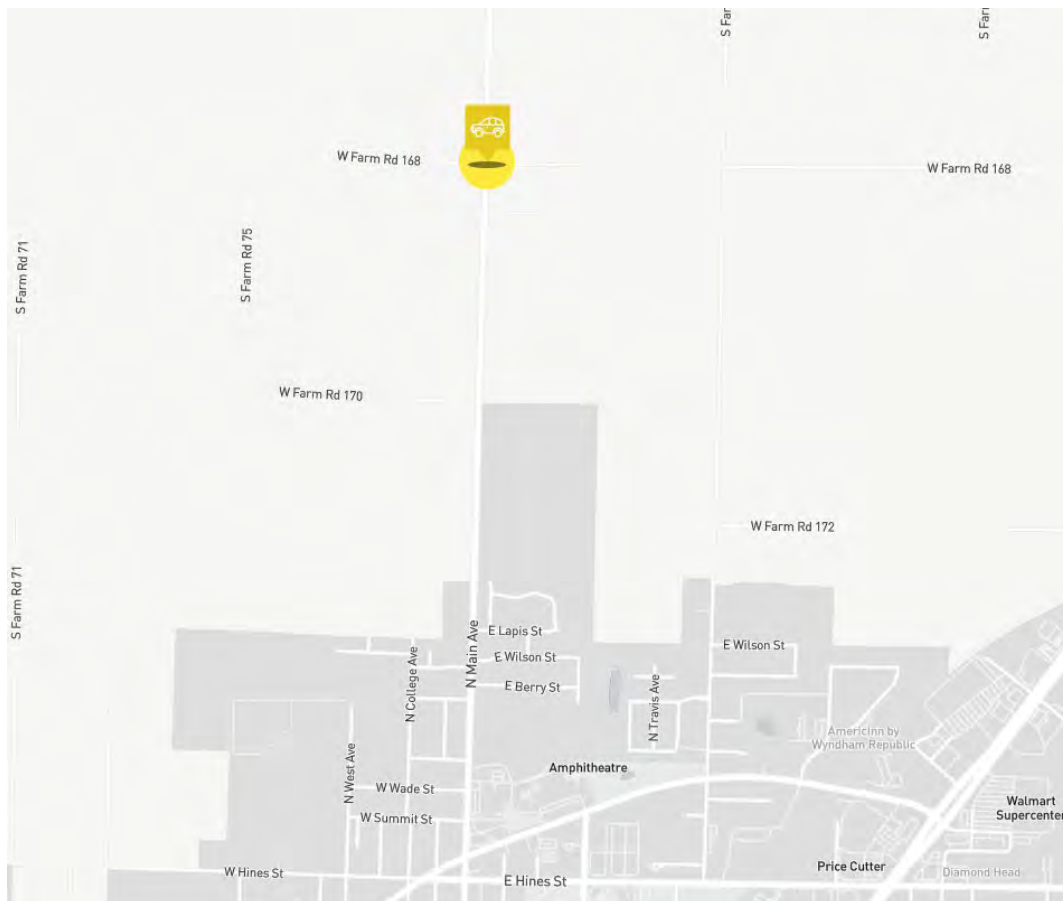
Received through: Map-A-Concern (OTO website)

Contact Name: Warren [REDACTED]

Contact Email/Ph #: N/A

Comment: The intersection of FR 168 and N highway north of Republic is extremely dangerous. Can this area be considered for a roundabout or something to make it safer? Plus N highway (FR 81) needs widen from this intersection to highway 174 to handle the traffic that is on it. Thank you for the work you do and for considering this request.

Map



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



PUBLIC COMMENT



Area of concern: OATS

City/County of concern: N/A

Date received: 04/12/2024

Received through: Comment Email

Contact Name: Alma [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment: Hello and thank you for reading my input. I ride the OATS bus and sometimes scheduling is difficult because there are so many riders in Springfield. My ride is never on time causing me to be late for my medical appointments. Some doctors will forfeit the appointment if the patient is late. Also, I think the OATS' Drivers are overworked. They deal with a lot of disabled riders who need help boarding the bus and help getting off of the bus. I think a helper riding along would save time and wear and tear on the Driver. I am never asked to pay for my ride but I am happy to do so. My daughter, who is disabled, rides with me and we are both willing to pay. These funds could be used to enhance the program. Presently, I think it is difficult for the Driver to collect and account for fees. They are just too busy. A Helper could take care of fees. Thank you for allowing my input.

Respectfully yours,

Alma [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

OTO Response: Thank you for this information. Public input is vital to the planning process. OATS is a partner agency we work with for vehicle funding opportunities. We are not directly involved in the scheduling or rider fees. We will forward this message to OATS. They have dealt with driver shortages in the recent past, but I do not know if that is still an issue. Thank you again for this input. We appreciate hearing from the public.



PUBLIC COMMENT



Area of concern: Cox Road / W Vincent / S Warren

City/County of concern: Greene County/Springfield

Date received: 04/13/2024

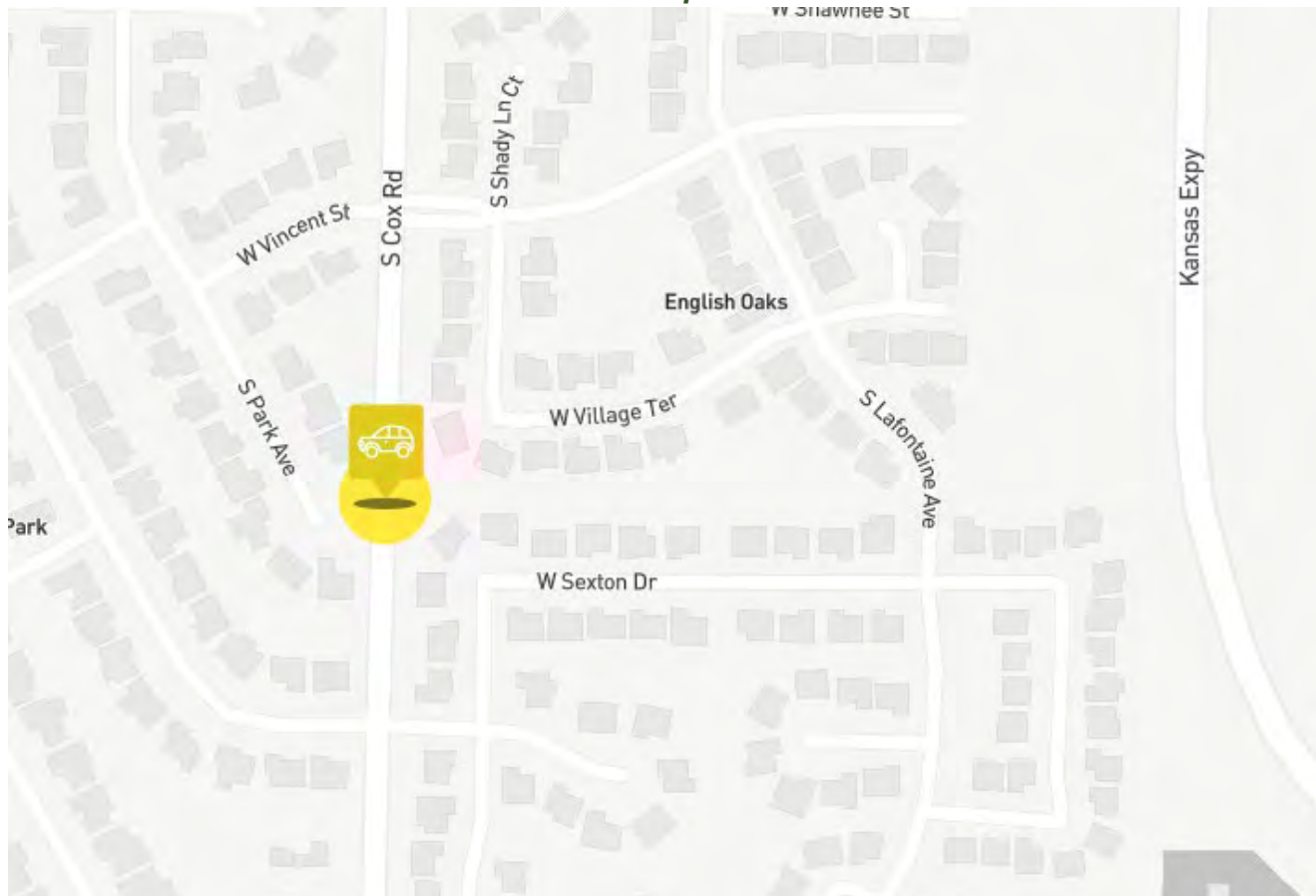
Received through: Map-A-Concern (OTO website)

