OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS
## MEETING AGENDA

MARCH 26, 2026

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

**Board of Directors Meeting Agenda**
**March 26, 2026**
**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 the OTO YouTube Page:**
**https://www.youtube.com/@OzarksTransportation**
**The full agenda will be made available on the OTO website: ozarkstransportation.org**

**Call to Order .....NOON**

## I. Administration

**A. Approval of Board of Directors Meeting Agenda**
(2 minutes/Cossey)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA**

**B. Approval of January 15, 2026 Minutes and March 5, 2026 E-Meeting Minutes .....Tab 1**
(2 minutes/Cossey)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES**

**C. Public Comment Period for All Agenda Items .....Tab 10**
Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on March 25, 2026, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 10**.

**D. Executive Director's Report**
(5 minutes/Fields)
A review of staff activities since the last Board of Directors meeting will be given.

**E. MoDOT Update**
(5 minutes/MoDOT)
A MoDOT staff member will give an update of MoDOT activities.

**F. Legislative Reports**
(5 minutes/Cossey)
Representatives from the OTO area legislative delegation will have an opportunity to give updates on current items of interest.

**G. Federal Funds Status Update .....Tab 2**
(2 minutes/Thomas)
Staff will provide an update on FY 2026 obligations.

## II. New Business

**A. FY 2025 Independent Financial Statement Audit Report .....Tab 3**
(5 minutes/Johnson)
The Treasurer will provide an overview of the FY2025 Audit Report.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE FY2025 INDEPENDENT FINANCIAL STATEMENT AUDIT REPORT**

**B. Financial Statements for 2nd Quarter FY2026 Budget Year .....Tab 4**
(5 minutes/Johnson)
The Treasurer will present the second quarter financial statements.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE SECOND QUARTER FINANCIAL STATEMENTS FOR THE FY2026 BUDGET YEAR**

**C. FY2026 UPWP Amendment One .....Tab 5**
(5 minutes/Parks)
An amendment is proposed for the FY 2026 Unified Planning Work Program.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY2026 UPWP AMENDMENT ONE**

**D. FY 2026-2029 TIP Amendment Four .....Tab 6**
(2 minutes/Longpine)
Changes are proposed to the FY 2026-2029 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FOUR**

**E. Flashing School Zone Beacon Funding Recommendation .....Tab 7**
(2 minutes/Knaut)
The Board is asked to consider awarding funding for school zone beacons for the City of Republic and the Logan-Rogersville R-VIII School District.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE FUNDING FOR THE SUBMITTED SCHOOL ZONE BEACON PROJECTS**

**F. FY 2026-2029 Administrative Modification 3 .....Tab 8**
(5 minutes/Parks)
Changes were made to the FY 2026-2029 Transportation Improvement Program.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**G. Growth Trends Report.....Tab 9**
(15 minutes/Faucett)
Staff will present highlights of the OTO Growth Trends Report.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

## III. Other Business

**A. Board of Directors Member Announcements**
(2 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**
(2 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

**C. Articles for Board of Directors Member Information .....Tab 11**
(Articles attached)

## IV. Adjourn Meeting

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

The next Board of Directors regular meeting is scheduled for Thursday, May 21, 2026 at 12:00 p.m. in person.

Attachments

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

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

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

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

# TAB 1

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM I.B.**

**January 15, 2026 and March 5, 2026 Meeting Minutes**

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

**AGENDA DESCRIPTION**:

Attached for Board member review are the minutes from the Board of Directors January 15, 2026 meeting, as well as minutes from the March 5, 2026 e-meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**BOARD OF DIRECTORS ACTION REQUESTED**:
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve the Board of Directors January 15, 2026 and March 5, 2026 meeting minutes"

OR

"Move to approve the Board of Directors January 15, 2026 and March 5, 2026 meeting minutes with the following corrections…"

**OZARKS TRANSPORTATION ORGANIZATION**
**BOARD OF DIRECTORS MEETING MINUTES**
**JANUARY 15, 2026**

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

The following members were present:

Steve Bach, Springfield Citizen-at-Large
Jerry Compton, Citizen-at-Large
Travis Cossey, City of Nixa (a) (Chair)
Mark Crabtree, City of Battlefield
Eric Franklin, City of Republic
Eric Johnson, City of Ozark (a)
Derek Lee, City of Springfield
Lynn Morris, Christian County
Stacy Reese, MoDOT (non-voting)
John Russell, Greene County
Dan Smith, City of Springfield (a)
Kelly Turner, City Utilities
Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Cecelie Cochran, FHWA (non-voting)
RJ Flores, Christian Co Citizen-at-Large
Brandon Jenson, City of Springfield
Marshall Kinne, Springfield Citizen-at-Large
Rusty MacLachlan, Greene County
Mark Schenkelberg, FAA (non-voting)
Wes Young, City of Willard (a)

Others Present: Bradley Jackson, Christian County; Scott Bachman, City of Springfield; Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

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

## I. Administration

A quorum was present.

**A. Approval of Board of Directors Meeting Agenda**
Brian Weiler made a motion to approve the January 15, 2026 agenda. Jerry Compton seconded the motion. The motion passed.

**B. Approval of November 20, 2025 Minutes**
John Russell made a motion to approve the November 20, 2025 minutes. Derek Lee seconded the motion. The motion passed.

**C. Public Comment Period for All Agenda Items**
The Chair advised there were public comments included in the packet and then asked for comments and questions. There were no in-person or online comments.

**D. Executive Director's Report**

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

**E. MoDOT Update**

Stacy Reese provided the MoDOT update.

**F. Legislative Reports**

There was no legislative report.

## II. New Business

**A. FY 2026-2029 Transportation Improvement Program Amendment Three**

Natasha Longpine shared the proposed changes to the FY 2026-2029 Transportation Improvement Program.

- *Revised* Fassnight Greenway – Glenstone to Enterprise (EN2423)
- *New* Area Wide School Flasher Program (EN2612)
- *Revised* I-44 Safety Project (MO2521)
- *Revised* Main Avenue Bridge over Jordan Creek (SP2402)
- *New* Fremont Avenue – Erie to Independence (SP2612)
- *New* 2026 Springfield ADA Improvements – Various Routes (SP2613)
- *New* Springfield School Flasher Signal Replacement – Various Locations (SP2607)

John Russell made a motion to approve Amendment Three to the FY 2026-2029 Transportation Improvement Program. Jerry Compton seconded the motion. The motion passed.

**B. 2026 National Performance Targets**

Natasha Longpine reviewed the performance targets.

Kelly Turner made a motion to support the statewide and CU performance targets. Mark Crabtree seconded the motion. The motion passed.

**C. Statewide Safe Active Transportation Plan Letter of Support**

David Knaut presented a letter of support for a Statewide Safe Active Transportation Plan.

Dan Smith made a motion to approve a letter of support for the development of a Statewide Safe Active Transportation Plan in Missouri. Steve Bach seconded the motion. The motion passed.

**D. Federal Discretionary Grant Support**

Debbie Parks shared the federal discretionary grant applications for Highway MM in Republic and Sunshine Street in Springfield.

Derek Lee made a motion to approve the resolutions and transportation improvement program inclusion certificates as provided. Kelly Turner seconded the motion. The motion passed.

DRAFT

**E. Ozark Multi-Trail Planning and Design Project**

Debbie Parks reviewed the increased project scope request for engineering services administration by OTO for the City of Ozark.

- **Project Memorandum of Agreement Amendment**
  Dan Smith made a motion to authorize the Executive Director to execute an addendum to the existing Memorandum of Agreement with the City of Ozark to increase the scope and fee of the engineering services administration for the multi-trail project. Eric Franklin seconded the motion. The motion passed.

- **Engineering Services Contract**
  Eric Franklin made a motion to authorize the Executive Director to amend and execute the amended consultant contracts with the increased scope and fee for Kali Springs Connector and Blue Stem Phase I. Mark Crabtree seconded the motion. The motion passed.

- **Budget Amendment**
  Steve Bach made a motion to approve the FY2026 Operational Budget Amendment #4. Eric Franklin seconded the motion. The motion passed.

**F. Nicholas and Tracker Intersection Project Management MOA**

Debbie Parks presented the proposal for OTO to provide project management for the Nicholas and Tracker Intersection project.

Lynn Morris made a motion to authorize the Executive Director to enter into a Memorandum of Agreement with Christian County to provide project management services for the Nicholas and Tracker Intersection project. John Russell seconded the motion. The motion passed.

**G. Chesterfield Lofts Lease Renewal – 1 Year**

Sara Fields shared a proposed one year lease extension in the current location.

Brian Weiler made a motion to authorize the Executive Director to enter into a one-year lease renewal option for office space in the Chesterfield Lofts Building. Jerry Compton seconded the motion. The motion passed.

## III. Other Business

**A. Board of Directors Member Announcements**

Dan Smith shared the City of Springfield was awarded a $13.8 million in Federal Safe Streets and Roads for All (SS4A) Implementation Grant. The regional safety plan completed by OTO along with the City of Springfield approving the Vision Zero goal allowed the City to apply for the grant.

Brian Weiler reported that 2025 was the third record breaking year for the Springfield-Branson National Airport. In 2025, a record 1.55 million total passengers used the airport. That is up 9% from the previous year and up more than 70% since 2015. It was also a strong year for cargo, almost 30 million pounds.

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

There were no transportation issues for member review.

**C. Articles for Board of Directors Member Information**

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

**IV. <u>Adjourn meeting</u>**

Dan Smith made a motion to adjourn. Eric Franklin seconded the motion. The motion passed.

The meeting was adjourned at 12:50 p.m.

_____

Eric Franklin
OTO Secretary

DRAFT

**OZARKS TRANSPORTATION ORGANIZATION**
**BOARD OF DIRECTORS E-MEETING MINUTES**
**March 5, 2026**

The Board of Directors of the Ozarks Transportation Organization held an electronic meeting on Thursday, March 5, 2026, to consider approval of a driveway spacing variance to the Major Thoroughfare plan for N. Fremont in Christian County.

Chair Travis Cossey called the electronic meeting to order at approximately 9:00 a.m.

Wesley Young moved to approve the Major Thoroughfare Plan variance request. Brandon Jenson seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

> AYE: Steve Bach, Jerry Compton, Travis Cossey, Mark Crabtree, Brandon Jenson, Eric Johnson, Marshall Kinne, Derek Lee, John Russell, Brian Weiler, Wesley Young
>
> NAY: None
>
> ABSTAIN: None

With no additional business to come before the Committee, Chair Travis Cossey adjourned the electronic meeting at approximately 10:08 a.m.

_____

Eric Franklin
OTO Secretary

DRAFT

# TAB 2

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM I.G.**

**Federal Funds Obligation Status – March 2026**

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

**AGENDA DESCRIPTION:**

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

**THE OTO AREA MUST OBLIGATE ANOTHER $9.8 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS.** In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. To meet the 100 percent goal, OTO must obligate another $9.8 million by September 30, 2026.

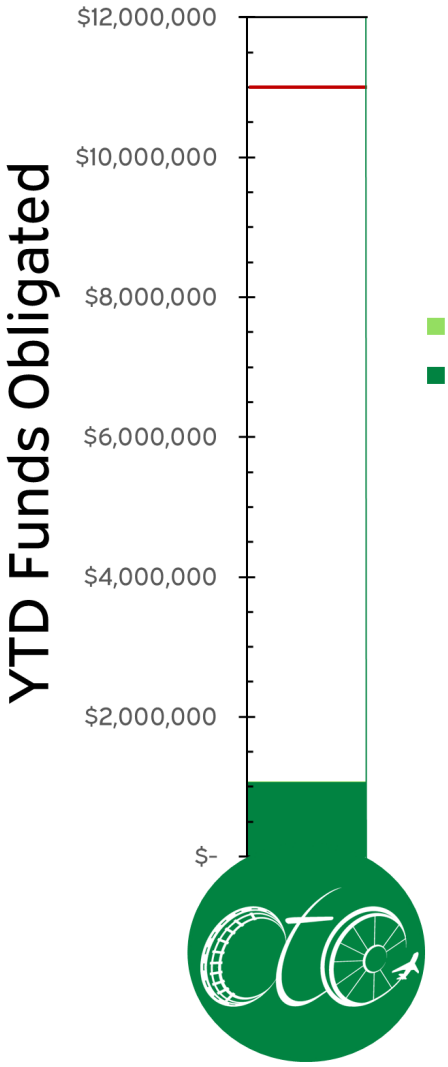
Staff has developed a status report which documents federal fiscal year obligations to date, as well as projected obligations for the 2026 fiscal year.

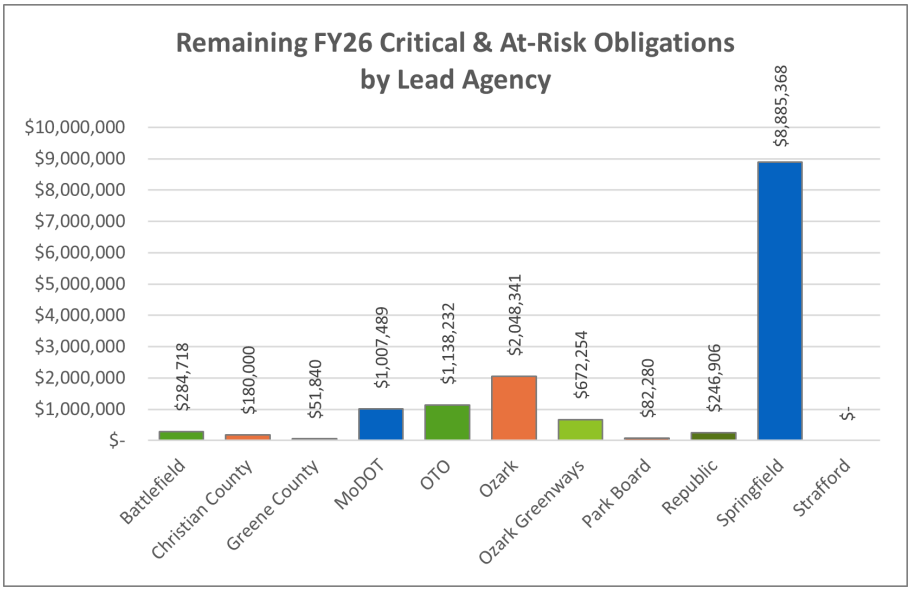
**BOARD OF DIRECTORS ACTION REQUESTED:**

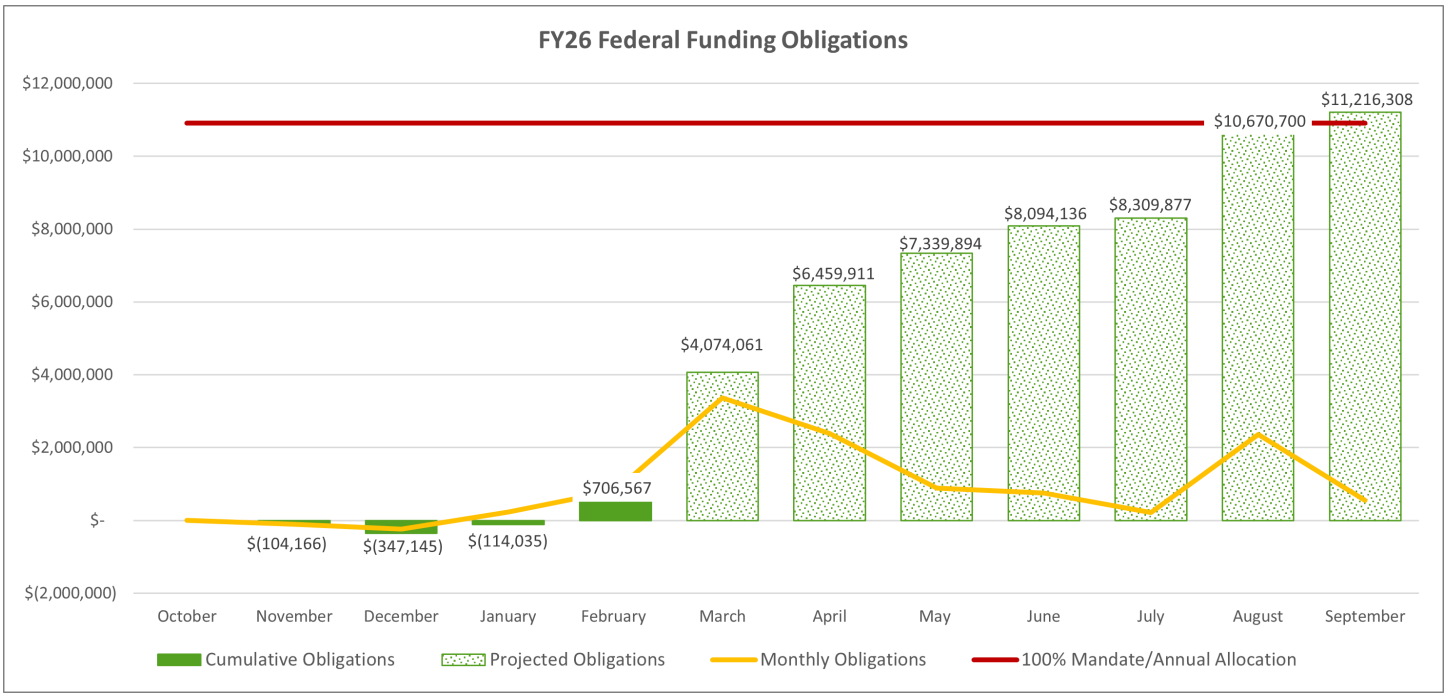
No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

# FY 2026 Project Tracking

| | |
|---|---|
| FY 26 Beginning Balance | $13,329,147 |
| 100% Mandate/Annual Allocation | $10,907,804 |
| YTD Obligations | $1,071,068 |
| Amount Needed to 100% Mandate | $9,836,736 |
| Remaining Critical Obligations | $10,380,303 |