Contact Name: D [REDACTED]

Contact Email/Ph #: N/A

Comment: Construct a raised median island on S Cox Road from W Vincent to S Warren. Not only will it create a traffic calming effect and slow down the speeding vehicles, it will prevent bad drivers from using the center turn lane as a dangerous passing lane. No driveways are in this area so there will be no impact on the resident.

Map



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



PUBLIC COMMENT



Area of concern: Scenic from Grand to Sunshine

City/County of concern: Greene County/Springfield

Date received: 04/13/2024

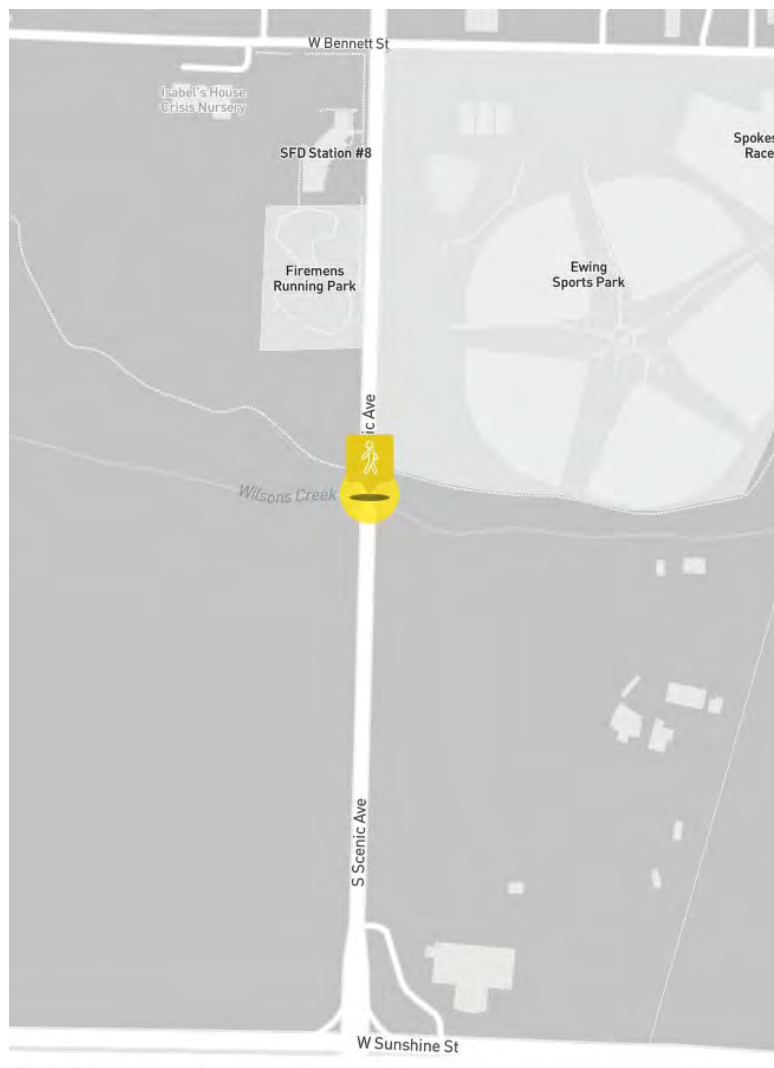
Received through: Map-A-Concern (OTO website)

Contact Name: Mandi

Contact Email/Ph #: N/A

Comment: This bridge is very narrow and highly trafficked by cars, bicycles, and pedestrians. The bridge needs to be widened and sidewalks need to be added the entire length of scenic between Grand and Sunshine.

Map



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



PUBLIC COMMENT



Area of concern: Lyon & El Camino Alto Drive

City/County of concern: Springfield/Greene County

Date received: 04/13/2024

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

Contact Name: Mandi

Contact Email/Ph #: N/A

Comment: This area of road is a constant bottleneck. Traffic stopped at the light blocks vehicles trying to enter and exit Lyon Avenue.

Map



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



PUBLIC COMMENT



Area of concern: US 160 / Campbell

City/County of concern: Greene County

Date received: 04/15/2024

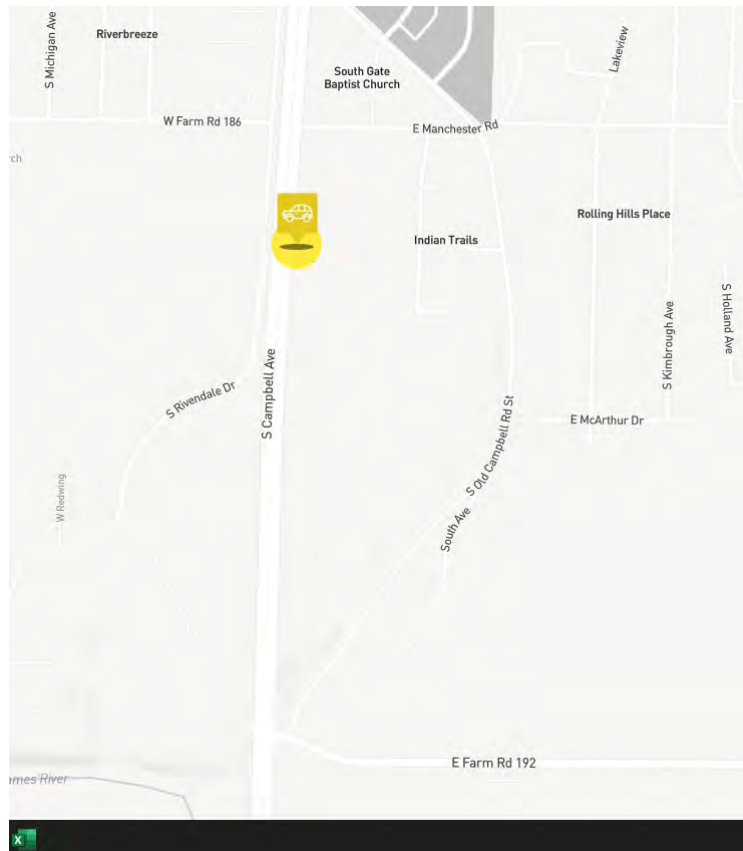
Received through: Map-A-Concern (OTO website)

Contact Name: Not provided

Contact Email/Ph #: N/A

Comment: The terminating left lane southbound on US 160 is a terrible idea. It causes a lot of dangerous driving behavior, speeding, C and I driving, etc. Every time I drive through there I witness a near accident. The left lane is the is now for anyone who has enough horsepower to pass other cars, the center lane is where you go to get cut off, and the right lane is where you go in hopes of avoiding the pending crashes.

Map



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



PUBLIC COMMENT



Area of concern: Fremont & Jackson

City/County of concern: Ozark/Greene County

Date received: 04/15/2024

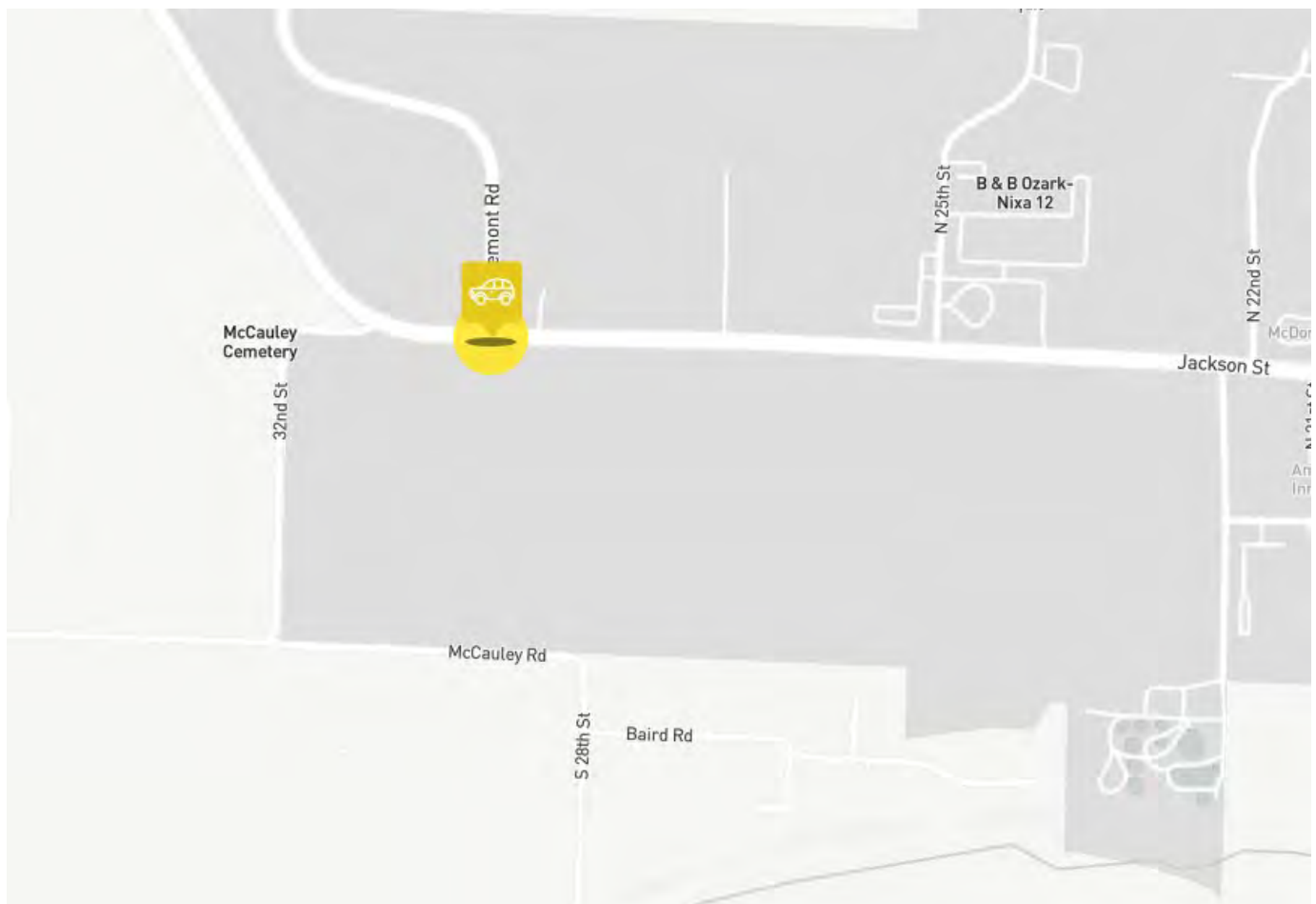
Received through: Map-A-Concern (OTO website)

Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment: Even with improvements, this intersection is still difficult to turn left from Fremont during busy times of day. Cars coming from the west tend to drive in the lefthand lane making it difficult to pull into traffic.

Map



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



PUBLIC COMMENT



Area of concern: OATS

City/County of concern: N/A

Date received: 04/15/2024

Received through: Comment Email

Contact Name: Emily [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

There is a huge need for OATs transportation for individuals with disabilities. Navigating the city bus system can be overwhelming and unsafe for this population so having OATs available is very important.

Emily [REDACTED]

Director of Community Connections & Employment Solutions

The Arc of the Ozarks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

OTO Response:

Thank you for this information. Public input is vital to the planning process. OATS is essential to the transportation network. Currently, OTO works with OATS for vehicle funding opportunities. This information will be shared with our Technical Planning Committee and Board of Directors and forwarded to OATS. Thank you again for your input!

Have a wonderful day!



PUBLIC COMMENT



Area of concern: Daytime Population Due to Commuters

City/County of concern: N/A

Date received: 04/16/2024

Received through: Comment Email

Contact Name: Raylene [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Would you happen to have information about how Springfield's population increases during the day due to commuters? As a commercial property appraisal company, we include facts about the region and Springfield in our reports, and the daytime population of Springfield is one of those facts we've had in the past. Sadly, we're now having a hard time finding a source that includes the dwelling or regular population of Springfield, the daytime population due to commuters, AND the year/time frame those population numbers come from. SpringfieldRegion.com has a daytime population statement but does not cite the year/date for the numbers quoted., and I'm pretty sure it's old because the current population estimate from the US Census Bureau is clearly higher. Will greatly appreciate any help you can provide regarding this topic!

Thank you, Raylene [REDACTED]

OTO Response:

Our GIS Analyst stated that the 2023 total daytime population for Springfield was 257,561 per ESRI Business Analyst Demographics. I hope this information helps.

Have a wonderful week!



PUBLIC COMMENT



Area of concern: Wilson's Creek Boulevard Trail

City/County of concern: Republic/Greene County

Date received: 04/20/2024

Received through: Comment Email

Contact Name: Steve [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hello, my name is Steve [REDACTED], and I am a writer working with the Greene County Commonwealth, a weekly publication that circulates in Republic, Willard and Ash Grove. My editor has asked me to write an article about the Wilson's Creek Boulevard Trail, and below are some questions I was hoping you could help me with:

1. Why is the OTO building the Wilson's Creek Boulevard Trail?
2. When did construction on the trail begin, and when is it expected to be completed?
3. For how many miles will the trail extend? What are its beginning and ending points?
4. Do you have a graphic of what the trail will look like when completed?
5. How will the trail be able to be used when completed? What vehicles will be allowed on it (i.e bikes, roller skates, etc.)?
6. How much will the trail cost when completed?
7. Who is the general contractor on the trail's construction?
8. Is there anything else you would like to mention?