# Balance Report
## FY 2026 Status

| Name | Responsible Agency | Planned Obligations | Total Obligations |
|---|---|---|---|
| **OBLIGATIONS** | | | |
| 5901826 LeCompte Trail | Springfield | 127,240.00 | 127,240.00 |
| 5901829 Mt. Vernon/Miller Sidewalks | Springfield | (22,141.81) | 105,098.19 |
| 0141028 14-Fort to Ridgecrest | Nixa | (931.92) | 104,166.27 |
| 9901864 Finley River Trail Extension | Ozark | 97,478.13 | 201,644.40 |
| 9901837 Chadwick Flyer Phase II | Ozark | (8,811.47) | 192,832.93 |
| 5901829 Mt. Vernon/Miller Sidewalks | Springfield | 154,312.00 | 347,144.93 |
| 5901839 South Creek at Glenstone | Springfield | (23,310.35) | 323,834.58 |
| 9900905 N. 21st and N. 22nd | Ozark | (209,800.00) | 114,034.58 |
| 5901846 60/65 Study | OTO | (393,429.90) | (279,395.32) |
| 5901828 Sherman Parkway Link | Springfield | (392,171.20) | (671,566.52) |
| 9901868 N. Old Orchard Road | Strafford | (35,000.00) | (706,566.52) |
| 5920842 Campbell Ave ROW | Springfield | (360,000.00) | (1,066,566.52) |
| 9901860 Cheyenne Trail | Nixa | (4,501.74) | (1,071,068.26) |
| **PENDING OBLIGATIONS** | | | |
| | | | (1,071,068.26) |
| **PLANNED CRITICAL OBLIGATIONS** | | | |
| 9901859 Trail of Tears Connector | Battlefield | (284,718.00) | (1,355,786.26) |
| CC2504 - Tracker/Nicholas PE | Christian County | (100,000.00) | (1,455,786.26) |
| MO2521 I-44 Aesthetics/Safety | MoDOT | (407,967.88) | (1,863,754.14) |
| SP2509 Division RR | MoDOT | (300,000.00) | (2,163,754.14) |
| 5936804 Ward Branch National to Fremont | OTO | (397,348.00) | (2,561,102.14) |
| OT1901-19A5 (UPWP FY 2027) | OTO | (281,419.00) | (2,842,521.14) |
| EN2612 Area wide School Flashing Beacons | OTO | (36,000.00) | (2,878,521.14) |
| 9901875 Chadwick Flyer Jackson Connector | Ozark | (254,919.00) | (3,133,440.14) |
| 9900905 N. 21st and N. 22nd | Ozark | (901,432.00) | (4,034,872.14) |
| 5901834 Posenke Gap | Ozark Greenways | (672,253.60) | (4,707,125.74) |
| 9901867 Lost Hill Park Bridge CON | Park Board | (82,280.00) | (4,789,405.74) |
| EN2610 Hines Street Ped Project | Republic | (246,906.40) | (5,036,312.14) |
| MO2701 FY 2027 TMC Staff | Springfield | (512,000.00) | (5,548,312.14) |
| 5901837 Bennett St. Fassnight Creek ROW | Springfield | (2,652,000.00) | (8,200,312.14) |
| 5901844 Springfield Resurfacing | Springfield | (2,400,000.00) | (10,600,312.14) |
| SP2614 Flashing Beacon Equipment | Springfield | (545,608.00) | (11,145,920.14) |
| **PENDING DEOBLIGATIONS** | | | |
| 5916808 ADA Sun., Nat'l, B.field | | 915.20 | (11,145,004.94) |
| 00FY824 OTO Operations/Planning | | 140,170.20 | (11,004,834.74) |
| 7441012 Kearney/Packer | | 69,522.96 | (10,935,311.78) |
| 9901827 ChadwickFlyr Jackson/Clay | | 41.57 | (10,935,270.21) |
| 5944805 Jackson Street Resurfacing | | 24,993.47 | (10,910,276.74) |

| | | | |
|---|---|---|---|
| **AT-RISK TO OBLIGATE** | | | |
| CC2504 - Tracker/Nicholas ROW | Christian County | (80,000.00) | (80,000.00) |
| 5901832 EV Chargers - Greene | Greene County | (51,840.00) | (131,840.00) |
| S604083 South Sidewalks 6th-14th | MoDOT | (134,836.00) | (266,676.00) |
| EN2604 Wilson's Creek Republic Rd Trail | OTO | (423,464.80) | (690,140.80) |
| EN2607 Finley River Western Exp Ph 1 | Ozark | (891,989.60) | (1,582,130.40) |
| SP2611 Regional Transportation Planning | Springfield | (100,000.00) | (1,682,130.40) |
| 5901845 Kansas Ave ROW | Springfield | (400,000.00) | (2,082,130.40) |
| 5901849 FY26 ADA Improvements | Springfield | (743,760.00) | (2,825,890.40) |
| 5900853 Main Bridge over Jordan ROW | Springfield | (352,000.00) | (3,177,890.40) |
| SP2612 Fremont ROW | Springfield | (880,000.00) | (4,057,890.40) |
| 0652084/S603067 E. Sunshine SW | MoDOT | (164,685.00) | (4,222,575.40) |

# TAB 3

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM II.A.**

**Independent Financial Statement Audit Report for FY2025**

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

**AGENDA DESCRIPTION:**

Cinda L. Rodgers, CPA, PC, conducted the audit of the Ozarks Transportation Organization's financial accounting and reporting practices for the fiscal year ended June 30, 2025.

The Audit for FY2025, which ran from July 1, 2024, to June 30, 2025, is included for Executive Committee review and acceptance. The auditor's opinion states that the financial statements are presented fairly in all material aspects. There are no findings included as part of this audit. This audit included Single Audit Procedures under the Uniform Guidance Act since the OTO received more than $750,000 in federal reimbursements during the fiscal year.

The ending fund balance for June 2025 was $570,629. This increased from the prior year's balance of $493,001 by $77,628.

**EXECUTIVE COMMITTEE ACTION TAKEN:**
At its regularly scheduled meeting held on February 11, 2026, the Executive Committee recommended the Board of Directors accept the Fiscal Year 2025 Independent Financial Statement Audit report and allow the OTO to distribute the Audit to Arvest Bank and the State of Missouri's Auditor's Office in advance of the Board of Directors meeting.

**BOARD OF DIRECTORS ACTION IS REQUESTED:**
That a member of the Board of Directors makes one of the following motions:

"Move to accept the Fiscal Year 2025 Independent Financial Statement Audit report."

OR

"Move to reject the Fiscal Year 2025 Independent Financial Statement Audit in consideration of the following…."

Cinda L. Rodgers
CPA, PC

P.O. Box 14404
Springfield, MO 65814

p. 417.889.7300
f. 417.763.3110
rodgerscpa.com

January 9, 2026

Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

We have audited the financial statements of the governmental activities and the major fund of Ozarks Transportation Organization for the year ended June 30, 2025. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated September 3, 2025. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

*Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Ozarks Transportation Organization are described in Note A to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year ended June 30, 2025. We noted no transactions entered into by Ozarks Transportation Organization during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no significant sensitive estimates affecting the financial statements for the period ended June 30, 2025.

The financial statement disclosures are neutral, consistent, and clear.

*Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

*Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. There were no adjusting journal entries proposed to management.

*Disagreements with Management*

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

*Management Representations*

We have requested certain representations from management that are included in the management representation letter dated January 9, 2026.

*Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to Ozarks Transportation Organization's financial statements or a determination

of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

*Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as Ozarks Transportation Organization's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We were not engaged to report on the budgetary comparison schedule, which accompanies the financial statements. Such information has not been subjected to the auditing procedures applied in the audit of the financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

Restriction on Use

This information is intended solely for the information and use of the board of directors and management of Ozarks Transportation Organization and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

*Cinda L. Rodgers, CPA, PC*

**OZARKS TRANSPORTATION ORGANIZATION**

FINANCIAL STATEMENTS AND
SUPPLEMENTARY DATA WITH
INDEPENDENT AUDITOR'S REPORT

JUNE 30, 2025

Cinda L. Rodgers
CPA, PC

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

**Report on the Audit of the Financial Statements**

***Opinions***

We have audited the accompanying financial statements of the governmental activities and the major fund of Ozarks Transportation Organization as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Ozarks Transportation Organization's financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of Ozarks Transportation Organization, as of June 30, 2025, and the respective changes in financial position for the year then ended in accordance with the modified cash basis of accounting.

***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Ozarks Transportation Organization and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

***Emphasis of Matter — Basis of Accounting***

We draw attention to Note A of the financial statements, which describes the basis of accounting. The financial statements are prepared on the modified cash basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America. Our opinions are not modified with respect to this matter.

***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with the modified cash basis of accounting, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Ozarks Transportation Organization's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Ozarks Transportation Organization's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Ozarks Transportation Organization financial statements. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, are presented for purposes of additional analysis and are not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the financial statements as a whole.

***Other Information***

Management is responsible for the other information included in the annual report. The other information comprises the budget comparison schedule but does not include the financial statements and our auditor's report thereon. Our opinions on the financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon. In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated January 9, 2026, on our consideration of Ozarks Transportation Organization's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Ozarks Transportation Organization's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Ozarks Transportation Organization's internal control over financial reporting and compliance.

*Cinda L. Rodgers, CPA, PC*

Springfield, Missouri
January 9, 2026

**OZARKS TRANSPORTATION ORGANIZATION**
**STATEMENT OF NET POSITION AND GOVERNMENTAL FUND ASSETS, LIABILITIES AND FUND BALANCE - MODIFIED CASH BASIS**
**JUNE 30, 2025**

| | General Fund | Adjustments (Note D ) | Statement of Net Position |
|---|---|---|---|
| ASSETS | | | |
| Cash | $ 365,383 | $ - | $ 365,383 |
| Other Investments - CDs | 209,128 | - | 209,128 |
| Total Assets | 574,511 | - | 574,511 |
| LIABILITIES | | | |
| Current Liabilities | | | |
| Credit Card Payable | 3,882 | - | 3,882 |
| Total Liabilities | 3,882 | - | 3,882 |
| FUND BALANCE/NET POSITION | | | |
| Fund Balance: | | | |
| Unassigned | 570,629 | (570,629) | - |
| Total Liabilities and Fund Balance | $ 574,511 | | |
| Net Position: | | | |
| Unrestricted | | 570,629 | 570,629 |
| Total Net Position | | $ 570,629 | $ 570,629 |

See accompanying notes to financial statements.

**OZARKS TRANSPORTATION ORGANIZATION**
**STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE - MODIFIED CASH BASIS**
**FOR THE YEAR ENDED JUNE 30, 2025**

| | Governmental Fund General Fund | Adjustments (Note D) | Statement of Activities |
|---|---|---|---|
| EXPENDITURES | | | |
| Bank Fees | $ 502 | $ - | $ 502 |
| Building expenses | 83,094 | - | 83,094 |
| Commodities | 15,416 | - | 15,416 |
| In-kind match expense | 48,921 | - | 48,921 |
| Information technology | 26,481 | - | 26,481 |
| Insurance | 15,075 | - | 15,075 |
| Dues and memberships | 8,630 | - | 8,630 |
| Education/training/travel | 24,191 | - | 24,191 |
| Food/meeting expense | 6,994 | - | 6,994 |
| Legal/bid notices | 609 | - | 609 |
| Postage | 539 | - | 539 |
| Printing/mapping services | 1,578 | - | 1,578 |
| Staff mileage | 5,728 | - | 5,728 |
| Telephone/internet | 7,043 | - | 7,043 |
| Personnel | 978,524 | - | 978,524 |
| Services | 558,550 | - | 558,550 |
| Capital outlay | - | - | - |
| Total Expenditures | 1,781,875 | - | 1,781,875 |
| PROGRAM REVENUES | | | |
| Operating grants | 1,600,482 | - | 1,600,482 |
| In-kind match income | 48,921 | - | 48,921 |
| NET PROGRAM EXPENSES | 132,472 | - | 132,472 |
| GENERAL REVENUES | | | |
| Local jurisdiction dues/project fees | 195,183 | - | 195,183 |
| Interest income | 14,722 | - | 14,722 |
| Miscellaneous | 195 | - | 195 |
| Total General Revenues | 210,100 | - | 210,100 |
| REVENUES OVER (UNDER) EXPENDITURES | 77,628 | - | 77,628 |
| OTHER FINANCING SOURCES (USES) | - | - | - |
| EXCESS OF REVENUES AND OTHER FINANCING SOURCES OVER EXPENDITURES AND OTHER FINANCING USES | 77,628 | (77,628) | - |
| INCREASE IN NET POSITION | - | 77,628 | 77,628 |
| FUND BALANCE/NET POSITION: | | | |
| Beginning of Year | 493,001 | - | 493,001 |
| End of Year | $ 570,629 | $ - | $ 570,629 |

See accompanying notes to financial statements.

## NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The Ozarks Transportation Organization is a federally designated Metropolitan Planning Organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies.

The Organization is governed by the Board of Directors ("Board") that acts as the authoritative body of the entity. The Board includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staff from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

### The Reporting Entity

The Organization, for financial purposes, includes all of the funds relevant to the operations of the Ozarks Transportation Organization. The financial statements presented herein do not include agencies which have been formed under applicable state laws or separate and distinct units of government apart from the Ozarks Transportation Organization.

The financial statements of the Organization should include those of separately administered organizations that are controlled by or dependent on the Organization. Control or dependence is determined on the basis of budget adoption, taxing authority, funding and appointment of the respective governing boards. However, there are currently no such entities.

### Basis of Presentation

Government-Wide Statements

The Organization's financial statements include both government-wide (reporting the Organization as a whole) and fund financial statements (reporting the Organization's major fund). Both the government-wide and fund financial statements categorize primary activities as either governmental or business type. The Organization's activity for transportation planning is classified as a governmental activity. The government-wide Statement of Activities reports both gross and net cost of the Organization's function. The function is supported by general governmental revenues. The Statement of Activities reduces gross expenses by related program revenues, operating and capital grants. Program revenues must be directly associated with the function and include grants and in-kind match income. The net costs (by function) are normally covered by general revenue.

The Organization does not allocate indirect costs.

This government-wide focus is more on the sustainability of the Organization as an entity and the change in the Organization's net position resulting from the current year's activities.

## NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Financial Statements

The accounts of the Organization are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts which are comprised of each fund's assets, liabilities, fund equity, revenues and expenditures/expenses. Government resources are allocated to and for individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. Funds are organized into two major categories: governmental and proprietary. Presently, there is only one fund which is the General Fund. This is a governmental-type fund. The General Fund is the operating fund of the Organization and is always considered a major fund. It is used to account for all activities except those legally or administratively required to be accounted for in other funds. At this time, there are no such requirements for other funds.

### Measurement Focus and Basis of Accounting

Measurement focus is a term used to describe "how" transactions are recorded within the various financial statements. Basis of accounting refers to "when" transactions are recorded regardless of the measurement focus applied.

Measurement Focus

In the government-wide Statement of Net Position and Statement of Activities, activities are presented using the economic resources measurement focus, within the limitations of the modified cash basis of accounting, as described below. The objectives of the economic resources measurement focus are the determination of operating income, changes in net position and financial position. All assets and liabilities (whether current or noncurrent, financial or nonfinancial) associated with their activities are reported.

In the fund financial statements (governmental only), the current financial resources measurement focus, as applied to the modified cash basis of accounting, is used as appropriate. With the current financial resources measurement focus, only current financial assets and liabilities are generally included on the statement of assets, liabilities and fund balance. The operating statement presents sources and uses of available spendable financial resources in a given period.

Basis of Accounting

The government-wide Statement of Net Position and Statement of Activities and the fund financial statements are presented using a modified cash basis of accounting. This basis of accounting recognizes assets, liabilities, net position/fund equity, revenues, and expenditures/expenses when they result from cash transactions. This basis is a comprehensive

## NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Accounting (continued)

basis of accounting other than accounting principles generally accepted in the United States of America.

As a result of the use of the modified cash basis of accounting, certain assets and their related revenues (such as accounts receivable and revenue for billed or provided services not yet collected) and certain liabilities and their related expenses (such as accounts payable and expenses for goods or services received but not yet paid, and accrued expenses and liabilities) are *not recorded* in these financial statements. However, in-kind transactions and certain payables have been recorded.

### Use of Restricted Funds

When both restricted and unrestricted resources are available for use, it is the Organization's policy to use restricted resources first, then unrestricted resources as they are needed.

### Cash and Cash Equivalents

For the purpose of financial reporting, "cash" or "cash and cash equivalents" includes all demand and savings accounts, certificates of deposit and short-term investments with an original maturity of three months or less.

### Fund Balance Classification

The Organization utilizes GASB Statement No. 54, "Fund Balance Reporting and Governmental Fund Type Definitions." This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent. The following classifications describe the relative strength of the spending constraints:

Nonspendable: This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted: This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

## NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Committed: This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board of Directors. These amounts cannot be used for any other purpose unless the Board of Directors removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned: This classification includes amounts that are constrained by the Organization's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board of Directors or through the Board of Directors delegating this responsibility to the executive director through the budgetary process. This classification also includes the remaining positive fund balance for any governmental funds except for the General Fund.

Unassigned: This classification includes the residual fund balance for the General Fund. The Unassigned classification also includes negative residual fund balance of any other governmental fund that cannot be eliminated by the offsetting of Assigned fund balance amounts. The Organization's total fund balance was classified as Unassigned as of June 30, 2025.

The Organization would typically use Restricted fund balances first, followed by Committed resources, and then Assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend Unassigned resources first to defer the use of these other classified funds.

### Net Position Classifications

In government-wide statements, equity is classified as net position displayed in the following components:

Restricted Net Position: This classification consists of assets with constraints placed on their use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

Unrestricted Net Position: This classification includes all other assets that do not meet the definition above.

### Use of Estimates

The preparation of financial statements in accordance with the modified cash basis of accounting may require management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

## NOTE B – DEPOSITS

The Organization's deposits are comprised of the following as of June 30, 2025:

| | Book Balance | Bank Balance |
|---|---|---|
| Checking (interest bearing) | $ 365,383 | $ 410,192 |
| Certificates of deposit | 209,128 | 209,128 |
| | $ 574,511 | $ 619,320 |

As of June 30, 2025, deposits were adequately insured or collateralized by securities held by the bank.

## NOTE C – RISK MANAGEMENT

The Organization is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Organization maintains commercial insurance coverage for property damage, liability and accidents. Management believes coverage is sufficient to preclude any significant uninsured losses to the Organization.

## NOTE D – ADJUSTMENTS

Entries in the "Adjustments" column of the Statement of Net Position and Statement of Activities are recorded because governmental funds report equity as "fund balance" while governmental activities report equity as "net position."

## NOTE E – MANAGEMENT REVIEW

Management has evaluated potential subsequent events through January 9, 2026, the date the financial statements were available to be issued.

## NOTE F – ECONOMIC DEPENDENCY

Approximately 76% of total revenue was received from the Missouri Department of Transportation.

## NOTE G – LEASE

The Organization entered into a five-year lease for office space effective October 12, 2015. The lease was amended on October 30, 2020 extending the lease until March 29, 2026. The lease provides for monthly payments of $4,505 plus additional amounts for estimated taxes, insurance and common area maintenance expenses. No lease assets or liabilities have been recorded due to utilizing the modified cash basis of accounting. Future minimum rental payments are as follows:

| | |
|---|---|
| Year ended June 30, | |
| 2026 | $13,515 |

## NOTE H – DEFINED BENEFIT PENSION PLAN

Plan description: The Ozarks Transportation Organization defined benefit pension plan provides certain retirement, disability and death benefits to plan members and beneficiaries. The Organization participates in the Missouri Local Government Employees Retirement System (LAGERS). LAGERS is an agent multiple-employer, statewide public employee pension plan established in 1967 and administered in accordance with RSMo. 70.600-70.755. As such, it is LAGERS responsibility to administer the law in accordance with the expressed intent of the General Assembly. The plan is qualified under the Internal Revenue Code Section 401(a) and is tax exempt. The responsibility for the operations and administration of LAGERS is vested in the LAGERS Board of Trustees consisting of seven persons. LAGERS issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained by accessing the LAGERS website at www.molagers.org.

Benefits provided: LAGERS provides retirement, death and disability benefits. Benefit provisions are adopted by the governing body of the employer, within the options available in the state statutes governing LAGERS. All benefits vest after five years of credited service. Employees who retire on or after age 60 with five or more years of service are entitled to an allowance for life based upon the benefit program information provided below. Employees may retire with an early retirement benefit with a minimum of five years of credited service and after attaining age 55 and receive a reduced allowance.

| | 2025 Valuation |
|---|---|
| Benefit Multiplier | 2% |
| Final Average Salary | 5 Years |
| Member Contributions | 0% |

Benefit terms provide for annual post retirement adjustments to each member's retirement allowance subsequent to the member's retirement date. The annual adjustment is based on the increase in the Consumer Price Index and is limited to 4% per year.