Thank you very much,

Steve [REDACTED]



PUBLIC COMMENT



Area of concern: West Bypass at James River Freeway

City/County of concern: Springfield/Greene County

Date received: 04/21/2024

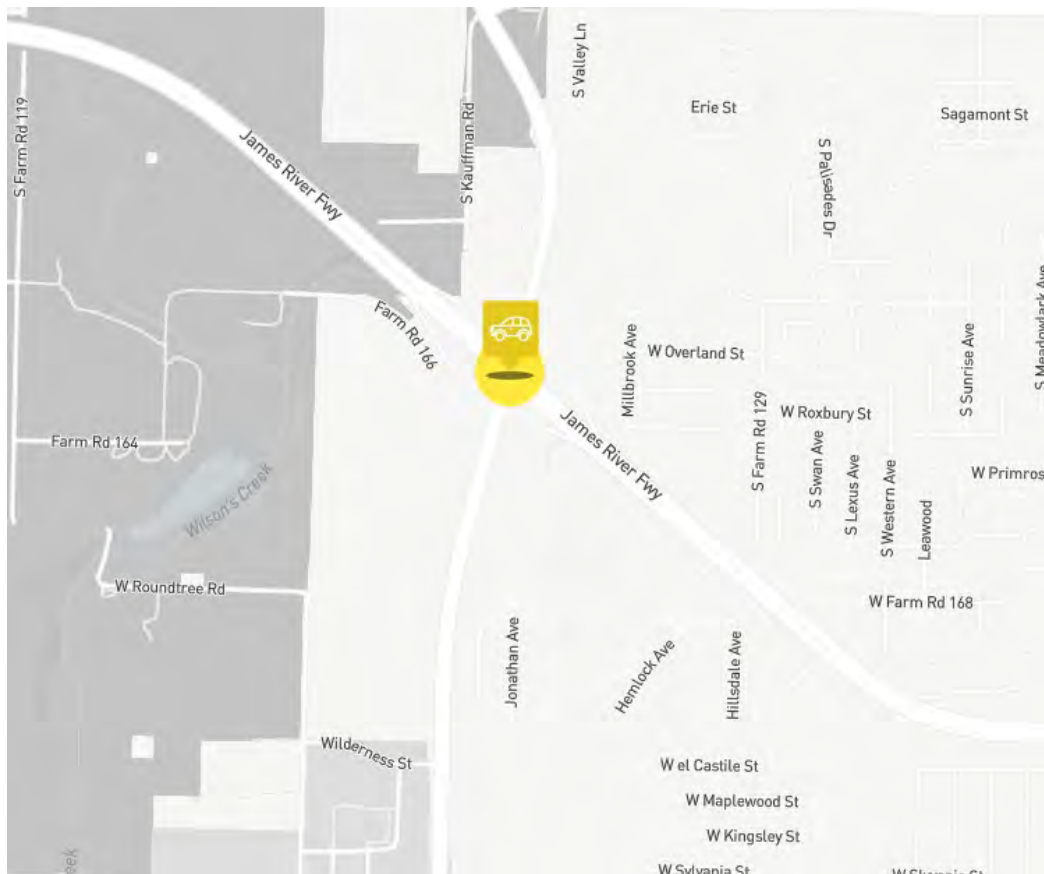
Received through: Map-A-Concern (OTO website)

Contact Name: Matt

Contact Email/Ph #: N/A

Comment: The striping on the West Bypass overpass over James River Freeway is awful. They never redid it after they did the bridge maintenance/surface treatment. Particular bad for the center turn lanes. It's tough to see even during the day and good weather. And it's been like this for over a year now. Can MODOT just restripe it?????

Map



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



PUBLIC COMMENT



Area of concern: Sunshine and Haseltine Road

City/County of concern: Springfield/Greene County

Date received: 04/21/2024

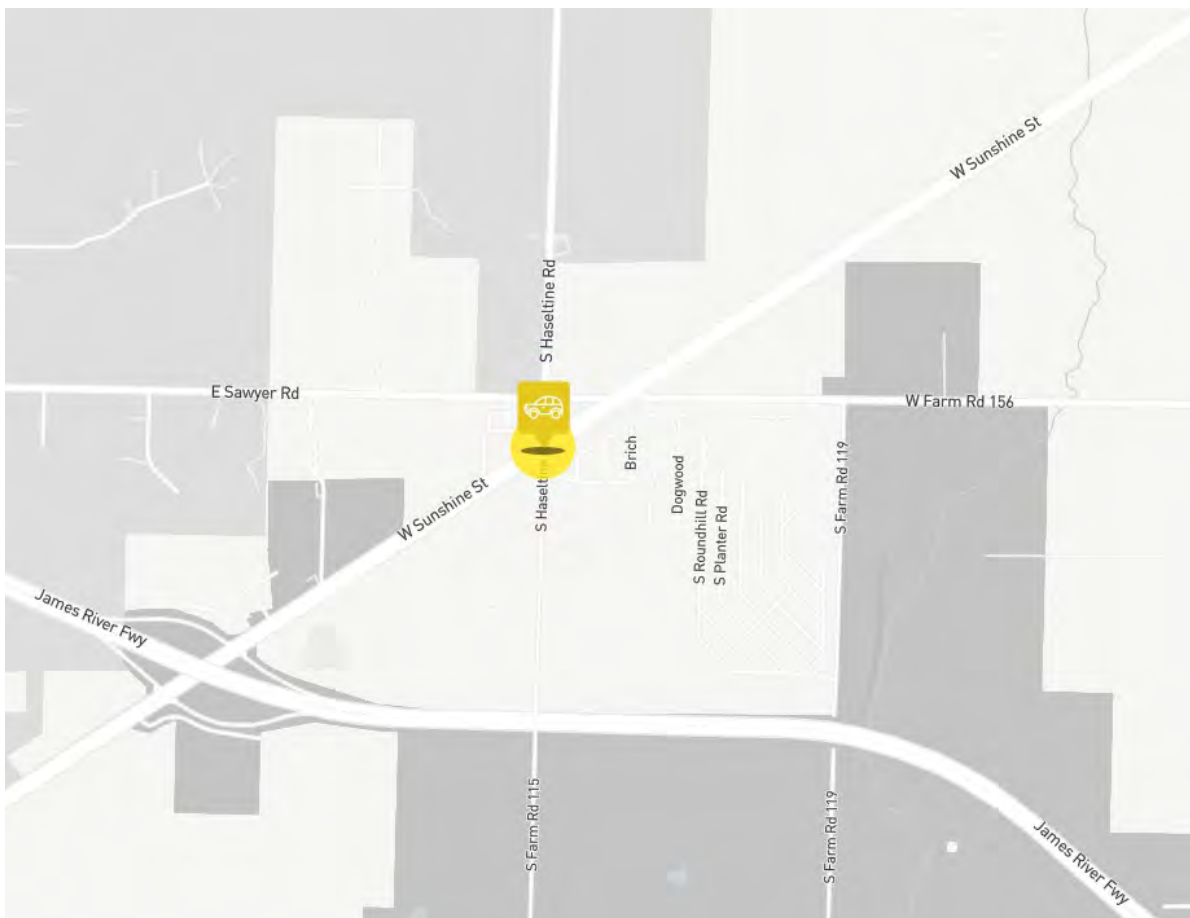
Received through: Map-A-Concern (OTO website)

Contact Name: Matt

Contact Email/Ph #: N/A

Comment: There really needs to be a streetlight to make it more visible at night where the north side of Hastletine/115 intersects with Sunshine. It's really tough making the left turn from WB Sunshine to NB 115 at night, you can't even see where the road is it's so dark.