## NOTE H – DEFINED BENEFIT PENSION PLAN (continued)

Employees covered by benefit terms: At June 30, 2025, the following employees were covered by the benefit terms:

| | |
|---|---|
| Inactive employees or beneficiaries currently receiving benefits | 0 |
| Inactive employees entitled to but not yet receiving benefits | 1 |
| Active employees | 7 |

Contributions: The employer is required to contribute amounts at least equal to the actuarially determined rate, as established by LAGERS. The actuarially determined rate is the estimated amount necessary to finance the cost of benefits earned by employees during the year, with an additional amount to finance an unfunded accrued liability. Full-time employees of the employer do not contribute to the pension plan. Employer contribution rates are 13.9% of annual covered payroll.

Net Pension Liability: The net pension liability has not been recorded in these financial statements due to utilizing the modified cash basis of accounting.

Pension Expense. For the year ended June 30, 2025, the Organization recognized pension expense of $105,180.

## NOTE I – DEFERRED COMPENSATION

During the fiscal year ended June 30, 2020, the Organization implemented a 457 deferred compensation plan. Under the plan, the Organization will match up to $40 per pay period of employees' contributions (an additional amount for the executive director) to the plan. The Organization's contributions totaled $9,435 for the fiscal year ended June 30, 2025.

**OZARKS TRANSPORTATION ORGANIZATION**
**BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS**
**GENERAL FUND**
**FOR THE YEAR ENDED JUNE 30, 2025**

| | Budgeted Amounts | | General | Variance with Final Budget |
|---|---|---|---|---|
| | Original | Final | Fund | Pos (Neg) |
| BEGINNING BUDGETARY FUND BALANCE | $ 493,001 | $ 493,001 | $ 493,001 | $ - |
| RESOURCES (INFLOWS) | | | | |
| Operating grants | 1,409,903 | 2,377,326 | 1,600,482 | (776,844) |
| In-kind match income - direct cost | 90,000 | 90,000 | 48,921 | (41,079) |
| Study revenue | - | - | - | - |
| Local jurisdiction match funds | 268,300 | 543,036 | 195,183 | (347,853) |
| Interest income | 7,000 | 11,000 | 14,722 | 3,722 |
| Miscellaneous | 200 | 200 | 195 | (5) |
| Amounts Available for Appropriation | 2,268,404 | 3,514,563 | 2,352,504 | (1,162,059) |
| CHARGES TO APPROPRIATIONS (OUTFLOWS) | | | | |
| Bank Fees | 500 | 500 | 502 | (2) |
| Building expenses | 86,640 | 90,960 | 83,094 | 7,866 |
| Commodities | 16,565 | 19,850 | 15,416 | 4,434 |
| In-kind match expense | 90,000 | 90,000 | 48,921 | 41,079 |
| Information technology | 39,000 | 40,403 | 26,481 | 13,922 |
| Insurance | 11,336 | 12,088 | 15,075 | (2,987) |
| Dues and memberships | 8,000 | 8,000 | 8,630 | (630) |
| Education/training/travel | 29,000 | 29,000 | 24,191 | 4,809 |
| Food/meeting expense | 8,000 | 8,000 | 6,994 | 1,006 |
| Legal/bid notices | 1,200 | 1,200 | 609 | 591 |
| Postage | 500 | 500 | 539 | (39) |
| Printing/mapping services | 2,500 | 2,500 | 1,578 | 922 |
| Staff mileage | 4,000 | 4,000 | 5,728 | (1,728) |
| Telephone/internet | 7,000 | 7,000 | 7,043 | (43) |
| Services | 444,650 | 1,657,262 | 558,550 | 1,098,712 |
| Personnel | 1,026,671 | 1,027,298 | 978,524 | 48,774 |
| Miscellaneous | - | - | - | - |
| Capital outlay | - | - | - | - |
| Total Charges to Appropriations | 1,775,562 | 2,998,561 | 1,781,875 | 1,216,686 |
| OTHER FINANCING SOURCES | - | - | - | - |
| ENDING BUDGETARY FUND BALANCE | $ 492,842 | $ 516,002 | $ 570,629 | $ 54,627 |

**OZARKS TRANSPORTATION ORGANIZATION**
**NOTES TO OTHER INFORMATION**
**BUDGETARY COMPARISON SCHEDULE**
**FOR THE FISCAL YEAR ENDED JUNE 30, 2025**

## Budgetary Accounting

The Organization follows these procedures in establishing the budgetary data presented:

a) Formal budgetary integration is employed as a management controlled device during the year for the Governmental Fund. This budget is adopted on an other comprehensive basis of accounting (modified cash).

b) The budgetary comparison schedule – modified cash basis for the major governmental fund presents comparisons of legally adopted budgets with actual data on a budgetary basis.

c) Unused appropriations for annually budgeted funds lapse at year end.

d) The budget amounts shown in the financial statements are the original authorized amounts and the revised amounts at the end of the year.

**OZARKS TRANSPORTATION ORGANIZATION**
**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**
**FOR THE YEAR ENDED JUNE 30, 2025**

| Federal Grantor/Pass-through Grantor/Program Title | Federal Assistance Listing Number | Pass-through Entity Identifying Number | Federal Expenditures |
|---|---|---|---|
| U. S. Department of Transportation | | | |
| Pass-through from Missouri Department of Transportation: | | | |
| Highway Planning and Construction | | | |
| Transportation Planning Funds Consolidated Planning Grant | | | |
| FY2025 Unified Planning Work Program CPG PL Funds | 20.205 | MP82501C | $ 745,660 |
| 2.5% Set Aside Safe & Accessible Transportation Options | 20.205 | MP82503C | 15,307 |
| FTA 5303 Complete Streets | 20.205 | MP82504C | 63,962 |
| FY2023 Unified Planning Work Program | 20.205 | MP82301C | 14,924 |
| Surface Transportation Block Grant | | | |
| FY2025 Unified Planning Work Program | 20.205 | MP82502C | 165,275 |
| Chadwick Flyer Trail Phase III | 20.205 | STBG9901 | 4,800 |
| Carbon Reduction Program | | | |
| Fassnight Creek Trail | 20.205 | CRP-5901836 | 46,556 |
| South Creek Greenway | 20.205 | CRP-5901834 | 104,311 |
| Finley River Trail | 20.205 | CRP-9901878 | 33,936 |
| Blue Stem Trail | 20.205 | CRP-9901877 | 31,609 |
| Kali Springs Trail | 20.205 | CRP-9901876 | 32,948 |
| Ward Branch Greenway Trail | 20.205 | CRP-5936804 | 34,402 |
| Chadwick Flyer Trail Connector | 20.205 | CRP-9901878 | 8,732 |
| Subtotal AL 20.205 | | | 1,302,422 |
| Safe Streets and Roads for All Grant | 20.939 | 693JJ32340387 | 112,237 |
| Total | | | $1,414,659 |

**OZARKS TRANSPORTATION ORGANIZATION**
**NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**
**FOR THE YEAR ENDED JUNE 30, 2025**

## NOTE A – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal award activity of Ozarks Transportation Organization under programs of the federal government for the year ended June 30, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Ozarks Transportation Organization, it is not intended to and does not present the financial position, changes in net position, or cash flows of Ozarks Transportation Organization

## NOTE B – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified cash basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

## NOTE C – INDIRECT COST RATE

Ozarks Transportation Organization has not elected to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

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# INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Board of Directors
Ozarks Transportation Organization

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of Ozarks Transportation Organization, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise Ozarks Transportation Organization's financial statements, and have issued our report thereon dated January 9, 2026.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Ozarks Transportation Organization's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control. Accordingly, we do not express an opinion on the effectiveness of Ozarks Transportation Organization's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that were not identified.

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether Ozarks Transportation Organization's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with

*Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Cinda L. Rodgers, CPA, PC*

Springfield, Missouri
January 9, 2026

Cinda L. Rodgers
CPA, PC

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Springfield, MO 65814

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# INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

To the Board of Directors
Ozarks Transportation Organization

## Report on Compliance for Each Major Federal Program

### *Opinion on Each Major Federal Program*

We have audited Ozarks Transportation Organization's compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of Ozarks Transportation Organization's major federal programs for the year ended June 30, 2025. Ozarks Transportation Organization's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Ozarks Transportation Organization complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2025.

### *Basis for Opinion on Each Major Federal Program*

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Ozarks Transportation Organization and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of Ozarks Transportation Organization's compliance with the compliance requirements referred to above.

### *Responsibilities of Management for Compliance*

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Ozarks Transportation Organization's federal programs.

### *Auditor's Responsibilities for the Audit of Compliance*

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Ozarks Transportation Organization's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Ozarks Transportation Organization's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Ozarks Transportation Organization's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of Ozarks Transportation Organization's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

**Report on Internal Control over Compliance**

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

*Cinda L. Rodgers, CPA, PC*

Springfield, Missouri
January 9, 2026

**OZARKS TRANSPORTATION ORGANIZATION**
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**
**YEAR ENDED JUNE 30, 2025**

## A. SUMMARY OF AUDIT RESULTS

FINANCIAL STATEMENTS

Type of auditor's report issued: Unmodified (Modified Cash Basis of Accounting)

Internal control over financial reporting:

| | | |
|---|---|---|
| Material weakness(es) identified? | ____ Yes | X No |
| Significant deficiencies identified? | ____ Yes | X None reported |
| Noncompliance material to financial statements noted? | ____ Yes | X No |

FEDERAL AWARDS

Internal control over major federal programs:

| | | |
|---|---|---|
| Material weakness(es) identified? | ____ Yes | X No |
| Significant deficiencies identified? | ____ Yes | X None reported |

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? ____ Yes X No

Identification of major programs:

| CFDA Number | Name of Federal Program or Cluster |
|---|---|
| | U.S. Department of Transportation |
| 20.205 | Transportation Planning Funds Consolidated Planning Grant |

Threshold for distinguishing between Type A and Type B programs: $750,000

Auditee determined to be a low-risk auditee? ____ Yes X No

## B. FINDINGS - FINANCIAL STATEMENTS AUDIT

No matters reported.

## C. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL AWARD PROGRAMS AUDIT

No matters reported.

# TAB 4

**BOARD OF DIRECTORS AGENDA 3/26/2026; ITEM II.B.**

**2nd Quarter FY2026 Financial Statements**

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

**AGENDA DESCRIPTION:**

Included for consideration are the financial statements for the 2nd Quarter FY2026. This period includes July 1, 2025, through December 31, 2025. The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, and Carbon Reduction Multi Trail Projects Financial Statements.

Section One – Combined Financial Statements

- *Statement of Financial Position*
  The Current Assets were $708,961.99 on December 31, 2025. The current assets include Revenue Receivables in the amount of $118,832.73.

- *The Operating Fund Balance Report* shows the OTO had a fund balance of $591,990.35 at the end of December. There is $127,891.77 in restricted project match included in this fund balance. This balance is within the 6-month range set for expenses. The report shows the available bank balances as of December 31, 2025.

- *Statement of Financial Income and Expense*
  This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was $941,059.04. The total OTO expenditures for all projects and operations were $955,100.40.

Section Two – Operations Financial Statements

- *Profit and Loss Statement*
  During this period, expenses exceeded revenues in the amount of $56,904.49 during the fiscal year.

- *Budget vs. Actual*
  The OTO budgeted expenses of $1,590,383 for the budget year. Actual expenses through the second quarter of FY2026 are $715,626. This is 45% of budgeted expenses.

Section Three – UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual*
  The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 42.4% of the budgeted $1,629,204. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized $30,598.10 of in-Kind match income. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

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

Section Four – Carbon Reduction Multi Trail Projects Financial Statements

- *Profit and Loss Statement*
  During this period, revenues exceeded expenditures in the amount of $42,863.13. The local match came in the prior fiscal year so is not reflected in profit and loss statement.

- *Budget vs. Actual*
  The OTO budgeted expenses in the amount of $346,023.54 for the budget year. Actual expenses for the first quarter are $208,876.30. The projects began in FY2025 and will be completed in FY 2026.

The profit and loss statements show the current period's revenues and expenditures. The reports do not show the class balances.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

"Move to accept the 2nd Quarter Financial Statements for the FY2026 Budget Year."

OR

"Move to return to staff the 2nd Quarter Financial Statements for the FY2026 Budget Year in order to…"

Ozarks Transportation Organization

# FINANCIAL REPORT




## FY2026 2nd Quarter Financial Statements

**Prepared by**

Debbie Parks, Finance Officer/Grants Administrator
Eric Johnson, OTO Treasurer

www.ozarkstransportation.org.

# OTO COMBINED FINANCIAL FINANCIAL STATEMENTS

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

# Ozarks Transportation Organization
# Statement of Financial Position
## As of December 31, 2025

| | Dec 31, 25 | Dec 31, 24 | $ Change | % Change |
|---|---|---|---|---|
| **ASSETS** | | | | |
| **Current Assets** | | | | |
| **Checking/Savings** | | | | |
| **Arvest Bank Operational Checkin** | 322,561.45 | 368,236.82 | -45,675.37 | -12.4% |
| **Arvest Bank Special Projects** | 55,289.01 | 72,494.21 | -17,205.20 | -23.7% |
| **Arvest COD 378366** | 106,139.40 | 102,974.30 | 3,165.10 | 3.1% |
| **Arvest COD 378368** | 106,139.40 | 102,974.30 | 3,165.10 | 3.1% |
| **Total Checking/Savings** | 590,129.26 | 646,679.63 | -56,550.37 | -8.7% |
| **Accounts Receivable** | 118,832.73 | 177,632.10 | -58,799.37 | -33.1% |
| **Other Current Assets** | 0.00 | 19,241.42 | -19,241.42 | -100.0% |
| **Total Current Assets** | 708,961.99 | 843,553.15 | -134,591.16 | -16.0% |
| **TOTAL ASSETS** | **708,961.99** | **843,553.15** | **-134,591.16** | **-16.0%** |
| **LIABILITIES & EQUITY** | | | | |
| **Liabilities** | | | | |
| **Current Liabilities** | | | | |
| **Accounts Payable** | 30,206.67 | 28,922.50 | 1,284.17 | 4.4% |
| **Credit Cards** | 6,082.91 | 2,915.86 | 3,167.05 | 108.6% |
| **Other Current Liabilities** | 277.44 | 1,850.58 | -1,573.14 | -85.0% |
| **Total Current Liabilities** | 36,567.02 | 33,688.94 | 2,878.08 | 8.5% |
| **Total Liabilities** | 36,567.02 | 33,688.94 | 2,878.08 | 8.5% |
| **Equity** | 672,394.97 | 809,864.21 | -137,469.24 | -17.0% |
| **TOTAL LIABILITIES & EQUITY** | **708,961.99** | **843,553.15** | **-134,591.16** | **-16.0%** |

**Ozarks Transportation Organization**
**Operating Fund Balance Report**
**FY2026**

**Monthly Ending Balance**

| Date | Arvest Operational | Arvest Special Projects | Arvest CD #1 | Arvest CD #2 | Total Balance |
|---|---|---|---|---|---|
| 7/31/2025 | $281,410.75 | $95,192.12 | $104,831.23 | $104,381.23 | $585,815.33 |
| 8/31/2025 | $313,716.16 | $74,794.34 | $105,099.22 | $105,099.22 | $598,708.94 |
| 9/30/2025 | $345,448.40 | $85,958.90 | $105,367.90 | $105,367.90 | $642,143.10 |
| 10/31/2025 | $321,817.67 | $52,351.96 | $105,637.27 | $105,637.27 | $585,444.17 |
| 11/30/2025 | $346,424.47 | $25,133.63 | $105,894.77 | $105,894.77 | $583,347.64 |
| 12/31/2025 | $324,422.45 | $55,289.10 | $106,139.40 | $106,139.40 | $591,990.35 |
| 1/31/2026 | | | | | $0.00 |
| 2/28/2026 | | | | | $0.00 |
| 3/31/2026 | | | | | $0.00 |
| 4/30/2026 | | | | | $0.00 |
| 5/31/2026 | | | | | $0.00 |
| 6/30/2026 | | | | | $0.00 |

**Balance After Liabilities**

| OPERATIONAL FUND | | SPECIAL PROJECTS FUND | | INVESTMENTS | |
|---|---|---|---|---|---|
| Arvest Operational Bank Balances 12/31/2025 | $324,422.45 | Arvest Special Project Balances 12/31/2025 | $55,289.10 | Arvest Certificate of Deposit Balances 12/31/2025 | $212,278.80 |
| Outstanding Checking Withdrawals | ($1,861.00) | Outstanding Checking Withdrawals | $0.00 | Outstanding Checking Withdrawals | $0.00 |
| Other Outstanding Liabilities | $0.00 | Other Outstanding Liabilities | $0.00 | Other Outstanding Liabilities | $0.00 |
| Total Equity 12/31/2025 | **$322,561.45** | Total Equity 12/31/2025 | **$55,289.10** | Total Equity 12/31/2025 | **$212,278.80** |

All Funds Balance: $591,990.35
Restricted Balance (project match): $291,344.77
Unrestricted Fund Balance: $300,645.58

**Unrestricted Fund Balance Target:** $397,595 (3 months) - $795,191 (6 months)

# Ozarks Transportation Organization
## Statement of Financial Income and Expense
### July through December 2025

| | 100 OTO Operations | 200 UPWP | 610 CRP Trail Projects | TOTAL |
|---|---|---|---|---|
| **Ordinary Income/Expense** | | | | |
| **Income** | | | | |
| **Other Types of Income** | | | | |
| **In-Kind Match** | 0.00 | 30,598.10 | 0.00 | 30,598.10 |
| **Interest Revenue** | 7,118.54 | 0.00 | 0.00 | 7,118.54 |
| **Total Other Types of Income** | 7,118.54 | 30,598.10 | 0.00 | 37,716.64 |
| **OTO Revenue** | | | | |
| **Carbon Reduction Program Funds** | 0.00 | 0.00 | 136,918.65 | 136,918.65 |
| **Consolidated Planning Grant CPG** | 406,307.01 | 0.00 | 0.00 | 406,307.01 |
| **Local Jdx Dues/Project Fees** | 194,195.76 | 0.00 | 114,820.78 | 309,016.54 |
| **Surface Trans Block Grant** | 51,100.20 | 0.00 | 0.00 | 51,100.20 |
| **Total OTO Revenue** | 651,602.97 | 0.00 | 251,739.43 | 903,342.40 |
| **Total Income** | 658,721.51 | 30,598.10 | 251,739.43 | 941,059.04 |
| **Gross Profit** | 658,721.51 | 30,598.10 | 251,739.43 | 941,059.04 |
| **Expense** | | | | |
| **Building** | | | | |
| **Building Lease** | 27,030.00 | 0.00 | 0.00 | 27,030.00 |
| **Common Area Main Exp** | 11,101.38 | 0.00 | 0.00 | 11,101.38 |
| **Maintenance** | 720.32 | 0.00 | 0.00 | 720.32 |
| **Office Cleaning** | 4,200.00 | 0.00 | 0.00 | 4,200.00 |
| **Utilities** | 1,325.04 | 0.00 | 0.00 | 1,325.04 |
| **Total Building** | 44,376.74 | 0.00 | 0.00 | 44,376.74 |
| **Commodities** | | | | |
| **Office Supplies/Furniture** | 2,446.95 | 0.00 | 0.00 | 2,446.95 |
| **OTO Media/Advertising** | 11,000.00 | 0.00 | 0.00 | 11,000.00 |
| **OTO Promotional Items** | 3,266.38 | 0.00 | 0.00 | 3,266.38 |
| **Publications** | 657.21 | 0.00 | 0.00 | 657.21 |
| **Total Commodities** | 17,370.54 | 0.00 | 0.00 | 17,370.54 |
| **In-Kind Match Expense** | | | | |
| **Direct Cost - MoDOT Salaries** | 0.00 | 24,260.52 | 0.00 | 24,260.52 |
| **Member Attendance at Meetings** | 0.00 | 6,337.58 | 0.00 | 6,337.58 |
| **Total In-Kind Match Expense** | 0.00 | 30,598.10 | 0.00 | 30,598.10 |
| **Information Technology** | | | | |
| **Computer Upgrades/Equip Replace** | 3,274.34 | 0.00 | 0.00 | 3,274.34 |
| **GIS Licenses** | 3,920.00 | 0.00 | 0.00 | 3,920.00 |
| **IT Maintenance Contract** | 6,908.16 | 0.00 | 0.00 | 6,908.16 |
| **Software** | 3,706.23 | 0.00 | 0.00 | 3,706.23 |
| **Webhosting** | 1,400.40 | 0.00 | 0.00 | 1,400.40 |
| **Total Information Technology** | 19,209.13 | 0.00 | 0.00 | 19,209.13 |
| **Insurance** | | | | |
| **Automobile Insurance** | 577.50 | 0.00 | 0.00 | 577.50 |
| **Errors & Omissions** | 5,847.05 | 0.00 | 0.00 | 5,847.05 |
| **General Liability/Property** | 5,891.00 | 0.00 | 0.00 | 5,891.00 |
| **Workers Compensation** | 1,408.00 | 0.00 | 0.00 | 1,408.00 |
| **Total Insurance** | 13,723.55 | 0.00 | 0.00 | 13,723.55 |
| **Operating** | | | | |
| **Bank Fees** | 487.38 | 0.00 | 0.00 | 487.38 |
| **Dues/Memberships** | 4,286.42 | 0.00 | 0.00 | 4,286.42 |
| **Education/Training/Travel** | 17,050.93 | 0.00 | 0.00 | 17,050.93 |
| **Legal/Bid Notices** | 15.55 | 0.00 | 0.00 | 15.55 |
| **Meeting Expense** | 3,773.81 | 0.00 | 0.00 | 3,773.81 |
| **Postage/Postal Services** | 390.00 | 0.00 | 0.00 | 390.00 |
| **Printing/Mapping Services** | 584.85 | 0.00 | 0.00 | 584.85 |
| **Staff Mileage Reimbursement** | 1,468.18 | 0.00 | 0.00 | 1,468.18 |
| **Telephone/Internet** | 3,772.26 | 0.00 | 0.00 | 3,772.26 |
| **Vehicle** | 35,719.00 | 0.00 | 0.00 | 35,719.00 |
| **Vehicle Maintenance/Fuel** | 819.50 | 0.00 | 0.00 | 819.50 |
| **Total Operating** | 68,367.88 | 0.00 | 0.00 | 68,367.88 |

| | 100 OTO Operations | 200 UPWP | 610 CRP Trail Projects | TOTAL |
|---|---|---|---|---|
| | 100 OTO Operations | 200 UPWP | 610 CRP Trail Projects | TOTAL |
| Personnel | | | | |
| Mobile Data Plans | 1,160.45 | 0.00 | 0.00 | 1,160.45 |
| Payroll Services | 1,692.46 | 0.00 | 0.00 | 1,692.46 |
| Professional Services (Acct, HR | 18,038.55 | 0.00 | 0.00 | 18,038.55 |
| Salaries and Fringe | 504,671.99 | 0.00 | 0.00 | 504,671.99 |
| Total Personnel | 525,563.45 | 0.00 | 0.00 | 525,563.45 |
| Services | | | | |
| Data Acquisition | 3,854.99 | 0.00 | 0.00 | 3,854.99 |
| Legislative Education | 3,637.22 | 0.00 | 0.00 | 3,637.22 |
| TIP Tool Maintenance | 13,912.50 | 0.00 | 0.00 | 13,912.50 |
| Trail Counters | 5,610.00 | 0.00 | 0.00 | 5,610.00 |
| Trans Consulting Services | 0.00 | 0.00 | 208,876.30 | 208,876.30 |
| Total Services | 27,014.71 | 0.00 | 208,876.30 | 235,891.01 |
| Total Expense | 715,626.00 | 30,598.10 | 208,876.30 | 955,100.40 |
| Net Ordinary Income | -56,904.49 | 0.00 | 42,863.13 | -14,041.36 |
| **Net Income** | **-56,904.49** | **0.00** | **42,863.13** | **-14,041.36** |

# OPERATIONAL FINANCIAL REPORTS

Excludes the special project grant budgets and in-kind

# Ozarks Transportation Organization
# Operational Profit & Loss
## July through December 2025

| | Jul - Dec 25 | |
|---|---|---|
| **Ordinary Income/Expense** | | |
| **Income** | | |
| **Other Types of Income** | | |
| **Interest Revenue** | 7,118.54 | |
| **Total Other Types of Income** | | 7,118.54 |
| **OTO Revenue** | | |
| **Consolidated Planning Grant CPG** | 406,307.01 | |
| **Local Jdx Dues/Project Fees** | 194,195.76 | |
| **Surface Trans Block Grant** | 51,100.20 | |
| **Total OTO Revenue** | | 651,602.97 |
| **Total Income** | | 658,721.51 |
| **Gross Profit** | | 658,721.51 |
| **Expense** | | |
| **Building** | | |
| **Building Lease** | 27,030.00 | |
| **Common Area Main Exp** | 11,101.38 | |
| **Maintenance** | 720.32 | |
| **Office Cleaning** | 4,200.00 | |
| **Utilities** | 1,325.04 | |
| **Total Building** | | 44,376.74 |
| **Commodities** | | |
| **Office Supplies/Furniture** | 2,446.95 | |
| **OTO Media/Advertising** | 11,000.00 | |
| **OTO Promotional Items** | 3,266.38 | |
| **Publications** | 657.21 | |
| **Total Commodities** | | 17,370.54 |
| **Information Technology** | | |
| **Computer Upgrades/Equip Replace** | 3,274.34 | |
| **GIS Licenses** | 3,920.00 | |
| **IT Maintenance Contract** | 6,908.16 | |
| **Software** | 3,706.23 | |
| **Webhosting** | 1,400.40 | |
| **Total Information Technology** | | 19,209.13 |
| **Insurance** | | |
| **Automobile Insurance** | 577.50 | |
| **Errors & Omissions** | 5,847.05 | |
| **General Liability/Property** | 5,891.00 | |
| **Workers Compensation** | 1,408.00 | |
| **Total Insurance** | | 13,723.55 |
| **Operating** | | |
| **Bank Fees** | 487.38 | |
| **Dues/Memberships** | 4,286.42 | |
| **Education/Training/Travel** | 17,050.93 | |
| **Legal/Bid Notices** | 15.55 | |
| **Meeting Expense** | 3,773.81 | |
| **Postage/Postal Services** | 390.00 | |
| **Printing/Mapping Services** | 584.85 | |
| **Staff Mileage Reimbursement** | 1,468.18 | |
| **Telephone/Internet** | 3,772.26 | |
| **Vehicle** | 35,719.00 | |
| **Vehicle Maintenance/Fuel** | 819.50 | |
| **Total Operating** | | 68,367.88 |

| | Jul - Dec 25 | |
|---|---|---|
| **Personnel** | | |
| **Mobile Data Plans** | 1,160.45 | |
| **Payroll Services** | 1,692.46 | |
| **Professional Services (Acct, HR** | 18,038.55 | |
| **Salaries and Fringe** | 504,671.99 | |
| **Total Personnel** | | 525,563.45 |
| **Services** | | |
| **Data Acquisition** | 3,854.99 | |
| **Legislative Education** | 3,637.22 | |
| **TIP Tool Maintenance** | 13,912.50 | |
| **Trail Counters** | 5,610.00 | |
| **Trans Consulting Services** | 0.00 | |
| **Total Services** | | 27,014.71 |
| **Total Expense** | | 715,626.00 |
| **Net Ordinary Income** | | -56,904.49 |
| **Net Income** | | **-56,904.49** |

# Ozarks Transportation Organization
## Operational Budget vs. Actual
### July through December 2025

| | Jul - Dec 25 | Budget | $ Over Budget | % of Budget |
|---|---|---|---|---|
| **Ordinary Income/Expense** | | | | |
| **Income** | | | | |
| **Other Types of Income** | | | | |
| **Interest Revenue** | 7,118.54 | 10,000.00 | -2,881.46 | 71.2% |
| **Miscellaneous Revenue** | 0.00 | 200.00 | -200.00 | 0.0% |
| **Total Other Types of Income** | 7,118.54 | 10,200.00 | -3,081.46 | 69.8% |
| **OTO Revenue** | | | | |
| **Consolidated Planning Grant CPG** | 406,307.01 | 1,052,050.00 | -645,742.99 | 38.6% |
| **In Kind Match, Meeting Attend** | 0.00 | 0.00 | 0.00 | 0.0% |
| **Local Jdx Dues/Project Fees** | 194,195.76 | 197,196.00 | -3,000.24 | 98.5% |
| **Local Jdx Studies Match** | 0.00 | 20,000.00 | -20,000.00 | 0.0% |
| **Surface Trans Block Grant** | 51,100.20 | 268,019.00 | -216,918.80 | 19.1% |
| **Total OTO Revenue** | 651,602.97 | 1,537,265.00 | -885,662.03 | 42.4% |
| **Total Income** | 658,721.51 | 1,547,465.00 | -888,743.49 | 42.6% |
| **Gross Profit** | 658,721.51 | 1,547,465.00 | -888,743.49 | 42.6% |
| **Expense** | | | | |
| **Building** | | | | |
| **Building Lease** | 27,030.00 | 54,060.00 | -27,030.00 | 50.0% |
| **Common Area Main Exp** | 11,101.38 | 22,000.00 | -10,898.62 | 50.5% |
| **Maintenance** | 720.32 | 1,000.00 | -279.68 | 72.0% |
| **Office Cleaning** | 4,200.00 | 9,000.00 | -4,800.00 | 46.7% |
| **Utilities** | 1,325.04 | 3,300.00 | -1,974.96 | 40.2% |
| **Total Building** | 44,376.74 | 89,360.00 | -44,983.26 | 49.7% |
| **Commodities** | | | | |
| **Office Supplies/Furniture** | 2,446.95 | 5,000.00 | -2,553.05 | 48.9% |
| **OTO Media/Advertising** | 11,000.00 | 10,000.00 | 1,000.00 | 110.0% |
| **OTO Promotional Items** | 3,266.38 | 4,000.00 | -733.62 | 81.7% |
| **Public Input Promotional Items** | 0.00 | 1,000.00 | -1,000.00 | 0.0% |
| **Public Involvement Advertising** | 0.00 | 10,000.00 | -10,000.00 | 0.0% |
| **Publications** | 657.21 | 700.00 | -42.79 | 93.9% |
| **Total Commodities** | 17,370.54 | 30,700.00 | -13,329.46 | 56.6% |
| **In-Kind Match Expense** | | | | |
| **Direct Cost - MoDOT Salaries** | 0.00 | 0.00 | 0.00 | 0.0% |
| **Member Attendance at Meetings** | 0.00 | 0.00 | 0.00 | 0.0% |
| **Total In-Kind Match Expense** | 0.00 | 0.00 | 0.00 | 0.0% |
| **Information Technology** | | | | |
| **Computer Upgrades/Equip Replace** | 3,274.34 | 7,000.00 | -3,725.66 | 46.8% |
| **GIS Licenses** | 3,920.00 | 7,000.00 | -3,080.00 | 56.0% |
| **IT Maintenance Contract** | 6,908.16 | 13,903.00 | -6,994.84 | 49.7% |
| **Software** | 3,706.23 | 4,500.00 | -793.77 | 82.4% |
| **Webhosting** | 1,400.40 | 4,200.00 | -2,799.60 | 33.3% |
| **Total Information Technology** | 19,209.13 | 36,603.00 | -17,393.87 | 52.5% |

| | Jul - Dec 25 | Budget | $ Over Budget | % of Budget | |
|---|---|---|---|---|---|
| **Insurance** | | | | | |
| **Automobile Insurance** | 577.50 | 2,000.00 | -1,422.50 | 28.9% | |
| **Errors & Omissions** | 5,847.05 | 6,265.00 | -417.95 | 93.3% | |
| **General Liability/Property** | 5,891.00 | 5,258.00 | 633.00 | 112.0% | |
| **Network Defender** | 0.00 | 1,560.00 | -1,560.00 | 0.0% | |
| **Workers Compensation** | 1,408.00 | 2,000.00 | -592.00 | 70.4% | |
| **Total Insurance** | 13,723.55 | 17,083.00 | -3,359.45 | | 80.3% |
| **Operating** | | | | | |
| **Bank Fees** | 487.38 | 500.00 | -12.62 | 97.5% | |
| **Dues/Memberships** | 4,286.42 | 8,000.00 | -3,713.58 | 53.6% | |
| **Education/Training/Travel** | | | | | |
| **Hotel** | 0.00 | 0.00 | 0.00 | 0.0% | |
| **Training** | 0.00 | 0.00 | 0.00 | 0.0% | |
| **Transportation** | 0.00 | 0.00 | 0.00 | 0.0% | |
| **Education/Training/Travel - Other** | 17,050.93 | 29,000.00 | -11,949.07 | 58.8% | |
| **Total Education/Training/Travel** | 17,050.93 | 29,000.00 | -11,949.07 | 58.8% | |
| **Legal/Bid Notices** | 15.55 | 600.00 | -584.45 | 2.6% | |
| **Meeting Expense** | 3,773.81 | 9,000.00 | -5,226.19 | 41.9% | |
| **Postage/Postal Services** | 390.00 | 600.00 | -210.00 | 65.0% | |
| **Printing/Mapping Services** | 584.85 | 2,500.00 | -1,915.15 | 23.4% | |
| **Staff Mileage Reimbursement** | 1,468.18 | 4,000.00 | -2,531.82 | 36.7% | |
| **Telephone/Internet** | 3,772.26 | 7,000.00 | -3,227.74 | 53.9% | |
| **Vehicle** | 35,719.00 | 35,000.00 | 719.00 | 102.1% | |
| **Vehicle Maintenance/Fuel** | 819.50 | 2,400.00 | -1,580.50 | 34.1% | |
| **Total Operating** | 68,367.88 | 98,600.00 | -30,232.12 | | 69.3% |
| **Personnel** | | | | | |
| **Mobile Data Plans** | 1,160.45 | 3,240.00 | -2,079.55 | 35.8% | |
| **Payroll Services** | 1,692.46 | 3,200.00 | -1,507.54 | 52.9% | |
| **Professional Services (Acct, HR** | 18,038.55 | 55,000.00 | -36,961.45 | 32.8% | |
| **Salaries and Fringe** | 504,671.99 | 1,032,247.00 | -527,575.01 | 48.9% | |
| **Total Personnel** | 525,563.45 | 1,093,687.00 | -568,123.55 | | 48.1% |
| **Services** | | | | | |
| **Data Acquisition** | 3,854.99 | 30,000.00 | -26,145.01 | 12.8% | |
| **Legislative Education** | 3,637.22 | 9,000.00 | -5,362.78 | 40.4% | |
| **Rideshare** | 0.00 | 250.00 | -250.00 | 0.0% | |
| **TIP Tool Maintenance** | 13,912.50 | 24,685.00 | -10,772.50 | 56.4% | |
| **Trail Counters** | 5,610.00 | 5,415.00 | 195.00 | 103.6% | |
| **Trans Consulting Services** | 0.00 | 150,000.00 | -150,000.00 | 0.0% | |
| **Travel Demand Model Update** | 0.00 | 5,000.00 | -5,000.00 | 0.0% | |
| **Total Services** | 27,014.71 | 224,350.00 | -197,335.29 | | 12.0% |
| **Total Expense** | 715,626.00 | 1,590,383.00 | -874,757.00 | | 45.0% |
| **Net Ordinary Income** | -56,904.49 | -42,918.00 | -13,986.49 | | 132.6% |
| **Net Income** | **-56,904.49** | **-42,918.00** | **-13,986.49** | | **132.6%** |

# UNIFIED PLANNING WORK PROGRAM (UPWP) FINANCIAL REPORTS

Includes in-kind and excludes OTO only items.