Map



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



PUBLIC COMMENT



Area of concern: Farm Road 129 from Sunshine to University

City/County of concern: Springfield/Greene County

Date received: 04/21/2024

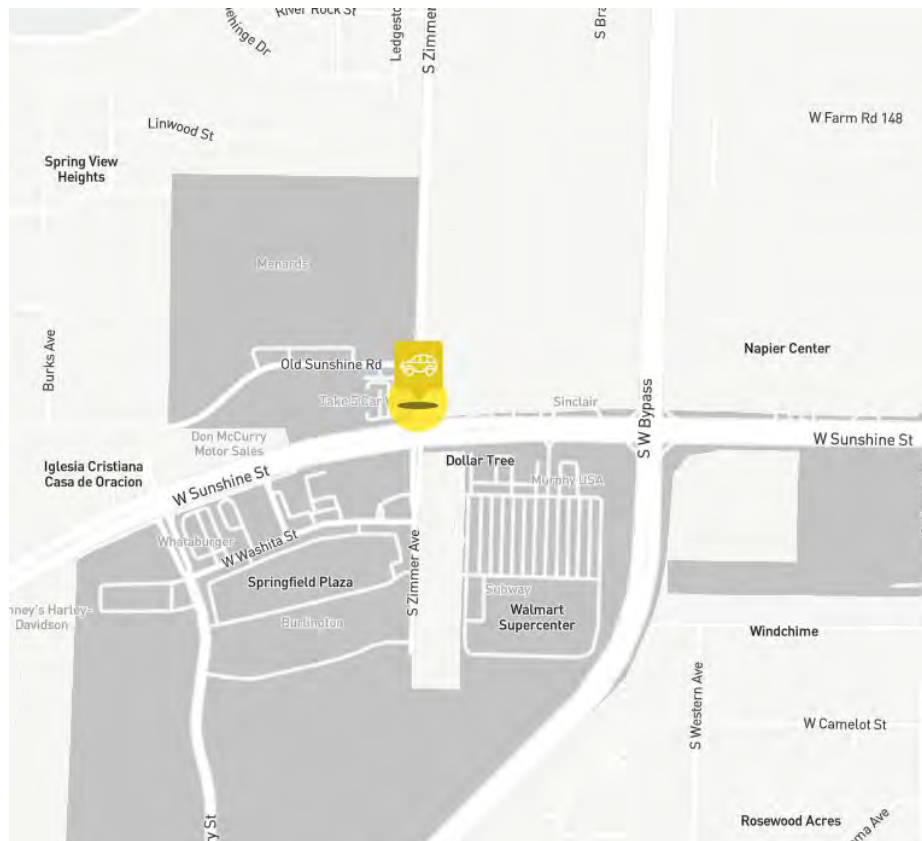
Received through: Map-A-Concern (OTO website)

Contact Name: Matt

Contact Email/Ph #: N/A

Comment: The stretch of FR 129 from the intersection with Sunshine north to the intersection with University needs to be restriped. It doesn't help that the NB thru lane on FR 129 doesn't line up even remotely close going from south to north across the intersection. Some org (county?) tried to do some striping in spring, but they did a very poor job. Also, the timing of the green light going north on 129 thru the intersection is very short compared to other comparable intersections.

Map



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

OTO Response:

Thank you for reaching out.

- 1. The OTO has a goal of connecting the region through trails and to build 45 additional miles of trail by 2045. The Coronavirus Response and Relief Supplemental Appropriations Act provided funds to the region that needed to be used quickly and trails were a perfect fit. The OTO Board chose to fund three trail projects with the funds, one was the Wilson's Creek Boulevard Trail. Ozark Greenways agreed to provide local match funding to the project. The Wilson's Creek Boulevard Trail is along Route ZZ, a facility owned by MoDOT and the roundabout at the entrance the Wilson's Creek National Battlefield on ZZ was already planned and funded. MoDOT agreed to oversee the trail construction along with roundabout project. Mr. Brad Gripka is serving as the project manager for MoDOT, and we are thrilled for his help. The City of Republic has agreed to maintain the trail once completed.**
- 2. Construction began in November 2023, and we are hopeful will be completed by the end of June.**
- 3. The trail will begin at the entrance to the Wilson's Creek National Battlefield and continue to the intersection of Route M and will be about 1.5 miles in length.**
- 4. We do not have a graphic, but it will be 10 feet wide and made of concrete. I could have a map made if you're interested.**
- 5. The trail is available for walking, running, and bicycling. We only prohibit motorized vehicles.**
- 6. The trail will cost approximately \$1.4 million.**
- 7. Radmacher Brothers is the general contractor.**
- 8. The Wilson's Creek Boulevard Trail is an extraordinary story of collaboration. The Ozarks Transportation Organization, Ozark Greenways, City of Republic, Wilson's Creek National Battlefield, Republic School District, and MODOT have all played a part in the success. All of the partners agreed to provide funding and donate property or services to make this trail a reality. Eventually, we hope to connect The City of Republic to Springfield via the Wilson's Creek Greenway trail. The Region's vision is to connect historical sites, schools, parks, neighborhoods, and businesses.**

Let us know if you have any more questions.



PUBLIC COMMENT



Area of concern: Pedestrian Safety

City/County of concern: OTO MPO Area

Date received: 05/09/2024

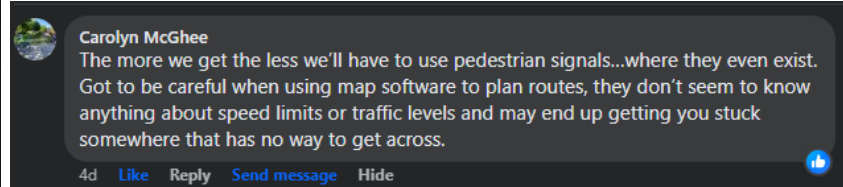
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Facebook Comments



TAB 13



ST. LOUIS POST-DISPATCH

ALERT

State threatens to take back St. Louis-area road money if local governments don't spend faster

Jacob Barker

Mar 26, 2024



Workers Lester Shears, from left, Mike Schneider and Frank Williams fill potholes Tuesday, Jan. 14, 2014, on northbound Interstate 55 near 3200 South Broadway in St. Louis.

Post-Dispatch photo

ST. LOUIS — The Missouri Department of Transportation is threatening to claw back federal funding earmarked for local governments unless they can spend the money faster, a change in policy that has blindsided area transportation planners and could derail some regional road projects.

The threat has riled the East-West Gateway Council of Governments, which administers about \$90 million annually in federal money that passes through MoDOT for local road projects on the Missouri side of the St. Louis metro area.

“(East-West Gateway) staff is extremely disappointed and displeased with this change in policy,” the council said in a memo to its board of directors last month, a departure from the dry language it normally uses to discuss regional infrastructure planning and federal and state grants.

Jim Wild, the council’s executive director, acknowledged a backlog among local government projects reliant on the federal grant money. But he said much of the issue stems from delays caused by the pandemic, such as staffing shortages and accessing the courts to acquire right-of-way. Plus, he said, rapid inflation drove up project budgets and forced local governments to find other local funding matches to make up the difference.

MoDOT's concern is over unobligated federal transportation money that in 2022 reached \$83 million awaiting use for local projects. That money is earmarked for specific local government projects, but local governments need to complete certain steps before the feds sign off on its use, such as engineering work, construction plans and right-of-way acquisition.



Patrick McKenna was named as the director of the Missouri Department of Transportation on Thursday, Nov. 5, 2015.

MoDOT has for several years raised concerns about the growing unobligated balance. But the council worked with the state transportation department and local governments to reduce it to \$64 million last year.

As recently as November, MoDOT Director Patrick McKenna thanked regional transportation planning organizations such as the council and its counterparts in Kansas City and Springfield for their efforts to reduce the balances, according to a council memo.

Then, in January, McKenna changed the policy, setting a 120% spending goal for regional transportation groups and implementing a clawback if the regions obligate less than 110% of their annual allocation to local projects, according to the council. Anything under 110%, or \$99 million for the St. Louis region, would be taken back by MoDOT and used for state road projects.