# Ozarks Transportation Organization
# UPWP Profit & Loss
## July through December 2025

| | Jul - Dec 25 | |
|---|---|---|
| **Ordinary Income/Expense** | | |
| **Income** | | |
| **Other Types of Income** | | |
| **In-Kind Match** | 30,598.10 | |
| **Interest Revenue** | 188.02 | |
| **Total Other Types of Income** | | 30,786.12 |
| **OTO Revenue** | | |
| **Consolidated Planning Grant CPG** | 406,307.01 | |
| **Local Jdx Dues/Project Fees** | 194,195.76 | |
| **Surface Trans Block Grant** | 51,100.20 | |
| **Total OTO Revenue** | | 651,602.97 |
| **Total Income** | | 682,389.09 |
| **Gross Profit** | | 682,389.09 |
| **Expense** | | |
| **Building** | | |
| **Building Lease** | 27,030.00 | |
| **Common Area Main Exp** | 11,101.38 | |
| **Maintenance** | 720.32 | |
| **Office Cleaning** | 4,200.00 | |
| **Utilities** | 1,325.04 | |
| **Total Building** | | 44,376.74 |
| **Commodities** | | |
| **Office Supplies/Furniture** | 2,419.95 | |
| **Publications** | 573.89 | |
| **Total Commodities** | | 2,993.84 |
| **In-Kind Match Expense** | | |
| **Direct Cost - MoDOT Salaries** | 24,260.52 | |
| **Member Attendance at Meetings** | 6,337.58 | |
| **Total In-Kind Match Expense** | | 30,598.10 |
| **Information Technology** | | |
| **Computer Upgrades/Equip Replace** | 3,274.34 | |
| **GIS Licenses** | 3,920.00 | |
| **IT Maintenance Contract** | 6,908.16 | |
| **Software** | 1,048.82 | |
| **Webhosting** | 1,141.65 | |
| **Total Information Technology** | | 16,292.97 |
| **Insurance** | | |
| **Automobile Insurance** | 577.50 | |
| **Workers Compensation** | 1,408.00 | |
| **Total Insurance** | | 1,985.50 |
| **Operating** | | |
| **Dues/Memberships** | 3,273.09 | |
| **Education/Training/Travel** | 11,099.15 | |
| **Legal/Bid Notices** | 15.55 | |
| **Meeting Expense** | 3,244.70 | |
| **Postage/Postal Services** | 60.84 | |
| **Printing/Mapping Services** | 584.85 | |
| **Staff Mileage Reimbursement** | 1,468.18 | |
| **Telephone/Internet** | 3,772.26 | |
| **Vehicle** | 35,719.00 | |
| **Vehicle Maintenance/Fuel** | 819.08 | |
| **Total Operating** | | 60,056.70 |

| | Jul - Dec 25 | |
|---|---|---|
| **Personnel** | | |
| **Mobile Data Plans** | 1,160.45 | |
| **Payroll Services** | 1,692.46 | |
| **Professional Services (Acct, HR** | 9,038.55 | |
| **Salaries and Fringe** | 504,671.99 | |
| **Total Personnel** | | 516,563.45 |
| **Services** | | |
| **Data Acquisition** | 600.00 | |
| **TIP Tool Maintenance** | 11,925.00 | |
| **Trail Counters** | 5,610.00 | |
| **Total Services** | | 18,135.00 |
| **Total Expense** | | 691,002.30 |
| **Net Ordinary Income** | | -8,613.21 |
| **Net Income** | | **-8,613.21** |

# Ozarks Transportation Organization
# UPWP Budget vs. Actual
### July through December 2025

| | Jul - Dec 25 | Budget | $ Over Budget | % of Budget | |
|---|---|---|---|---|---|
| **Ordinary Income/Expense** | | | | | |
| **Income** | | | | | |
| **Other Types of Income** | | | | | |
| **In-Kind Match** | 30,598.10 | 80,321.00 | -49,722.90 | 38.1% | |
| **Interest Revenue** | 188.02 | 0.00 | 188.02 | 100.0% | |
| **Miscellaneous Revenue** | 0.00 | 0.00 | 0.00 | 0.0% | |
| **Total Other Types of Income** | 30,786.12 | 80,321.00 | -49,534.88 | | 38.3% |
| **OTO Revenue** | | | | | |
| **Consolidated Planning Grant CPG** | 406,307.01 | 1,052,051.00 | -645,743.99 | 38.6% | |
| **In Kind Match, Meeting Attend** | 0.00 | 0.00 | 0.00 | 0.0% | |
| **Local Jdx Dues/Project Fees** | 194,195.76 | 197,196.00 | -3,000.24 | 98.5% | |
| **Local Jdx Studies Match** | 0.00 | 20,000.00 | -20,000.00 | 0.0% | |
| **Surface Trans Block Grant** | 51,100.20 | 268,019.00 | -216,918.80 | 19.1% | |
| **Total OTO Revenue** | 651,602.97 | 1,537,266.00 | -885,663.03 | | 42.4% |
| **Total Income** | 682,389.09 | 1,617,587.00 | -935,197.91 | | 42.2% |
| **Gross Profit** | 682,389.09 | 1,617,587.00 | -935,197.91 | | 42.2% |
| **Expense** | | | | | |
| **Building** | | | | | |
| **Building Lease** | 27,030.00 | 54,060.00 | -27,030.00 | 50.0% | |
| **Common Area Main Exp** | 11,101.38 | 22,000.00 | -10,898.62 | 50.5% | |
| **Maintenance** | 720.32 | 1,000.00 | -279.68 | 72.0% | |
| **Office Cleaning** | 4,200.00 | 9,000.00 | -4,800.00 | 46.7% | |
| **Utilities** | 1,325.04 | 3,300.00 | -1,974.96 | 40.2% | |
| **Total Building** | 44,376.74 | 89,360.00 | -44,983.26 | | 49.7% |
| **Commodities** | | | | | |
| **Office Supplies/Furniture** | 2,419.95 | 5,000.00 | -2,580.05 | 48.4% | |
| **Public Input Promotional Items** | 0.00 | 1,000.00 | -1,000.00 | 0.0% | |
| **Public Involvement Advertising** | 0.00 | 10,000.00 | -10,000.00 | 0.0% | |
| **Publications** | 573.89 | 700.00 | -126.11 | 82.0% | |
| **Total Commodities** | 2,993.84 | 16,700.00 | -13,706.16 | | 17.9% |
| **In-Kind Match Expense** | | | | | |
| **Direct Cost - MoDOT Salaries** | 24,260.52 | 50,321.00 | -26,060.48 | 48.2% | |
| **Member Attendance at Meetings** | 6,337.58 | 30,000.00 | -23,662.42 | 21.1% | |
| **Total In-Kind Match Expense** | 30,598.10 | 80,321.00 | -49,722.90 | | 38.1% |
| **Information Technology** | | | | | |
| **Computer Upgrades/Equip Replace** | 3,274.34 | 7,000.00 | -3,725.66 | 46.8% | |
| **GIS Licenses** | 3,920.00 | 7,000.00 | -3,080.00 | 56.0% | |
| **IT Maintenance Contract** | 6,908.16 | 13,903.00 | -6,994.84 | 49.7% | |
| **Software** | 1,048.82 | 4,500.00 | -3,451.18 | 23.3% | |
| **Webhosting** | 1,141.65 | 4,200.00 | -3,058.35 | 27.2% | |
| **Total Information Technology** | 16,292.97 | 36,603.00 | -20,310.03 | | 44.5% |

| | Jul - Dec 25 | Budget | $ Over Budget | % of Budget | |
|---|---|---|---|---|---|
| **Insurance** | | | | | |
| **Automobile Insurance** | 577.50 | 2,000.00 | -1,422.50 | 28.9% | |
| **Errors & Omissions** | 0.00 | 6,265.00 | -6,265.00 | 0.0% | |
| **General Liability/Property** | 0.00 | 5,258.00 | -5,258.00 | 0.0% | |
| **Network Defender** | 0.00 | 1,560.00 | -1,560.00 | 0.0% | |
| **Workers Compensation** | 1,408.00 | 2,000.00 | -592.00 | 70.4% | |
| **Total Insurance** | 1,985.50 | 17,083.00 | -15,097.50 | | 11.6% |
| **Operating** | | | | | |
| **Dues/Memberships** | 3,273.09 | 8,000.00 | -4,726.91 | 40.9% | |
| **Education/Training/Travel** | | | | | |
| **Training** | 0.00 | 0.00 | 0.00 | 0.0% | |
| **Transportation** | 0.00 | 0.00 | 0.00 | 0.0% | |
| **Education/Training/Travel - Other** | 11,099.15 | 29,000.00 | -17,900.85 | 38.3% | |
| **Total Education/Training/Travel** | 11,099.15 | 29,000.00 | -17,900.85 | 38.3% | |
| **Legal/Bid Notices** | 15.55 | 600.00 | -584.45 | 2.6% | |
| **Meeting Expense** | 3,244.70 | 9,000.00 | -5,755.30 | 36.1% | |
| **Postage/Postal Services** | 60.84 | 600.00 | -539.16 | 10.1% | |
| **Printing/Mapping Services** | 584.85 | 2,500.00 | -1,915.15 | 23.4% | |
| **Staff Mileage Reimbursement** | 1,468.18 | 4,000.00 | -2,531.82 | 36.7% | |
| **Telephone/Internet** | 3,772.26 | 7,000.00 | -3,227.74 | 53.9% | |
| **Vehicle** | 35,719.00 | 35,000.00 | 719.00 | 102.1% | |
| **Vehicle Maintenance/Fuel** | 819.08 | 2,400.00 | -1,580.92 | 34.1% | |
| **Total Operating** | 60,056.70 | 98,100.00 | -38,043.30 | | 61.2% |
| **Personnel** | | | | | |
| **Mobile Data Plans** | 1,160.45 | 3,240.00 | -2,079.55 | 35.8% | |
| **Payroll Services** | 1,692.46 | 3,200.00 | -1,507.54 | 52.9% | |
| **Professional Services (Acct, HR** | 9,038.55 | 37,000.00 | -27,961.45 | 24.4% | |
| **Salaries and Fringe** | 504,671.99 | 1,032,247.00 | -527,575.01 | 48.9% | |
| **Total Personnel** | 516,563.45 | 1,075,687.00 | -559,123.55 | | 48.0% |
| **Services** | | | | | |
| **Data Acquisition** | 600.00 | 30,000.00 | -29,400.00 | 2.0% | |
| **Rideshare** | 0.00 | 250.00 | -250.00 | 0.0% | |
| **TIP Tool Maintenance** | 11,925.00 | 24,685.00 | -12,760.00 | 48.3% | |
| **Trail Counters** | 5,610.00 | 5,415.00 | 195.00 | 103.6% | |
| **Trans Consulting Services** | 0.00 | 150,000.00 | -150,000.00 | 0.0% | |
| **Travel Demand Model Update** | 0.00 | 5,000.00 | -5,000.00 | 0.0% | |
| **Total Services** | 18,135.00 | 215,350.00 | -197,215.00 | | 8.4% |
| **Total Expense** | 691,002.30 | 1,629,204.00 | -938,201.70 | | 42.4% |
| **Net Ordinary Income** | -8,613.21 | -11,617.00 | 3,003.79 | | 74.1% |
| **Net Income** | **-8,613.21** | **-11,617.00** | **3,003.79** | | **74.1%** |

# Ozarks Transportation Organization

FY 2026 Unified Planning Work Program Second Quarter Report
Period October 1, 2025 to December 31, 2025

## Task 1 – UPWP Program Management and Coordination (46% Complete)

FY 2026 first quarter report. Finalized Financial Statement and Single Audit of FY 2025 Financial Statements and grant program. Audit will be presented at March 2026 Board meeting. Continued to track and monitor contracts and payments. Maintained websites and social media pages, as well as managed network services. Continued monitoring of federal and state planning guidance and certification requirements to ensure ongoing compliance with the metropolitan transportation planning process.

Travel and Training

- Missouri Public Transit Association Conference
- Missouri's 2025 Highway Safety and Traffic Conference
- NTI's Procurement 1: Orientation to Transit Procurement
- NTI's Overview of Title VI and Public Transit
- NTI's Advanced Title VI and Public Transit
- OSITE Meetings
- OMS APA Meetings
- AMPO Policy Board Meetings
- AMPO Working Groups
- Miscellaneous workshops and trainings

## Task 2 – Planning Coordination and Outreach (46% Complete)

Conducted the following meetings:

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

OTO staff and MoDOT continued to coordinate on planning and programming activities. Staff attended relevant community meetings. Press releases were issued according to the public participation plan for items going before the Board of Directors. Meeting attendance was documented for In-Kind Match reporting. A total of 57.51 committee hours were reported. Submitted Title VI report to MoDOT headquarters.

## Task 3 – Planning and Implementation (46% Complete)

Processed *Destination 2045* Amendment 11. Prepared recommendations for national performance targets for the Technical Planning Committee and for Board consideration in January 2026. Worked with members to review and coordinate recommendations to the Major Thoroughfare Plan, design standards,

and active transportation facility maps for Next Stop 2050, as well as developed existing conditions analysis. Coordinated with MoDOT for planning partner GIS data. Used regional data to inform and conduct origin/destination analysis in Streetlight Insights. Continued to enhance the Congestion Management Process Experience and dashboards. Maintained current MTP by coordinating with members to verify existing data. Supported the Greene County Comprehensive Plan update. Developed draft automated vehicle state of the system report to inform the long range transportation plan.

### Task 4 – Project Selection and Programming (46% Complete)

Adopted FY 2026-2029 TIP and processed Administrative Modification 2 and Amendment 2, as well as prepared Amendment 3. Adopted STIP priorities to provide guidance for MoDOT in developing the FY 2027-2031 STIP. Prepared and distributed the semi-annual federal funds balance report. Monitored funds balances and tracked obligations.

### Task 5 – OTO Transit Planning (46% Complete)

Held one transit operations committee meeting in November. Kicked off Transit Coordination Plan update with review of current plan and establishing a timeline for the update. Completed work on updating regional transportation provider brochure. Attended MPTA Board Meeting and statewide calls. Assisted 5310 sub-recipients with creating Title VI plans. Conducted OTO staff Title VI training.

### Task 6 – Operations and Demand Management (46% Complete)

Held one meeting of the TIM subcommittee. Continued research of van-pool program.

### Task 7 – MoDOT Studies and Data Collection (48% Complete)

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 203 staff hours were completed.

## 2.5% Set Aside Work Program

### Task 8 - Safe and Accessible Transportation Options (46% Complete)

Held one Bicycle and Pedestrian Advisory Committee meeting in November. Discussed facility updates for long range transportation plan maps. Maintained trail dashboard and maps and added trail count data to the dashboard. Worked with City of Springfield, Ozark Greenways and Springfield-Greene County Park board on identifying local and regional trail projects. Attended Ozark Greenways TAC and Let's Go Smart meetings.

## Surface Transportation Block Grant Work Program

### Task 9 – Studies and Project Administration (36% Complete)

OTO Staff are managing several projects, including oversight of engineering consultants and acting as point of contact for other agencies and the general public. In addition, staff continues to monitor and provide support for federal aid projects sponsored by member agencies, including quarterly meetings with agency and consultant project managers to discuss updates to the federal process and best practices. Staff also continues to update, maintain and make improvements to the project database that is used to monitor project progress, milestone dates and approvals.

## Appendix A – Related Planning Activities

## FTA 5303 - City Utilities Work Program

### Task 10 – CU Transit Planning (50% Complete)

#### Operational Planning

CU's Open FTA Grants:
MO-2023-005 – In Progress
MO-2024-025 – In Progress
MO-2024-031 – In Progress
MO-2025-008 – In Progress
MO-2025-018 – In Progress

#### ADA Accessibility Planning

In Spring 2023, CU was awarded FY 21-23 years of Section 5310 funding for ADA improvements. These funds will be used to add ADA approved landing pads at bus stops and sidewalks to make the system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. CU has received NEPA approval for the new/replacement shelter pads and continues to execute the project with an approximate completion date of Spring 2026. This grant funding will also be used to add new mobility securement systems that are safer and provide passengers with more independence. These securements have been delivered and installed.

#### Transit Fixed Route/Regional Service Analysis Implementation

As a result of the ConnectSGF Fixed Route Study, permanent route modifications were made in Q1 of SFY 25. No additional permanent route modifications were made in Q2 SFY 26. All fixed routes are consistently evaluated to make improvements as needed.

#### Service Planning

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

#### Financial Planning

CU Transit staff prepares and monitors the Transit Budget, as well as Financial and Capital Project Plans monthly, quarterly, and annually. Transit Project Managers also meet with Finance during the year to discuss the budget and financials. At the end of Q1, which is City Utilities' fiscal year end, the necessary documentation was completed for the annual audit, which includes a single audit of the federal grants. This audit is complete and an unmodified opinion.

#### Competitive Contract Planning

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

#### Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly. During Q2, discussions continued with the Safety Committee about PTASP.

### Transit Coordination Plan Implementation

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

### Program Management Plan Implementation

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

### Data Collection and Analysis

CU collects and analyzes ridership data monthly for transit planning purposes, submits weekly/monthly National Transit Database reports to the FTA, and has continued working on the FY 25 annual National Transit Database report that is due January 31, 2026.

# CARBON REDUCTION MULTI TRAIL PROJECTS FINANCIAL REPORTS

# Ozarks Transportation Organization
# CRP Multi Trail Projects Profit & Loss
## July through December 2025

| | Jul - Dec 25 |
|---|---|
| **Ordinary Income/Expense** | |
| **Income** | |
| **OTO Revenue** | |
| **Carbon Reduction Program Funds** | 136,918.65 |
| **Local Jdx Dues/Project Fees** | 114,820.78 |
| **Total OTO Revenue** | 251,739.43 |
| **Total Income** | 251,739.43 |
| **Gross Profit** | 251,739.43 |
| **Expense** | |
| **Services** | |
| **Trans Consulting Services** | 208,876.30 |
| **Total Services** | 208,876.30 |
| **Total Expense** | 208,876.30 |
| **Net Ordinary Income** | 42,863.13 |
| **Net Income** | **42,863.13** |

# Ozarks Transportation Organization
# CRP Multi Trail Projects Budget vs. Actual
## July through December 2025

| | Jul - Dec 25 | Budget | $ Over Budget | % of Budget |
|---|---|---|---|---|
| **Ordinary Income/Expense** | | | | |
| **Income** | | | | |
| **OTO Revenue** | | | | |
| **Carbon Reduction Program Funds** | 136,918.65 | 290,882.00 | -153,963.35 | 47.1% |
| **Local Jdx Dues/Project Fees** | 114,820.78 | | | |
| **Total OTO Revenue** | 251,739.43 | 290,882.00 | -39,142.57 | 86.5% |
| **Total Income** | 251,739.43 | 290,882.00 | -39,142.57 | 86.5% |
| **Gross Profit** | 251,739.43 | 290,882.00 | -39,142.57 | 86.5% |
| **Expense** | | | | |
| **Services** | | | | |
| **Trans Consulting Services** | 208,876.30 | 346,023.54 | -137,147.24 | 60.4% |
| **Total Services** | 208,876.30 | 346,023.54 | -137,147.24 | 60.4% |
| **Total Expense** | 208,876.30 | 346,023.54 | -137,147.24 | 60.4% |
| **Net Ordinary Income** | 42,863.13 | -55,141.54 | 98,004.67 | -77.7% |
| **Net Income** | **42,863.13** | **-55,141.54** | **98,004.67** | **-77.7%** |

# TAB 5

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM II.C.**

**FY2026 Unified Planning Work Program (UPWP) Amendment One**

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

**AGENDA DESCRIPTION**:
OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The OTO is proposing Amendment Number One to the FY2026 UPWP to include Traffic Engineering Assistance Program (TEAP) funding that has been awarded to Christian County. Christian County was awarded Traffic Engineering Assistance Program funding in the amount of $12,000 for project TEAP101, County Wide Sign Inventory. The total project cost is $15,000 with Christian providing Local Match funding in the amount of $3,000.

An amendment is needed to create UPWP Task 11 to allow expenses to be paid in FY2026. The addition of the Christian County Traffic Engineering Assistance Program funds will not require a revised Consolidated Planning Grant (CPG) Agreement with the Missouri Highway and Transportation Commission. There is no change to the amount of CPG funds that the OTO will receive for FY2026. The proposed addition of Task 11– Traffic Engineering Assistance Program, as well as the proposed changes to the proposed funding tables and supplemental project information are included in the agenda.

Proposed Amendment 1 below:

| | Local Funding | | | | Federal Funding | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task | Local Match 13.5172% | City Utilities | Christian County | In-Kind 1.9000% | CPG 62.2225% | STBG 16.9752% | FTA Complete Streets 4.3940% | 2.5% Set Aside Safe & Access Trans | TEAP | 5307 | Total | Percent (%) |
| 1 | $ 50,610 | $ - | | $ - | $ 241,575 | $ - | | $ - | | $ - | $ 292,185 | 18.51% |
| 2 | $ 25,456 | $ - | | $ 30,000 | $ 264,305 | $ - | | $ - | | $ - | $ 319,761 | 20.25% |
| 3 | $ 41,540 | $ - | | $ - | $ 198,281 | $ - | | $ - | | $ - | $ 239,821 | 15.19% |
| 4 | $ 17,233 | $ - | | $ - | $ 82,256 | $ - | | $ - | | $ - | $ 99,489 | 6.30% |
| 5 | $ 11,077 | $ - | | $ - | $ 52,875 | $ - | | $ - | | $ - | $ 63,952 | 4.05% |
| 6 | $ 5,539 | $ - | | $ - | $ 26,437 | $ - | | $ - | | $ - | $ 31,976 | 2.03% |
| 8 | $ - | $ - | | $ - | $ - | $ - | $ 69,091 | $ 15,593 | | $ - | $ 84,684 | 5.36% |
| 9 | $ 77,358 | $ - | | $ - | $ 101,638 | $ 268,019 | | $ - | | $ - | $ 447,015 | 28.31% |
| Total | $ 228,813 | $ - | | $ 30,000 | $ 967,367 | $ 268,019 | $ 69,091 | $ 15,593 | | $ - | $ 1,578,883 | |
| Total of CPG/STBG Expenses | | | | | | | | | | | $ 1,578,883 | 100.00% |
| 7 | Value of MoDOT "Direct Cost" | | | | | | | | | | $ 50,321 | |
| Total of CPG/STBG Work Program | | | | | | | | | | | $ 1,629,204 | |
| 10 | $ - | $ 42,000 | | $ - | $ - | $ - | | $ - | | $ 168,000 | $ 210,000 | |
| 11 | $ - | $ - | $ 3,000 | $ - | $ - | $ - | | $ - | $ 12,000 | $ - | $ 15,000 | |
| Totals | $ - | $ 42,000 | | $ - | $ - | $ - | | $ - | | $ 168,000 | | |
| Total of Transportation Planning Work | | | | | | | | | | | $ 1,854,204 | |

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN**:
At its regularly scheduled meeting held on February 18, 2026, the Technical Planning Committee recommended the Board of Directors approve Amendment Number One to the FY2026 UPWP.

**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 Number One to the FY2026 UPWP."

OR

"Move to take the following action regarding Amendment Number One to the FY2026 UPWP…"



FY2026

# UNIFIED PLANNING WORK PROGRAM

PREPARED BY

## OZARKS TRANSPORTATION ORGANIZATION

Fiscal Year 2026
(July 1, 2025 - June 30 2026)



# OUR MISSION

*To provide a forum for cooperative decision-making in support of an excellent regional transportation system.*

## Contact Us

For additional copies of this document or to request an accessible format, contact:

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2208 W. Chesterfield Boulevard, Suite 101
\Springfield, MO 65807

By telephone: (417) 865-3042

By fax: 417-862-6013

By email: staff@ozarkstransportation.org

Online: www.ozarkstransportation.org



# POLICY STATEMENT

The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. Any person who believes they or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, they or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at www.ozarkstransportation.org.

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.

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# Introduction

The Ozarks Transportation Organization (OTO) is the federally designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, as well as regional transportation and planning agencies for the Springfield urbanized area. MPOs are charged under Section 134 of Title 23, United States Code, with maintaining and conducting a "continuing, cooperative, and comprehensive" regional transportation planning and project programming process for the MPO's planning area. The planning area is defined as the area projected to become urbanized within the next 20 years.

The MPO includes local elected and appointed officials from Christian and Greene Counties, as well as the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staff from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on OTO's Technical Planning Committee which provides technical review, comments, and recommendations on draft plans, programs, studies, and issues.

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2026 (July 2025 - June 2026). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a federal transportation grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization's Public Participation Plan may be found on the OTO website: https://media.ozarkstransportation.org/documents/OTO-2020-Public-Participation-Plan.pdf

CFR §450.306 identifies the scope of the metropolitan planning process, which shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

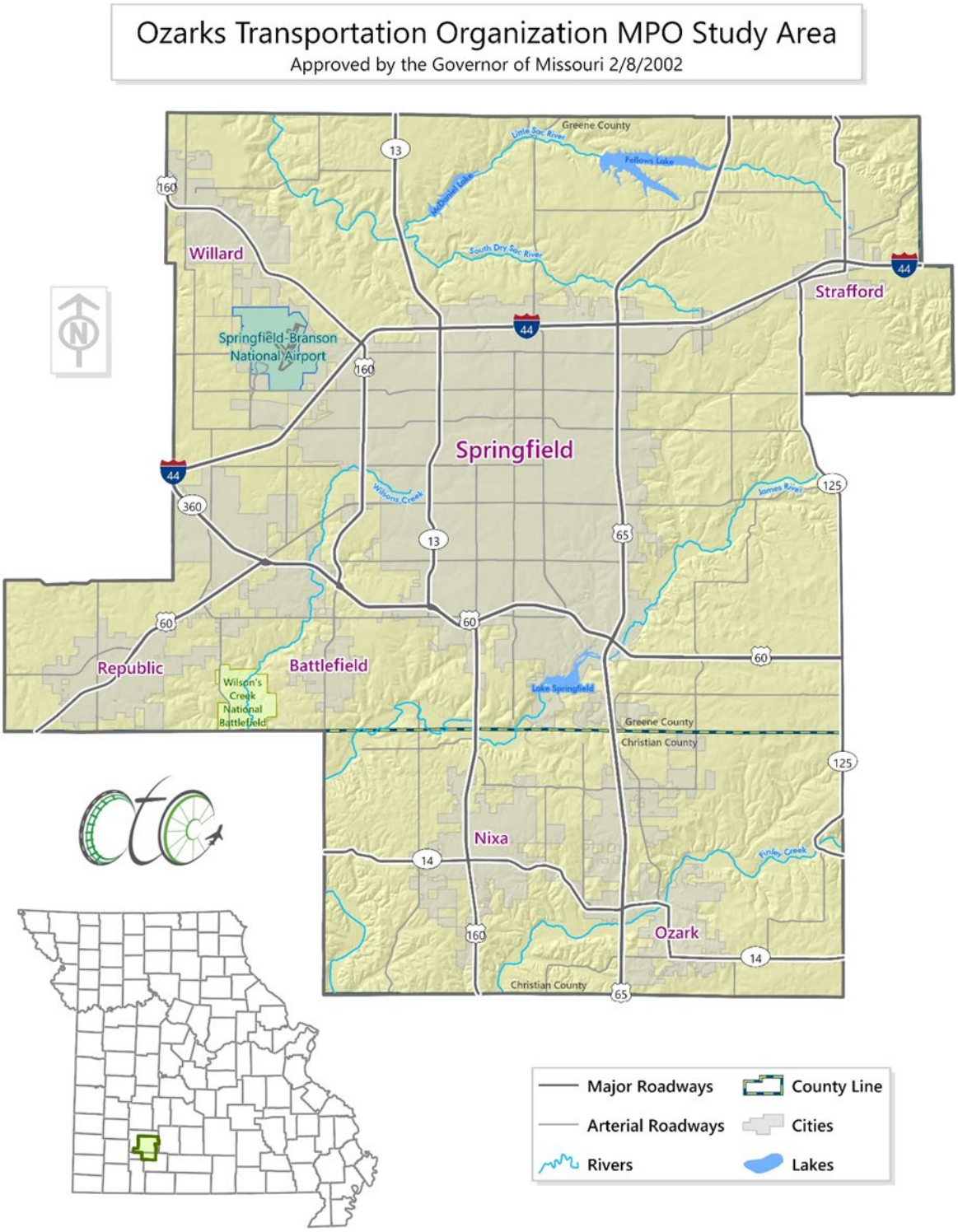
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase accessibility and mobility of people and freight;

4. Improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation;
7. Emphasize the preservation of the existing transportation system;
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
9. Enhance travel and tourism.

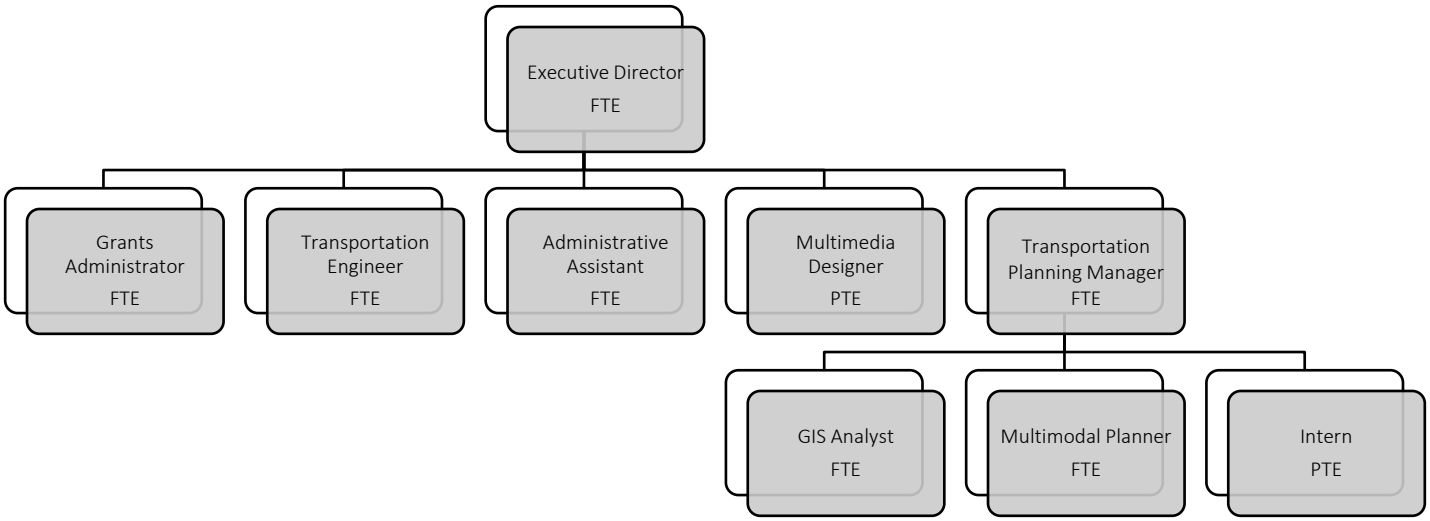
The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

> "(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)… (c) ...each MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a UPWP that includes a discussion of the planning priorities facing the MPA [metropolitan planning area]. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.

In addition, the planning process shall include developing the long-range transportation plan and transportation improvement program (TIP) through a performance-driven, outcome-based approach to planning for the metropolitan area. All work in the Unified Planning Work Program will be performed by OTO staff unless specifically specified in this document.


Ozarks Transportation Organization MPO Study Area
Approved by the Governor of Missouri 2/8/2002
Greene County
Willard
Springfield-Branson National Airport
Springfield
Strafford
Republic
Battlefield
Wilson's Creek National Battlefield
Nixa
Ozark
Christian County
Greene County
Christian County
Major Roadways
Arterial Roadways
Rivers
County Line
Cities
Lakes

# Ozarks Transportation Organization Planning Staff



## Important Issues Facing the Ozarks Transportation Organization

The region is continuing its work towards a safer, efficient, and connected transportation system, but it continues to struggle with funding challenges. The OTO planning partners remain focused on ways to fund the transportation system with the continued threat of increased inflation in the upcoming transportation improvement program and statewide transportation improvement program. OTO staff and planning partners continue to seek additional US DOT grant assistance to bridge the funding gap. In addition, OTO and planning partners have been working together to get projects through the environmental and design phases to construction to meet obligation deadlines. The region, through the planning process, is identifying projects that are ready to go and can be easily completed. Looking forward, the OTO and partners are working to identify projects that would benefit from planning studies or federal grant applications to prepare them for future year funding.

Much of OTO's work is recurring, often annually, however, staff strives to improve upon past iterations, putting forth work exemplifying best practices and the region's needs. Recurring work includes:

- Transportation Improvement Program
- STIP Prioritization
- Performance Monitoring
- Committees such as Local Coordinating Board for Transit, Bicycle Pedestrian Advisory Committee, and Traffic Incident Management
- Technical Planning Committee
- Board of Directors/Executive Committee
- Public Involvement

The Unified Planning Work Program for FY 2026 will also continue to implement the recommendations contained within *Destination 2045 (adopted in 2021 and most recently amended in 2025)*, as well *Towards a Regional Trail System*. Work products include studies and the ongoing effort to pursue discretionary funding for the region.

OTO will also continue to embrace the new tools that have more recently become available and necessary. The region stands ready to utilize additional transportation investment as it becomes available to the region.

## Major Activities and Tasks

The Unified Planning Work Program is divided into tasks and work elements identifying how OTO's time and expenses will be allocated over the fiscal year. Appendix A outlines planning activities in the region that are outside the OTO's Unified Planning Work Program. The following pages outline each major activity and task, responsible agencies, schedule, resulting products, and proposed funding. Funding is summarized by source and federal share, with matching funds identified. Additional details on prior accomplishments can be found in the FY 2025 UPWP Year-End Report, which will be incorporated upon completion in July 2025.

# Task 1 – UPWP Program Management and Coordination

## Purpose

Activities required to manage the transportation planning process and all UPWP work products on a continual basis by offering professional staff services, managing the work program and budget, executing agreements with partner agencies, and administrative/operational activities required to function as an independent MPO.

## Work Elements

### 1.1 Direct Program Management

Purpose: Effective administration of the OTO transportation planning process, including management of OTO planning staff and financial/reporting administration of grants.

#### 1.1.1 Financial and Contract Management

*Timeframe – July 2025 to June 2026*

- Preparation and submission of quarterly financial reports, regular payment requests, and year-end financial reports per existing agreements
- Maintenance of OTO accounts and budget, with reporting to Board of Directors
- Annual dues administration
- Coordinate contract development, management, and addendums
- Procurement in accordance with the OTO Purchasing manual and applicable guidance

#### 1.1.2 Financial Audit

*Timeframe – August 2025 to December 2025*

- Conduct an annual and single audit of FY 2025 and report to Board of Directors
- Implement measures as suggested by audit

#### 1.1.3 General Administration and Personnel

*Timeframe – July 2025 to June 2026*

- Manage the day-to-day activities of the structurally independent MPO
- Update memorandums of understanding, as necessary
- Provide administrative services and management (including legal) review of all work products identified in the UPWP
- Legal services
- Policy and bylaws amendments, as necessary
- Develop and improve the internal operations of the MPO
- Personnel management including recruitment, evaluations, and transitions to maintain a professional staff with necessary talent skills, and capacity
- Payroll and benefits administration

### 1.1.4 Electronic Support for OTO Operations

*Timeframe – July 2025 to June 2026*

- Ensure technical resources are available to implement the UPWP
- Maintain and update OTO hosted websites and associated services
- Maintain and update social media
- Software and associated updates
- Information Technology Managed Services, including data backup and cybersecurity

## 1.2 Unified Planning Work Program

*Timeframe – July 2025 to June 2026*

*Purpose: Develop and maintain the Unified Planning Work Program in compliance with federal laws*

- Amendments to the FY 2026 UPWP as necessary
- Development of the FY 2027 UPWP, including subcommittee meetings and public participation in accordance with the OTO Public Participation Plan, as well as approval through the OTO Board of Directors, MoDOT, FHWA Missouri Division, and FTA Region VII
- UPWP Quarterly Progress Reports
- Invoicing and Year-End Report

## 1.3 OTO Staff Travel and Training

*Timeframe – July 2025 to June 2026*

*Purpose: Provide MPO Staff with the necessary training and development to perform their jobs efficiently and effectively. To stay current on changing regulations and certification requirements.*

- Travel to meetings and trainings regionally, statewide, and nationally
  - MoDOT Planning Partner Meetings
  - Missouri Highways and Transportation Commission meetings
  - Missouri Public Transit Association Board Meetings
  - Springfield Traffic Advisory Board
  - Ozarks Section of Institute of Transportation Engineers
  - Southwest Missouri Council of Governments
- Training and development of OTO staff and members through relevant educational programs, which could potentially include:
  - Association of MPOs Conferences and Webinars
  - GIS industry-related conferences and training, such as MAGIC or ESRI
  - Institute for Transportation Engineers Conferences and Webinars
  - Transportation Research Board Conferences and Webinars
  - American Planning Association Conferences and Webinars
  - Missouri Public Transportation Association Conferences and Webinars
  - Other relevant training for planning and non-planning staff
  - OTO hosted training for members
  - Employee Educational Assistance
  - Industry memberships as appropriate

### 1.4 MPO Compliance and Certification

*Timeframe – July 2025 to June 2026*

*Purpose: Conduct the metropolitan transportation planning process in compliance with applicable federal and state laws*

- Address items contained in 2025 joint FHWA and FTA federal certification review of the MPO Planning Process
- Monitor guidance from state and federal agencies on the regional transportation process and provide feedback as necessary through the federal register or other engagement process

### 1.5 Vehicle Purchase (20% Task 1)

*Timeframe – August 2025 to December 2025*

- Vehicle for staff attending various trainings in support of the planning process. Use of vehicle to travel to MoDOT hosted statewide meetings in Jefferson City

## Anticipated Outcomes

- Implementation of the FY 2026 UPWP
- Regular reimbursement requests and quarterly progress reports
- FY 2025 Year-End Report
- Adoption of the FY 2027 UPWP and execution of associated agreements
- Financial reporting to the Board of Directors
- FY 2025 Audit
- Legal services and contracts
- Grant Administration
- Attendance of OTO staff and members at relevant meetings and trainings
- Relevant policy and bylaws updates and necessary legal services
- Revisions to inter-local agreements and contracts as needed
- Continued grant administration of multiple DOT grants
- Contract services performed by HR, Legal, and Auditing professionals
- Vehicle Purchase (20% Task 1 use)

## Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- Quarterly progress reports, payment requests and year-end report for FY 2025
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY 2024 Single Audit
- FY 2025 UPWP amendments and administrative modifications as needed through June 2025
- FY 2026 UPWP development and approval
- Conferences and training for staff
- Employment management
- Legal services and contracts
- Grant Administration
- Conflict of Interest Policy and Certifications
- Updated Continuity of Operations Plan
- Contract services performed by HR, Legal and Auditing professionals

# Task 2 – Planning Coordination and Outreach

## Purpose

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities. Inform and engage the public, media, and other stakeholders in the OTO planning process. Provide the community with an opportunity for meaningful participation in planning process and plan development. Facilitate the planning and implementation of transportation projects and services, while strengthening working relationships among MPO members, MoDOT, and partner agencies.

## Work Elements

### 2.1 OTO Committee Support

*Timeframe – July 2025 to June 2026*

- Conduct and staff all Board of Directors, Technical Planning Committee, Executive Committee, Local Coordinating Board for Transit, and Traffic Incident Management meetings
- Respond to individual committee requests
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year

#### 2.1.1 Member Attendance at OTO Meetings

*Timeframe – July 2025 to June 2026*

- OTO member jurisdiction member's time spent at OTO meetings documented for In-Kind match on UPWP Program Agreement

### 2.2 Local Government and Stakeholder Education and Outreach

*Timeframe – July 2025 to June 2026*

*Purpose: Provide education, outreach, and support to local governments and other stakeholders.*

- Participate in and encourage collaboration among various community committees directly related to transportation and planning
- Educate local governments and other community stakeholder groups about the OTO transportation planning process, federal regulations, and associated documents
- Meet with local governments about their transportation and growth and development planning issues and needs and provide support and technical assistance as necessary
- Continued coordination through the planning process with the Federal Land Management Agency representatives in the MPO area
- Coordination with MoDOT staff at District and Statewide levels

### 2.3 Public Involvement

*Timeframe – July 2025 to June 2026*

- Maintain OTO website and public comment tools
- Facilitate public comment periods associated with the Public Participation Plan
- Comply with Missouri Sunshine Law requirements, including record retention
- Annual Public Participation Plan (PPP) Evaluation
- Continue to utilize social media for public education and input
- Publish public comments in the agenda to ensure Board and Committees are informed
- Continue integration of Virtual Public Involvement tools into the public involvement process
- Give Presentations as requested

### 2.4 Civil Rights Compliance

*Timeframe – July 2025 to June 2026*

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA)
- Accept and process complaint forms for Title VI/ADA compliance

### 2.5 Vehicle Purchase (20% Task 2)

*Timeframe – August 2025 to December 2025*

- Purchase vehicle for staff use in planning and coordination outreach. Use for staff to travel to public meetings, local government stakeholders Education and Outreach, and OTO Committee and subcommittee support.