“It just kind of surprised everyone,” Wild said.

For MoDOT, it’s a matter of maximizing federal funding for the state. The backlogs at the local level can ding Missouri when it applies for federal funding and could potentially mean fewer federal dollars overall coming to Missouri. That could happen at the same time Missouri is ramping up **a massive, \$2.8 billion rebuild and lane expansion on Interstate 70 between St. Louis and Kansas City** that it will need federal dollars to help with funding.

The backlogs are an issue across the country, and some state transportation departments are more flexible than others, Wild said. The Illinois Department of Transportation has worked with East-West Gateway and been more lenient given the issues faced by locals, Wild said.

“They’re more concerned about their program, and I get it, but I don’t agree with it,” Wild said of MoDOT. “We’re trying to look out for our municipalities and our counties and our region that are supposed to get the money.”

While the region scrambles to try and get projects back on track, more money is coming in through the federal grant programs because of increases in funding through the federal Infrastructure Investment and Jobs Act of 2021. The \$90 million allocated to regional Missouri projects is up about \$20 million because of the extra federal funding.

“We’re trying to spend 25% more money than what we were,” Wild said.

In a statement, McKenna, the MoDOT director, said the extra money from the infrastructure bill has made it harder for some local governments to meet funding deadlines. He said MoDOT has hosted workshops and its staff are trying to help local governments work through federal approvals more quickly.

“Together we are trying to find ways to streamline processes, including steps needed to reach federal requirements and deadlines,” McKenna said in the statement. “We want to help our local government partners maximize the federal transportation funds available to them and not lose funds if annual obligations aren’t met.”

But for local governments, even the loss of a few million dollars can blow a hole in the budget of a road project that has been in development for years.

St. Louis County gets about \$20 million a year from East-West Gateway’s \$90 million annual allocation and typically matches about 40% of that with local funds, said Joe Kulesa, acting deputy director of the county’s transportation and public works department.



East-West Gateway Executive Director Jim Wild listens during a regional crime summit hosted by East-West Gateway Council of Governments on Wednesday, May 17, 2023, at the Eric P. Newman Education Center in St. Louis. Photo by Christine Tannous, ctannous@post-dispatch.com

There’s never enough money for all the needs St. Louis County has — “If you gave me a billion dollars, I could spend it,” Kulesa said — and all sorts of issues have slowed pre-construction work on county road projects. The county has tried to speed things up, hiring more outside consultants to complete the work faster. But even they are understaffed, he said.

“When MoDOT just says, from our perspective, overnight, ‘Yeah we know we’ve let you do this for years, but

we're not going to do it anymore,' it's that change management piece that came as a surprise," Kulesa said. "And given the environment that we're in puts us in an even worse place."

Even with the change in policy, Wild said he expects the region to hit the 120% goal and is not at risk of losing any money this year by allocating less than \$99 million.

The East-West Gateway is telling local governments in the region to move up any projects they have and not ask for any extensions in order to reduce the backlog. But an unexpected problem can always come up and cause a delay, Wild said.

"I think we're in a good place," he said. "It's just when they don't communicate these changes and they just drop them on us after the fact, or arbitrarily, it really makes it tough for us to get our job done or get the project done."

https://www.komu.com/news/midmissourinews/modot-aims-to-begin-i-70-expansion-construction-after-july-4/article_52819ade-080f-11ef-b9b4-0b2174dab4f3.html

MoDOT aims to begin I-70 expansion construction after July 4

Leonardo Quevedo, KOMU 8 Reporter

May 1, 2024

Construction on a third lane in both directions of Interstate 70 could start following the Fourth of July holiday, the Missouri Department of Transportation (MoDOT) said Wednesday.

MoDOT held an open house meeting at Boone Electric Cooperative to showcase the department's Improve I-70 Project. Maps of the planned construction were on display as representatives for the project answered questions from attending residents.

The department will start with the stretch between Columbia and Kingdom City, along with improvements to interchanges with U.S. 54 and U.S. 63.



Proposed changes for 70/63 interchange



Proposed changes for 70/54 interchange

On Tuesday night, westbound I-70 past the Rocheport Bridge was closed for several hours following a tractor-trailer fire. Jeff Gander, the project director for the Columbia to Kingdom City portion, said the additional lanes would help alleviate congestion and provide "corridor reliability."

"Any time we have a wreck on I-70, a lot of times it closes both lanes in that direction," Gander said. "With a third lane, that's just going to give us that much more space."

The \$405 million improvements would be the first of several projects on I-70 in Missouri, which will ultimately add additional lanes and interchange improvements spanning from Blue Springs to Wentzville.

According to current plans, construction would break ground sometime following the Fourth of July and be completed in 2027.

MoDOT will hold another open house in Kingdom City at 4 p.m. Thursday.

Leonardo Quevedo



LEGISLATURE

Friday budget deadline tests Republican factional fractures in Missouri Senate

A resumption of the internal GOP warfare that led to a 41-hour filibuster last week could, for the first time since 1997, force lawmakers to complete appropriations in a special session.

BY: **RUDI KELLER** - MAY 6, 2024 5:55 AM



📷 Sen. Bill Eigel (right) inquires of Majority Leader Cindy O'Laughlin about the time to review bills and substitutes on the Senate floor. She accused him of hogging floor time in his latest inquiry (Annelise Hanshaw/Missouri Independent).

The end of a [41-hour filibuster](#) early Thursday was a cease-fire in the Missouri Senate's Republican civil war, not a peace settlement.

But the only place it applies is in the chamber itself.

Outside, on social media and conservative talk radio, the barrage continues.

The Missouri Freedom Caucus surrendered the floor under threat of being forced to do so with a motion to shut off debate, Senate

Majority Leader Cindy O’Laughlin [wrote Friday](#) in a social media post.

The motion, known as the previous question, requires the signatures of 10 members of the 34-member Senate and its use to end a filibuster is seen as a last-resort option by Senate leadership.

Using it to close down members of the minority party is rare. Using it on members of the majority party is considered beyond the pale.

But that is where they were at 3 a.m. Thursday, O’Laughlin wrote. The motion not only had the signatures of the necessary 10, but “every member” of the Senate had signed, she wrote.

“The filibustering Freedom Caucus members were told we had it and if they didn’t sit down we’d use it,” O’Laughlin wrote. “They sat down.”

State Sen. Bill Eigel told a different story Thursday morning on a Kansas City radio station. Eigel is seeking the Republican nomination for governor.

In his version, the end came when there were 18 other Republicans willing to vote in favor of changing the majority requirements to pass constitutional amendments.

At that point, the bill renewing medical provider taxes necessary to finance the state Medicaid program received first-round approval.

“We allowed as a measure of goodwill for that to take a step forward towards completion,” Eigel said on the [Pete Mundo show on KCMO Radio](#).

The bill needs a final roll call vote to send it to the House and Freedom Caucus members are ready to renew their filibuster, Eigel said.

“The commitments better be kept as we go into next week or we’re going to end up right back where we were this week,” Eigel said.

State Sen. Mike Cierpiot, a Lee’s Summit Republican, followed Eigel on the Mundo program and said he was lying. The Freedom Caucus caved under threat of being shut down, he said.

It took 41 hours, he said, because so many Republicans were reluctant to use the previous question motion. Finally, he said, 18

Republicans of the 24 in the chamber had put their names on the motion.

Cierpiot and Eigel have a bitter enmity, and at one point in the 2022 session [had to be physically separated](#) as they made selections from buffet-style meal being served during a Senate break.