## Anticipated Outcomes

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors
- Attendance of OTO staff and OTO members at various community committees
- Document meeting attendance for in-kind reporting
- Public input tracked and published
- Implementation of PPP through website and press release
- Continuously updated websites
- Social media engagement
- Annual PPP Evaluation
- Semiannual DBE reporting submitted to MoDOT
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT
- Public Input for Ad Hoc Studies and Administered Projects
- Continued integration of Virtual Public Involvement Tools
- Coordination with MoDOT and FLMA
- Vehicle Purchase (20% Task 2 use)

## Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- Meetings, agendas, and minutes for OTO Board of Directors, Committees, and Subcommittees
- Document meeting attendance for in-kind reporting
- Community committee participation
- Annual PPP Evaluation
- Management of public input
- Social media engagement
- DBE and Title VI reports submitted to MoDOT
- Monthly website maintenance and associated updates
- Integration of Virtual Public Involvement Tools

# Task 3 – Planning and Implementation

## Purpose

Short-and long-range planning activities supporting a multimodal transportation system, supported with best practices, latest available data. Providing for a performance-driven and outcome-based planning process.

## Work Elements

### 3.1 Long Range Transportation Plan

*Timeframe – July 2025 to June 2026*

- Incorporate *Destination 2045* guidance in the planning process
- Process amendments to the long range transportation plan and the Major Thoroughfare Plan
- Continue to integrate known information into the planning process to include data on natural, cultural, and community resources
- Implementation of action items and status summary
- Development of long range transportation plan update for 2050 with adoption in FY 2027

### 3.2 Performance Measures

*Timeframe – July 2025 to June 2026*

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities
- Annual State of Transportation report, incorporating federally required performance measures and those set in the long range transportation plan

### 3.3 Congestion Management Process Implementation

*Timeframe – July 2025 to June 2026*

- Coordinate system performance monitoring, including data collection and analysis
- Review goals and implementation strategies to ensure effective system evaluation
- Conduct before and after analysis of completed projects and their effects on the system

### 3.4 Federal Function Classification Maintenance and Updates

*Timeframe – July 2025 to June 2026*

- Annual call for updates
- Facilitate change requests as necessary

### 3.5 Freight Planning

*Timeframe – July 2025 to June 2026*

- Participate in MoDOT freight planning efforts, including the implementation of statewide freight and rail plan
- Continue to identify and review essential freight corridors throughout the region
- Annual review of the STRAHNET system to identify routes in the OTO boundary

### 3.6 Air Quality Planning

*Timeframe – July 2025 to June 2026*

- Continued planning process incorporation of alternative modes of transportation
- Monitor air quality and its impact on transportation conformity

- Support the Ozarks Clean Air Alliance and its participation in the EPA Ozone and PM Advance Programs through the Clean Air Action Plan

### 3.7 Demographic and Geographic Data Management

*Timeframe – July 2025 to June 2026*

- Continue to develop and maintain the Geographic Information System (GIS) and curate data for transportation planning
- Develop and maintain mapping and graphics for OTO activities and reports, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials
- Support transportation decision-making by collecting and compiling demographics, area development data, and migration statistics into a report on growth trends
- Use hazard assessment database to identify endangered species and flood-vulnerable facilities as associated with potential transportation improvements
- Data acquisition for grants, plans, and performance measures
- GIS license maintenance

### 3.8 Support for Jurisdictions' Plans

*Timeframe – July 2025 to June 2026*

- Provide support for member jurisdictions as they develop and implement plans and studies through activities such as consultant scope of service review, committee participation, regional data, and ensuring OTO plan consistency
- Host trainings as requested
- Work with member jurisdictions to identify project elements to increase safe and accessible options for multiple travel modes for people of all ages and abilities

### 3.9 Vehicle Purchase (20% Task 3)

*Timeframe – August 2025 to December 2025*

- Vehicle use for staff to meet with member jurisdictions in support of their various jurisdiction plans and in the planning development of the OTO Long Range Transportation Plan

## Anticipated Outcomes

- Amendments to the LRTP as necessary
- Performance target updates
- Draft Long Range Transportation Plan
- Annual call for updates to the Federal Functional Classification System and other updates as requested
- CMP monitoring
- Participation in statewide freight planning efforts
- Continued air quality attainment status monitoring
- Report on growth trends and other relevant demographics
- GIS maintenance and mapping, including transportation data
- Travel demand model updates as needed and associated model runs
- Annual review of STRAHNET system
- LRTP Implementation Report
- Other projects as needed
- Vehicle Purchase (20% Task 3 use)

## Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- *Amended Destination 2045*
- Performance target updates adopted
- Annual State of Transportation Report
- Annual Federal Functional Classification call for projects
- Federal Functional Classification update requests
- Participation in Ozarks Clean Air Alliance
- GIS maintenance and mapping
- Trail dashboard update

# Task 4 – Project Selection and Programming

## Purpose

Identify and implement priorities within the OTO through the development and maintenance of the Transportation Improvement Program.

## Work Elements

### 4.1 Project Programming

*Timeframe – July 2025 to June 2026*

- Develop, and revise as necessary, policies and processes for project solicitation and award
- Award funding and program projects into relevant Transportation Improvement Program
- All public involvement activities relating to gathering input for and comments on the Transportation Improvement Program and its amendments
- Complete and publish FY 2026-2029 Transportation Improvement Program
- Develop and draft FY 2027-2030 Transportation Improvement Program
- Process all TIP Amendments and Modifications, including the coordination, advertising, public comment, Board approval, and submissions for MoDOT STIP incorporation
- Maintain and update the OTO TIP project database and web map

### 4.2 Federal Funds Tracking

*Timeframe – July 2025 to June 2026*

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website within 90 days of the end of the program year
- Monitor OTO suballocated funding balances and publish a semi-annual report
- Track area cost-share projects
- Track reasonable progress on project implementation following programming

### 4.3 STIP Prioritization and Scenarios

*Timeframe – July 2025 to June 2026*

- Meet with member jurisdictions and agencies about their transportation planning issues, needs, and planned growth
- Review prioritization criteria and update as necessary, supporting the regional vision and goals
- Develop final recommendations to MoDOT, including unfunded needs, using a subcommittee of the Technical Planning Committee to prioritize projects

### 4.4 Vehicle Purchase (20% Task 4)

*Timeframe – August 2025 to December 2025*

- Vehicle use for staff to meet with member jurisdictions about their transportation planning issues, needs, and planned growth as part of the STIP Prioritization process. Attend public meetings relating to regional priority improvement projects

## Anticipated Outcomes

- Adoption and approval of the FY 2026-2027 Transportation Improvement Program
- Development of the draft FY 2027-2030 Transportation Improvement Program
- TIP Amendments and Administrative Modifications as necessary

- Maintain online TIP database
- Semiannual Federal Funds Balance Report
- Annual Listing of Obligated Projects
- Develop and prioritize potential projects for use of MoDOT system improvement funds
- Award suballocated funding
- Online TIP Tool Call for Projects
- Vehicle Purchase (20% Task 4 use)

## Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- Amendments and Administrative Modifications to the FY 2025-2028 Transportation Improvement Program
- Draft FY 2026-2029 Transportation Improvement Program
- Semiannual Federal Funds Balance Reports
- Annual Listing of Obligated Projects
- MoDOT STIP Prioritization
- Developed and solicited applications for Transportation Alternatives Program (TAP) and Carbon Reduction Program (CRP)
- Expanded OTO TIP project database to include application process

# Task 5 – OTO Transit Planning

## Purpose

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. A fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

## Work Elements

### 5.1 Operational Planning

*Timeframe – July 2025 to June 2026*

- OTO staff shall support operational planning functions with available data
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey
- Attend the CU Advisory Committee

### 5.2 Transit Coordination Plan and Implementation

*Timeframe – July 2025 to June 2026*

- Transit Coordination Plan Implementation with one-page report on status of action items
- OTO staffing of the Local Coordinating Board for Transit
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans
- Research additional funding for senior centers and human service agencies

### 5.3 Program Management Plan Implementation

*Timeframe – July 2025 to June 2026*

- Continue to implement the Program Management Plan
- Conduct call for projects for Section 5310 funding
- Procure vehicles from the Call for Projects as the Designated Recipient
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds

### 5.4 Data Collection and Analysis

*Timeframe – July 2025 to June 2026*

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts
- Explore barriers to transit use

### 5.5 Community Support

*Timeframe – July 2025 to June 2026*

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives through the Let's Go Smart Transportation Collaborative
- Assist City of Springfield in exploring high frequency transit

- Attend Missouri Public Transit Association Board meetings

### 5.6 ADA/Title VI Appeal Process

*Timeframe – July 2025 to June 2026*

- OTO staff assistance on CU Transit ADA/Title VI Appeal Process

## Anticipated Outcomes

- Transit agency coordination
- Continued Transit Coordination Plan implementation
- Special studies
- Committee meetings, agendas, and minutes
- CU Transit ADA/Title VI Appeals as requested
- Data collection
- Procure FTA 5310 vehicles and OTO grant administration
- Regional paratransit coordination
- Let's Go Smart Transportation Collaborative participation
- CU Transit Fixed Route Analysis assistance
- Conduct Call for Projects and award funding

## Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- LCBT meetings, agendas, and minutes
- Transit agency coordination
- Let's Go Smart Transportation Collaborative participation
- Call for Projects and Award of FTA 5310 Funding
- Monitored FTA 5310 vehicle delivery and OTO balance
- Regional paratransit coordination

# Task 6 – Operations and Demand Management

## Purpose

Planning activities to support the efficiency and to manage demand of the transportation system.

## Work Elements

### 6.1 Traffic Incident Management Planning

*Timeframe – July 2025 to June 2026*

- Coordinate meetings of Traffic Incident Management Committee

### 6.2 Intelligent Transportation Systems Coordination

*Timeframe – July 2025 to June 2026*

- Coordination with the Traffic Management Center in Springfield and with City Utilities Transit as needed

### 6.3 Intelligent Transportation Systems Architecture

*Timeframe – July 2025 to June 2026*

- Continue to coordinate with MoDOT and members to implement and develop ITS solutions

### 6.5 Coordinate Employer Outreach Activities

*Timeframe – July 2025 to June 2026*

- Work with the City of Springfield to identify and coordinate with major employers to develop employer-based programs that promote ridesharing and other transportation demand management (TDM) techniques within employer groups
- Rideshare Program outreach

### 6.6 Collect and Analyze Data to Determine Potential Rideshare Demand

*Timeframe – July 2025 to June 2026*

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities

### 6.7 Van Pool Program

*Timeframe – July 2025 to June 2026*

- Research potential for van pool program in area (including partnering with veteran's services)
- Work with possible major employers to see feasibility at employer locations

## Anticipated Outcomes

- ITS coordination
- Travel time unit maintenance
- Annual report of TDM activities
- Van Pool Program Development (multi-year process)
- Recommendations for ITS solutions

## Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities
- Maintenance of OTO travel time collection units
- TIM committee meetings including self-assessment

# Task 7 – MoDOT Studies and Data Collection

## Purpose

MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.

## Work Elements

### 7.1 MoDOT Transportation Studies and Data Collection

*Timeframe – July 2025 to June 2026*

- Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model
- Transportation studies conducted to provide accident data for use in the Congestion Management Process
- Speed studies conducted to analyze signal progression to meet requirements of the Congestion Management Process
- Miscellaneous studies to analyze congestion along essential corridors may also be conducted
- Maintenance of the MoDOT travel time collection units

| MODOT POSITION | ANNUAL SALARY | PERCENTAGE | ELIGIBLE |
|---|---|---|---|
| TRAFFIC CENTER MANAGER | $116,337.60 | 5% | $5,816.88 |
| SR INFO SYSTEMS TECHNOLOGIST | $61,249.44 | 30% | $18,374.83 |
| TRAFFIC STUDIES SPECIALIST | $65,335.68 | 5% | $3,266.78 |
| SENIOR TRAFFIC STUDIES SPECIALIST | $76,207.20 | 30% | $22,862.16 |
| TOTAL MODOT DIRECT SALARIES | | | $50,320.65 |

## Anticipated Outcomes

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Maintenance of the MoDOT travel time collection units

## Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2025 year-end report, which will be incorporated upon completion in July 2025.

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed studies
- Signal timing
- Maintenance of the MoDOT travel time collection units

## 2.5% Set Aside Work Program and Complete Streets

# Task 8 - Safe and Accessible Transportation Options

### Purpose

MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.

This section contains tasks for developing safe and accessible transportation options and work for complete streets. This task is utilizing the 2.5% ($15,593) set aside of Safe and Accessible Transportation Options Planning funds for the OTO and $69,377 in additional eligible activities for 100% funding for eligible Complete Streets projects through FHWA. This task incorporates planning processes that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The OTO currently works towards safe and accessible transportation options as demonstrated by work tasks throughout the UPWP.

### Work Elements

#### 8.1 Transportation Options Best Practices

*Timeframe – July 2025 to June 2026*

- Research best practices around active transportation, complete streets, and mobility options, as well as provide support as needed to member jurisdictions on these topics

#### 8.2 Complete Streets

*Timeframe – July 2025 to June 2026*

- Maintain complete streets toolbox

#### 8.3 Bicycle and Pedestrian Transportation

*Timeframe – July 2025 to June 2026*

- Maintain OTO Trail dashboard and work to fill in gaps
- Update the safety analysis of bicycle and pedestrian crashes throughout the OTO area
- Develop and maintain pedestrian crash maps and relevant non-motorist safety data
- Work with member jurisdictions to identify funding and timelines for potential trail projects, especially projects that address gaps in connectivity

#### 8.4 Active Transportation Planning and Implementation

*Timeframe – July 2025 to June 2026*

- Implement strategies for active transportation as identified in OTO bicycle and pedestrian plans, including *Towards A Regional Trail System*, *Statement of Priorities for Sidewalks and On-Street Bicycle and Pedestrian Infrastructure*, and *Regional Bicycle and Pedestrian Trail Investment Study*
- Coordinate and monitor regional activities through the Bicycle and Pedestrian Advisory Committee
- Research best practices around active transportation, complete streets, and mobility options, as well as provide support as needed to member jurisdictions on these topics

### 8.5 OTO Staff Meetings Attendance

*Timeframe – July 2025 to June 2026*

*Purpose: MPO Staff to travel to meetings and training regionally and statewide related to active transportation options*

- Missouri Trails Advisory Board
- Ozark Greenways Technical Committee
- Let's Go Smart Collaborative

### 8.6 OTO Bicycle and Pedestrian Advisory Committee Support

*Timeframe – July 2025 to June 2026*

- Conduct and staff the Bicycle and Pedestrian Advisory Committee Meeting
- Respond to individual committee requests

## Anticipated Outcomes

- Bicycle and Pedestrian Crash Maps
- Implementation of best practices for active transportation
- Work with Bicycle and Pedestrian Transportation Committee
- Identify trail projects and potential funding to ungap the regional trail map through project prioritization
- Attendance of OTO staff and members at relevant meetings
- Conduct meetings, prepare agendas and meeting minutes for Bicycle and Pedestrian Advisory Committee
- Annual Bicycle/Pedestrian Implementation Report
- Resources for active transportation best practices and any associated trainings
- Continued development of trail projects for eventual construction
- Bicycle and Pedestrian Safety Analysis
- Trail Dashboard Maintenance and Maps

## Prior Year Accomplishments

- Complete Streets Toolbox
- Best practices for active transportation
- Bicycle and Pedestrian Crash Maps
- Annual Bicycle/Pedestrian Implementation Report
- Continued development of trail projects for eventual construction
- Trail Dashboard Maintenance and Maps

# Task 9 – Studies and Project Administration

## Purpose

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies for the long range transportation plan. These are studies and projects utilizing Surface Transportation Block Grant funding. OTO will utilize $268,019 in Surface Transportation Block Grant (STBG) towards Task 9 in addition to CPG funds.

## Work Elements

### 9.1 Other Transportation Studies

*Timeframe – July 2025 to June 2026*

- Studies requested by member jurisdictions to examine trail or road alignments, traffic, parking, safety, walkability or land use

### 9.2 Administration of Local Jurisdiction Projects

*Timeframe – July 2025 to June 2026*

- Oversee the project administration of local jurisdiction projects as needed
- OTO Transportation Engineer assistance for local jurisdictions with project administration on OTO allocated projects.
- OTO Transportation Engineer assistance for local jurisdictions with project administration on MoDOT system projects.

### 9.3 Grant Applications

*Timeframe – July 2025 to June 2026*

- Develop and assist OTO members with developing applications for discretionary funding
- Review notices of funding availability to determine alignment of OTO planning documents with funding requirements and focal areas
- Maintain grant website page and newsletter with grant resources for local jurisdictions
- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning

### 9.4 Transportation Consultant/Modeling Services

*Timeframe – July 2025 to June 2026*

- Travel demand model scenarios to assist with long range transportation plan development and implementation
- Contracted data collection efforts to support OTO planning projects, signal timing, and transportation decision-making
- Benefit cost analysis and grant data services
- Manage consultant contracts for studies for scoping and design of future transportation projects

### 9.5 Vehicle Purchase (20% Task 9)

*Timeframe – August 2025 to December 2025*

- Vehicle use for staff travel to local jurisdictions to assist with local project administration for OTO allocated and MoDOT system projects

## Anticipated Outcomes

- Project administration
- Other studies completed as needed
- Grant applications and support letters as requested
- Travel demand model scenarios as requested
- Consultant contracts for studies and grant agreements
- Vehicle Purchase (20% Task 9 use)

## Prior Year

- Assisted local jurisdictions with project administration on 27 OTO allocated projects
- Continued support for area comprehensive plan updates
- Grant application review and support letters
- Reviewed BUILD Grant/RURAL Grant opportunities
- 2025 Highway MM BUILD Discretionary Grant submitted

## Funding Tables

The work contained in the FY 2026 Unified Planning Work Program (UPWP) is supported by financial grants and in-kind resources from federal, state, and local government sources, as well as OTO surplus funding. The total estimated costs for the FY 2026 UPWP is $1,626,204; with $1,317,670 in federal dollars and $309,133 in state, local, and in-kind dollars. The use of in-kind dollars allows the OTO to utilize an 81.02% federal reimbursement rate. Funding details are found in seven tables, described below.