“I would sign that against Bill Eigel any time, any day, because he does this silliness all the time,” Cierpiot told Mundo.

Crunch time

The next two weeks as the legislative session comes to a close are the busiest of the year. The budget – [17 separate spending bills](#) including one to provide money for programs short of funds to finish the year – must be finished by Friday.

All legislative work must cease on May 17.

As majority leader, O’Laughlin is essentially the Senate traffic cop, giving members the green light to bring their bill up for debate. Her plan when the chamber convened last Tuesday was to give Republican state Sen. Lincoln Hough of Springfield, chair of the Senate Appropriations Committee, the floor to first get the provider tax bill through, then lead debate on the budget bills.

The Freedom Caucus came to the floor demanding that the Senate debate a proposal changing the majority requirements for passing constitutional amendments.

An agenda change seemed designed to trigger a filibuster by Democrats. The measure has already been through the Senate once and Democrats [held the floor for 21 hours](#) to force removal of provisions that the [House reinserted](#) before returning it.

In her Friday post, O’Laughlin said she wanted the budget finished before beginning an extended debate on initiative petition legislation.

“If you take away the political theater you understand the budget has to go first,” O’Laughlin wrote. “This week, the ‘Freedom Caucus’ burned up virtually the entire week with a filibuster. They denounced other senators (myself included), read from the Bible and basically lectured anyone who would listen on the ‘emergency’ we have and how they should be the ones determining the schedule.”

The spur behind changing the majority requirements for constitutional amendments is the prospect of an abortion rights proposal on the November ballot.

Supporters of abortion rights on Friday **delivered 380,000 signatures** on an initiative petition to enshrine reproductive rights in the Missouri Constitution. If there are enough valid signatures in six of the state's eight congressional districts, it will go on a ballot later this year.

Republicans want to put the changes to majority requirements – raising the threshold to require a majority vote in five congressional districts in addition to a statewide majority – on the August ballot. That could put the higher bar in place for the November election.

Every Republican in the Senate supports the changes to majority requirements, O'Laughlin wrote.

"Basically it gave more weight to rural votes," O'Laughlin wrote, "and requires not only a 50 + 1 % vote to win an issue but also a majority in five of eight congressional districts."

The week that includes the budget deadline is a time of maximum leverage. Passing a budget is the only work that lawmakers must complete in any given year and only once, in 1997, have lawmakers missed the deadline on any spending bills and returned to complete appropriations work in a special session.

In an interview early Thursday, Hough said he has been working to reduce the steps necessary to pass a budget this year to help meet the deadline. He's preparing Senate substitutes for the committee-passed bills, written after consultations with House Budget Committee Chairman Cody Smith, leadership in both chambers and Democrats.

Last week, Smith said agreement on final budget provisions was needed by Wednesday to provide enough time for staff work and the workings of House rules. Sending the House revisions that are acceptable would eliminate days of work.

"It is not the norm, but nothing in this environment is the norm," Hough said.

Cracked caucus



📷 *Republican Sens. Jill Carter of Granby, Bill Eigel of Weldon Spring and Denny Hoskins of Warrensburg speak at a rally March 20, 2023, in the Missouri Capitol (Annelise Hanshaw/Missouri Independent).*

When the Missouri Freedom Caucus formed late last year, it counted six Republican Senators among its members – Eigel and Sens. Rick Brattin, Jill Carter, Denny Hoskins, Andrew Koenig and Nick Schroer.

But last week, Carter refused to participate in the filibuster, refused to speak to Eigel on the Senate floor and renounced her membership soon after the filibuster ended.

“While I remain loyal to the same conservative principles and the advancement of legislation that benefits our state and my constituents, I can no longer, in good conscience, be part of behaviors, and actions behind the scenes that defames grassroots, and violates the needs of my constituents,” Carter [wrote on social media](#).

Carter did not return calls seeking comment on her decision.

In a response to a Facebook comment, Carter said she would not discuss why she acted.

“I did what I did because it was best for me and my conscience, and how I represent my district, that’s what I want people to know,” Carter said. “If I need to say more in time I will, but I am not in the habit of bashing on social media platforms just to keep up with the vitriol.”

Eigel and the Freedom Caucus, however, engaged in no such restraint.

After her refusal to speak to Eigel on the floor, he accused her of betraying the group, failing to keep a promise and selling out.

“It seems like so often, when, when individuals get down to this chamber, something happens,” Eigel said. “They lose that desire to fight for the things that they said they were gonna fight for in campaign season. You don’t often get to see the moment when it happens for a legislator.”

A statement posted to the Missouri Freedom Caucus social media accounts said Carter’s loyalty to the group was under suspicion before the public break because she had voted against caucus priorities previously.

“It is easy to lose your way and be overwhelmed by the Jefferson City swamp and the Missouri Uniparty,” the statement reads.

And Eigel [on Friday said on social media](#) that Carter would “remain in his prayers” to regain her bearings.

“Nobody wins when commitments are broken so publicly on (the) Senate floor, and many of the folks celebrating this fracture don’t share Jill’s belief set to begin with,” Eigel wrote.

Carter’s break is akin to O’Laughlin’s withdrawal from a group, with several of the same senators, that called itself the conservative caucus. Like Carter, she was the only female member.

And then, as now, the most aggressive member of the caucus was Eigel.

In January, speaking to editors and publishers visiting the Capitol with the Missouri Press Association, O’Laughlin said she was ready to [vote to expel Eigel](#) from the Senate.

She also told them why she quit the conservative caucus.

“I felt like the conservative caucus was really all about Sen. Eigel,” she said. “He wanted to make all the decisions and I didn’t agree with the decisions and after being in there awhile, we start filibustering our own bill and I thought ‘something is not working here.’”

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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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Could I-44 be six lanes soon? Budget proposal includes funds for much-needed improvements



Marta Mieze

Springfield News-Leader

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Improvements to Interstate 44 in Springfield and the surrounding area have been a hope for locals and frequent visitors alike throughout the years. Year after year, state budgets have failed to allocate funds to the major highway but this year could finally be the year that brings new life — and six lanes — to I-44 in Springfield, Rolla and Joplin.

Last week, House Budget Chairman Cody Smith introduced the proposed budget plan for the next fiscal year. The roughly \$50 billion plan includes \$727.5 million designated for I-44 expansion. The project would widen the entire portion of the interstate through Springfield to six lanes, with funding to rebuild pavement, replace bridges and improve the interchange at Kansas Expressway. The goal is to alleviate congestion and improve the safety of the roadway both for drivers and for emergency responders.

Tuesday morning, Smith and other representatives held a news conference to expand on the plans. Patrick McKenna, director of Missouri Department of Transportation, said the highway has fallen behind with ongoing maintenance.

"We've had about 30 years of deferred maintenance," he said. "Much of our infrastructure, we've kind of rested on our laurels from our parents and our grandparents and what they had built, and now's the time."

When spending so much public money, McKenna said the spending needs to be justified. With demand in Springfield rising, where the city is growing, attracting more businesses and becoming a hub for trucking companies, that justification is there in order to ensure infrastructure can support that growth.

What to expect from I-44 expansion in Springfield

Of the total \$727.5 million, about \$165 million is slated for improvements in Springfield. The rest is split between similar improvements and widening in Joplin and Rolla.

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interchange with Interstate 49.

More: Missouri House budget chairman trims \$2 billion from governor's proposed spending plan

"So really the areas most in need in the I-44 corridor will be addressed with this plan, and that will help alleviate greatly the traffic congestion and the safety issues that we see up and down I-44 now," Smith said.

This proposed plan would expand on some projects already funded in Springfield. The current budget year's Statewide Transportation Improvement Program included \$114 million going toward the I-44 widening project from Kansas Expressway to State Highway 65, as well as an environmental study for a six-lane widening and improvement plan for the entire interstate.

Because of this study, McKenna said, if the proposed funds receive final approval later this year, the project would be further ahead to be able to get started with improvements. With the other widening projects already in the works, he said, these efforts would be merged to limit any inconvenience on drivers.

Earmarking funds for I-44 improvements mirrors last year's \$2.8 billion appropriation to widen Interstate 70 from Blue Springs to Wentzville. With the I-70 project in the works, the expected funding has come in under budget, which Smith said can be reinvested into I-44. McKenna noted that the work on I-70 has made swift progress, with the first contract awarded within six months, something that usually takes two to three years.

More: Parson touts strong Missouri economy in summer State of the State address

Future of the budget plan

A one-day debate at the House Budget Committee on the proposal is scheduled for Monday. The overall budget must be completed by May 10. Smith's proposed budget cut \$2 billion from the proposal Gov. Mike Parson made in January. Despite these cuts, the reconstruction of I-44 was a new addition.

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putting money toward I-44.

"I feel good about those chances," he said.

Marta Mieze covers local government at the News-Leader. Have feedback, tips or story ideas? Contact her at mmieze@news-leader.com.



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TRANSPORTATION

What's the Right Way to Fund Struggling Transit Systems?

They'll need a lot more federal help to stay afloat.

OPINION | May 2, 2024 • **Donald F. Kettl**



Getting ready to board in Grand Rapids, Mich. (David Kidd/Governing)

Anthony Foxx, the former U.S. transportation secretary, could not have been more blunt about what COVID-19 has done to urban mass transit. We're facing "the most urgent time, perhaps in the history of transit in America," he **said** last year. Pandemic aid is running out, most state governments are unwilling to step in to shore up local transit systems and fare revenues have declined. As a result, Foxx said, "we're seeing a cliff in front of us that can devastate transit agencies all

across the country.”

The federal government will have to retool its support for local transit. But just how is that going to work? Transportation Secretary Pete Buttigieg says that “we have not yet landed at our new normal ... We’re not going back to 2019. But I also think today’s norm is not where all of this ends.”

Not only are we seeing transit struggle to climb out of the hole that COVID-19 dug. We’re in the midst of a fundamental debate about whether transit systems need to make a full transition from their traditional status as a quasi-utility, for which government aid supplemented riders’ fares, to a public service, where fares are much less important than a much broader collection of social and economic goals.

The feds supply 15 percent of local transit **budgets**, but most of that is for big capital projects. State and local governments each fund about a quarter of the expenses, with passenger fares and other system income making up the remainder. None of these pieces is holding up in the post-COVID-19 world. Local budgets are under stress and local systems can't count on higher ridership to nibble away at the deficits. That's why Foxx is right about the urgency of the problem. The mass transit strategies we knew before 2020 will simply never return. The feds are likely to be the only answer.

To be fair, transit managers are trying lots of new alternatives. Some system managers are installing Wi-Fi and phone-charging ports on their buses. Others are moving to streetcars that share the road with city traffic. But these steps don't seem to be what people want.

The **most satisfied** urban transit riders get fast, frequent service. This could mean changing the schedules, because fewer riders are commuting to work at rush hour and more are hopping aboard at midday. It could also mean cutting routes with small ridership and increasing service on high-demand lines. **Houston** did that and boosted ridership on its bus lines, before COVID-19, without spending any more money.

Some communities are piloting reduced-fare transit ideas that would have been non-starters just a few years ago. Kansas City has made ridership **free**. Richmond, Va.; Olympia, Wash.; Boston; and Tucson have **tested** the idea. Los Angeles is **debating** it, and even New York City, with its sprawling network, has **tested** free fares on five bus lines.

Looking over the horizon, some planners are **suggesting** that public transit systems will need to “go beyond station-to-station and serve people door-to-door by embracing shared and on-demand mobility,” as one put it. In one Canadian town, the local government **subsidized** Uber rides. It may have worked too well. The town had to cap the number of rides people could take. But almost 70 percent of those who responded to a city survey said that they were satisfied — or even more than satisfied — with the option. Wilson, N.C., shifted its bus system to on-demand minivans. The system, known as “microtransit,” proved **hugely popular**.

Futurists are **looking** at autonomous vehicles, smart technology and even flying taxis, but we're going to need to wait a while for those to arrive. In the short run, micromobility, microtransit and more fare-free transit plans offer intriguing options.

But underlying all this is a more important question: Are we heading for an era when mass transit is shifting from a public utility to a public service model? It would mean a shift from the traditional assumption that fares will cover a big chunk of the costs to a system that serves broader social needs, from serving the poor to leveraging economic development. One thing is clear: That would require a larger and more explicit public subsidy. And it would be to a great extent a federal subsidy.

It means a big shift in the whole concept of federal funding, moving beyond grants for capital construction and toward support for operations. And this, no doubt, is at the center of Secretary Buttigieg's concerns as he scratches his head over the future of normal.

Governing's opinion columns reflect the views of their authors and not necessarily those of Governing's editors or management.



Donald F. Kettl

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MORE STORIES BY DONALD F. KETTL



The Missouri Department of Transportation says it will phase out its Adopt-A-Highway program in 2026, citing costs, safety concerns and other factors. The program was suspended in 2023. The agency says memorial signs, like this one in Ellisville, Mo on Manchester Road will be given to families. (Spectrum News/Gregg Palermo)

MoDOT ending Adopt-A-Highway program, citing costs, safety concerns

BY GREGG PALERMO | ST. LOUIS

PUBLISHED 8:11 PM CT MAY 01, 2024

ST. LOUIS—A Missouri Department of Transportation program that has allowed the public to adopt a portion of state-managed roads and highways for cleanup will be phased out in 2026.

THIS HONOR.

It wasn't the first time in the program's 37-year history that it courted controversy. More than two decades ago, the KKK sued after MoDOT denied its application. The U.S. Supreme Court ultimately ruled against the state, citing Freedom of Speech.

[ABC News reported in 2001 that the state ultimately kicked the KKK out of the program for not meeting its cleanup responsibilities.](#)

In a presentation to the state highway and transportation commission last month on the decision to end the program, a MoDOT official said across the board for roughly "5,300 adopters" there was on average only a single trash pickup each year, when the agreements call for four.

"I knew that we put a lot of resources towards this program and I knew that we had a lot of adopters that were signing an agreement but not fulfilling their end of the bargain," Chief Safety and Operations Officer Becky Allmeroth told the panel last month.

In addition, the program was underwater financially as it cost MoDOT \$1.2 million to run a program that only saves the state \$540,000 to pick up trash.

Allmeroth said the hazards that come with the task have changed over the years. She used to be part of a Boy Scout troop's efforts fifteen years ago.

"The biggest hazards we had at the time might be a jug of something nasty that somebody threw out the window or occasionally we'd find an inappropriate magazine on the side of the road," she said noting that later groups found mobile meth labs and a loaded gun. Today, the threat is distracted driving.

"I don't sleep well knowing that we've got Boy Scout troops and different individuals and church groups that are putting themselves in that harm's way as well for our benefit," Allmeroth said.

MoDOT will let current agreements age out in 2026, and will give memorial signs back to families. The public will still have a chance to pitch in as part of organized cleanup events coordinated by the agency.

A pilot program that allows businesses to sponsor highway cleanup work performed by a certified MoDOT vendor will continue, with companies paying between \$500-\$1,200 per month.