- Table 1 – Task Budget Summary
- Table 2 – Funding Totals – this table presents the funding from all sources for all of the work elements of the UPWP
- Table 3 – Anticipated Contracts by Cost & Equipment Over $5,000
- Table 4 – Consolidated Planning Grant (CPG)/Surface Transportation Block Grant (STBG) Funding FY 2024
- Table 5 – Budgeted Revenue for Actual Costs FY 2026
- Table 6 – Total Available Revenue for FY 2026 UPWP Work Activities
- Table 7 – FY 2026 UPWP Budget

# Table 1

Task Budget Summary

## Consolidated Planning Grant PL

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|---|---|---|---|
| Task 1 – UPWP Program Management and Coordination | $292,185 | | |
| *1.1 Direct Program Management* | | | |
| *1.1.1 Financial and Contract Management* | | *OTO* | *Yes* |
| *1.1.2 Financial Audit* | | *OTO* | *Yes* |
| *1.1.3 General Administration and Personnel* | | *OTO* | *Yes* |
| *1.1.4 Electronic Support for OTO Operations* | | *OTO* | *Yes* |
| *1.2 Unified Planning Work Program* | | *OTO* | *No* |
| *1.3 OTO Staff Travel and Training* | | *OTO* | *No* |
| *1.4 MPO Compliance and Certification* | | *OTO* | *No* |
| *1.5 Vehicle Purchase (20% of Vehicle)* | | *OTO* | *No* |
| Task 2 – Planning Coordination and Outreach | $319,761 | | |
| *2.1 OTO Committee Support* | | *OTO* | *No* |
| *2.1.1 Member Attendance at OTO Meetings* | | *OTO* | *No* |
| *2.2 Local Government and Stakeholder Education and Outreach* | | *OTO* | *No* |
| *2.3 Public Involvement* | | *OTO* | *No* |
| *2.4 Civil Rights Compliance* | | *OTO* | *No* |
| *2.5 Vehicle Purchase (20% of Vehicle)* | | *OTO* | *No* |
| Task 3 – Planning and Implementation | $239,821 | | |
| *3.1 Long Range Transportation Plan* | | *OTO* | *Yes* |
| *3.2 Performance Measures* | | *OTO* | *No* |
| *3.3 Congestion Management Process Implementation* | | *OTO* | *No* |
| *3.4 Federal Functional Classification Maintenance and Updates* | | *OTO* | *No* |
| *3.5 Freight Planning* | | *OTO* | *No* |
| *3.6 Air Quality Planning* | | *OTO* | *No* |
| *3.7 Demographic and Geographic Data Management* | | *OTO* | *Yes* |
| *3.8 Support for Jurisdictions' Plans* | | *OTO* | *No* |
| *3.9 Vehicle Purchase (20% of Vehicle)* | | *OTO* | *No* |
| Task 4 – Project Selection and Programming | $99,489 | | |
| *4.1 Project Programming* | | *OTO* | *Yes* |
| *4.2 Federal Funds Tracking* | | *OTO* | *No* |
| *4.3 STIP Prioritization and Scenarios* | | *OTO* | *No* |
| *4.4 Vehicle Purchase (20% of Vehicle)* | | *OTO* | *NO* |
| Task 5 – OTO Transit Planning | $63,952 | | |
| *5.1 Operational Planning* | | *OTO* | *No* |
| *5.2 Transit Coordination Plan and Implementation* | | *OTO* | *No* |
| *5.3 Program Management Plan Implementation* | | *OTO* | *No* |
| *5.4 Data Collection and Analysis* | | *OTO* | *No* |
| *5.5 Community Support* | | *OTO* | *No* |

| | | | |
|---|---|---|---|
| *5.6 ADA/Title VI Appeal Process* | | *OTO* | *No* |
| | | | |
| | | | |
| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
| Task 6 – Operations and Demand Management | $31,976 | | |
| *6.1 Traffic Incident Management Planning* | | *OTO* | *No* |
| *6.2 Intelligent Transportation Systems Coordination* | | *OTO* | *No* |
| *6.3 Intelligent Transportation Systems Architecture* | | *OTO* | *No* |
| *6.4 Travel Sensing and Travel Time Services* | | *OTO Springfield MoDOT* | *Yes* |
| *6.5 Coordinate Employer Outreach Activities* | | *OTO Springfield* | *No* |
| *6.6 Collect & Analyze Data to Determine Potential Demand* | | *OTO* | *No* |
| *6.7 Van Pool Program* | | *OTO* | *No* |
| Task 7 – MoDOT Studies and Data Collection | $50,321 | | |
| *7.1 MoDOT Transportation Studies and Data Collection* | | *MoDOT SW* | *No* |
| TOTAL | $1,097,505 | | |

## 2.5% Set Aside/Complete Streets

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|---|---|---|---|
| Task 8 – Complete Streets and 2.5 % Set Aside Safe and Accessible Transportation Options - $84,684 – 100% Reimbursement | $84,684 | OTO | |
| *8.1 Transportation Options Best Practices* | | *OTO* | *No* |
| *8.2 Complete Streets* | | *OTO* | *No* |
| *8.3 Bicycle & Pedestrian Transportation* | | *OTO* | *No* |
| *8.4 Active Transportation Planning and Implementation* | | *OTO* | *No* |
| *8.5 OTO Staff Meeting Attendance* | | *OTO* | *No* |
| *8.6 OTO Bicycle and Pedestrian Advisory Committee Support* | | *OTO* | *No* |
| TOTAL | $84,684 | | |

## STBG

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|---|---|---|---|
| Task 9 – Studies and Project Administration | $447,015 | | |
| *9.1 Other Transportation Studies* | | *OTO* | *Potentially* |
| *9.2 Administration of Local Jurisdiction Projects* | | *OTO* | *No* |
| *9.3 Grant Applications* | | *OTO* | *Potentially* |
| *9.4 Transportation Consultant/Modeling Services* | | *OTO* | *Yes* |
| *9.5 Vehicle Purchase (20% of vehicle)* | | *OTO* | *No* |
| TOTAL | $447,015 | | |

## FTA 5303 (City Utilities) – Appendix A

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|---|---|---|---|
| Task 10 – CU Transit Planning | $210,000 | | |
| *10.1 Operational Planning* | | *City Utilities* | *No* |
| *10.2 ADA Accessibility Planning* | | *City Utilities* | *No* |
| *10.3 Transit Fixed Route/Regional Service Analysis Imp.* | | *City Utilities* | *No* |
| *10.4 Service Planning* | | *City Utilities* | *No* |
| *10.5 Financial Planning* | | *City Utilities* | *No* |
| *10.6 Competitive Contract Planning* | | *City Utilities* | *No* |
| *10.7 Safety, Security, and Drug/Alcohol Control Planning* | | *City Utilities* | *No* |
| *10.8 Transit Coordination Plan Implementation* | | *City Utilities* | *No* |
| *10.9 Program Management Plan Implementation* | | *City Utilities* | *No* |
| *10.10 Data Collection and Analysis* | | *City Utilities* | *No* |
| TOTAL | $210,000 | | |

## TEAP (Christian County) – Appendix A

| Tasks | Estimated Total Cost | Responsible Agency | Consultant Contract |
|---|---|---|---|
| Task 11 – TEAP Funding | $15,0000 | | |
| *11.1 TEAP101 Christian County Wide Sign Inventory* | | *Christian County* | *Yes* |
| TOTAL | $15,000 | | |

# Table 2

## Funding Totals

| | Local Funding | | | | Federal Funding | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task | Local Match 13.5172% | City Utilities | Christian County | In-Kind 1.9000% | CPG 62.2225% | STBG 16.9752% | FTA Complete Streets 4.3940% | 2.5% Set Aside Safe & Access Trans | TEAP | 5307 | Total | Percent (%) |
| 1 | $ 50,610 | $ - | | $ - | $ 241,575 | $ - | | $ - | | $ - | $ 292,185 | 18.51% |
| 2 | $ 25,456 | $ - | | $ 30,000 | $ 264,305 | $ - | | $ - | | $ - | $ 319,761 | 20.25% |
| 3 | $ 41,540 | $ - | | $ - | $ 198,281 | $ - | | $ - | | $ - | $ 239,821 | 15.19% |
| 4 | $ 17,233 | $ - | | $ - | $ 82,256 | $ - | | $ - | | $ - | $ 99,489 | 6.30% |
| 5 | $ 11,077 | $ - | | $ - | $ 52,875 | $ - | | $ - | | $ - | $ 63,952 | 4.05% |
| 6 | $ 5,539 | $ - | | $ - | $ 26,437 | $ - | | $ - | | $ - | $ 31,976 | 2.03% |
| 8 | $ - | $ - | | $ - | $ - | $ - | $ 69,091 | $ 15,593 | | $ - | $ 84,684 | 5.36% |
| 9 | $ 77,358 | $ - | | $ - | $ 101,638 | $ 268,019 | | $ - | | $ - | $ 447,015 | 28.31% |
| Total | $ 228,813 | $ - | | $ 30,000 | $ 967,367 | $ 268,019 | $ 69,091 | $ 15,593 | | $ - | $ 1,578,883 | |
| Total of CPG/STBG Expenses | | | | | | | | | | | $ 1,578,883 | 100.00% |
| 7 | Value of MoDOT "Direct Cost" | | | | | | | | | | $ 50,321 | |
| Total of CPG/STBG Work Program | | | | | | | | | | | $ 1,629,204 | |
| 10 | $ - | $ 42,000 | | $ - | $ - | $ - | | $ - | | $ 168,000 | $ 210,000 | |
| 11 | | $ - | $ 3,000 | $ - | $ - | $ - | | $ - | $ 12,000 | $ - | $ 15,000 | |
| Totals | $ - | $ 42,000 | | $ - | $ - | $ - | | $ - | | $ 168,000 | | |
| Total of Transportation Planning Work | | | | | | | | | | | $ 1,854,204 | |

# Table 3

## Anticipated Contracts by Cost & Equipment Over $5,000 (Tasks 1-9)

| CPG/STBG Anticipated Contracts by Cost & Equipment Over $5,000 | | |
|---|---|---|
| **Cost Category** | **Budgeted Amount FY 2026** | **Equipment Purchase** |
| Building Lease | $ 54,060.00 | No |
| Cleaning Services | $ 9,000.00 | No |
| Data Acquisition | $ 30,000.00 | No |
| ESRI Licensing | $ 7,000.00 | No |
| Informational Bill Boards | $ 10,000.00 | No |
| Insurance (Directors & Officers, Errors & Omissions, Professional Liability, Workers Compensation, Network Defender) | $ 15,083.00 | No |
| IT Managed Services | $ 13,903.00 | No |
| Online TIP Tool | $ 25,000.00 | No |
| Professional Services for Operations (Accounting, Audit, HR, Legal) | $ 37,000.00 | No |
| Transportation Consultant/Modeling Services: | | No |
| Grant Applications and Other Studies As Needed | $ 150,000.00 | No |
| Travel Demand Model Update | $ 5,000.00 | No |
| Trail Counters | $ 5,415.00 | Yes |
| Vehicle | $ 35,000.00 | Yes |
| **TEAP Anticipated Contracts by Cost & Equipment Over $5,000** | | |
| **Cost Category** | **Budgeted Amount FY 2026** | **Equipment Purchase** |
| Christian County Wide Sign Inventory Consultant Contract | $ 15,000.00 | No |

# Table 4

## CPG/STBG Eligible Funding FY 2025

| | |
|---|---|
| Total Value of OTO/Springfield Metropolitan Transportation Planning Work Tasks 1-6 & 9 | $ 1,493,913 |
| Plus Value of Task 7 MoDOT Direct Costs Credit | $ 50,321 |
| Total Value of OTO/Springfield Metropolitan Transportation Planning Work | $ 1,544,234 |
| Federal Pro-Rata Share | 80% |
| Federal CPG & STBG Funding Eligilble | $ 1,235,387 |
| Federal CPG 2.5% Set Aside and Complete Streets | $ 84,970 |
| Federal Pro-Rata Share | 100% |
| Additional Federal 2.5% Set Aside CPG Funding Eligible | $ 84,684.00 |

*The value of MoDOT Direct Costs (Traffic Studies) makes an additional $40,256.80 ($50,321 X .80) of Federal CPG funding available for budgeted actual cost. The total direct cost value amount of $50,321 allows the actual cost of CPG funded transportation planning costs to be funded at 81.02% federal.

# Table 5

## Budgeted Revenue for Actual CPG/STBG Costs FY 2026

| Ozarks Transportation Organization Revenue | | Total Amount Budgeted |
|---|---|---|
| Federal CPG Funding Eligible (Minus Complete Streets) | $ | 967,367 |
| Federal CPG 2.5% Set Aside & Complete Streets | $ | 84,684 |
| Total CPG Revenue | $ | 1,052,051 |
| Surface Transportation Block Grant | $ | 268,019 |
| Local Match to be Provided | $ | 228,813 |
| Value of In-Kind Match | $ | 30,000 |
| MoDOT Direct Costs | $ | 50,321 |
| **Total OTO Revenue** | **$** | **1,629,204** |

| City Utilities FTA 5307 Revenue | | Total Amount Budgeted |
|---|---|---|
| Federal FTA 5307 Funding | $ | 168,000 |
| City Utilities Local Match Provided | $ | 42,000 |
| Total City Utilities Planning Revenue | $ | 210,000 |

| Christian County Planning Revenue | | Total Amount Budgeted |
|---|---|---|
| Federal TEAP Funding | $ | 12,000 |
| Christian County Local Match Provided | $ | 3,000 |
| Total Christian County Planning Revenue | $ | 15,000 |

# Table 6

## Consolidated Planning Grant Available Balance

| | | |
|---|---|---|
| OTO CPG Fund Balance as of 7/1/2024 (includes FY 2025 estimated allocation)* | $ | 1,938,264 |
| Less FY 2025 CPG Program Agreement | $ | (993,235) |
| PLUS FY 2026 CPG Expected Allocation | $ | 815,651 |
| TOTAL Estimated CPG Funds Available for FY 2026 UPWP | $ | 1,760,680 |
| **LESS CPG Funds Programmed for FY 2026** | $ | (1,052,051) |
| **Remaining Unprogrammed Balance** | **$** | **708,629** |

Justification for Carryover Balance

The projected carryover balance of $708,629 represents less than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation.

# Table 7

## UPWP FY 2026 Budget

| | | BUDGETED FY 2026 Jul '25 - Jun '26 |
|---|---|---|
| **REVENUE** | | |
| **Grant Revenue** | | |
| **Consolidated Planning Grant (CPG) FHWA & FTA** | $ | 1,052,051 |
| **Local Jurisdiction Dues/Project Fees Match** | $ | 197,196 |
| **Local Jurisdiction Studies Match** | $ | 20,000 |
| **Surface Transportation Block Grant - FHWA** | $ | 268,019 |
| **Total Grant Revenue** | $ | 1,537,266 |
| **In-Kind Match/Direct Costs** | $ | 80,321 |
| **OTO Local Match** | $ | 11,617 |
| **Total Grant Revenue and Local Match** | $ | 1,629,204 |
| **EXPENDITURES** | | |
| **Building** | | |
| **Building Lease** | $ | 54,060 |
| **Common Area Main Exp** | $ | 22,000 |
| **Maintenance** | $ | 1,000 |
| **Office Cleaning** | $ | 9,000 |
| **Utilities** | $ | 3,300 |
| **Total Building** | $ | 89,360 |
| **Commodities** | | |
| **Office Supplies/Furniture** | $ | 5,000 |
| **Public Input Promotional Items** | $ | 1,000 |
| **Public Involvement Advertising** | $ | 10,000 |
| **Publications** | $ | 700 |
| **Total Commodities** | $ | 16,700 |
| **In-Kind Match Expense** | | |
| **Direct Cost - MoDOT Salaries** | $ | 50,321 |
| **Membership Attendance at Meetings** | $ | 30,000 |
| **Total In-Kind Match** | $ | 80,321 |

| | BUDGETED FY 2026 Jul '25 - Jun '26 |
|---|---|
| **Information Technology** | |
| Computer Upgrades/Equip Replace | $ 7,000 |
| GIS Licenses | $ 7,000 |
| IT Maintenance Contract | $ 13,903 |
| Software | $ 4,500 |
| Webhosting | $ 4,200 |
| **Total Information Technology** | $ 36,603 |
| **Insurance** | |
| Auto Insurance | $ 2,000 |
| Errors and Omissions | $ 6,265 |
| General Liability/Property | $ 5,258 |
| Workers Compensation | $ 2,000 |
| Network Defender | $ 1,560 |
| **Total Insurance** | $ 17,083 |
| **Operating** | |
| Dues/Memberships | $ 8,000 |
| Education/Training/Travel | $ 29,000 |
| Food/Meeting Expense | $ 9,000 |
| Legal/Bid Notices | $ 600 |
| Postage/Postal Services | $ 600 |
| Printing/Mapping Services | $ 2,500 |
| Staff Mileage Reimbursement | $ 4,000 |
| Telephone/Internet | $ 7,000 |
| Vehicle Purchase | $ 35,000 |
| Vehicle Maintenance/Fuel | $ 2,400 |
| **Total Operating** | $ 98,100 |
| **Personnel Services** | |
| Salaries and Fringe | $ 1,032,247 |
| Mobile Data Plans | $ 3,240 |
| Payroll Services | $ 3,200 |
| Professional Services (Acctng, Audit, HR, Legal) | $ 37,000 |
| **Total Personnel** | $ 1,075,687 |

| | BUDGETED FY 2026 Jul '25 - Jun '26 |
|---|---|
| Services/Projects | |
| Data Acquisition | $ 30,000 |
| Rideshare | $ 250 |
| TIP Tool Maintenance | $ 24,685 |
| Trans Consulting Services | $ 150,000 |
| Trail Counters | $ 5,415 |
| Travel Demand Model Update | $ 5,000 |
| Total Services | $ 215,350 |
| Total Expenditures | $ 1,629,204 |
| Net Ordinary Income | $ 0 |

## FTA 5303 - City Utilities Work Program

# Task 10 – CU Transit Planning

### Purpose

Activities by City Utilities (CU) Transit utilizing Transit Planning funds. CU is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

### Work Elements

#### 10.1 Operational Planning

*Timeframe – July 2026 to June 2027*

- Replacement of bus shelter and pads as needed.
- City Utilities Transit grant submittal and tracking.
- City Utilities Transit collection and analysis of data required for the National Transit Database Report, both monthly and annual.
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings.
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00)

#### 10.2 ADA Accessibility Planning

*Timeframe – July 2026 to June 2027*

- CU Transit plans ADA accessibility projects for non-traditional ADA projects funded by Section 5310 grants.

#### 10.3 Transit Fixed Route/Regional Service Analysis Implementation

*Timeframe – July 2026 to June 2027*

- Purchase one 30’ fixed route diesel buses to replace one 2013 Gilligs bus that is past useful life.
- CU will implement recommendations of the ConnectSGF Transit Optimization Study.

#### 10.4 Service Planning

*Timeframe – July 2026 to June 2027*

- Collection of data from paratransit operations as required.
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield (FTA Line Item Code 44.23.01)
- Title VI service planning.

#### 10.5 Financial Planning

*Timeframe – July 2026 to June 2027*

- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources.

### 10.6 Competitive Contract Planning

*Timeframe – July 2026 to June 2027*

- CU Transit will study opportunities for transit cost reductions using third-party and private sector providers.

### 10.7 Safety, Security, and Drug/Alcohol Control Planning

*Timeframe – July 2026 to June 2027*

- Implementation of additional safety and security policies as required by federal legislation.

### 10.8 Transit Coordination Plan Implementation

*Timeframe – July 2026 to June 2027*

- Updating and implementation of the Transit Coordination Plan, due to Section 5310 grants and MAP-21 changes – to include annual training for applicants of 5310 funding and a focus on education, including media outreach.

### 10.9 Program Management Plan Implementation

*Timeframe – July 2026 to June 2027*

- Review the existing program management plan to ensure compliance with FAST Act and future reauthorization.

### 10.10 Data Collection and Analysis

*Timeframe – July 2026 to June 2027*

- Update demographics for CU's Title VI and LEP Plans as needed.
- CU will collect and analyze, ridership data for use in transit planning and other OTO planning efforts.
- TAM Plan – As an agency on MoDOT's TAM plan, CU gathers data, performs asset analysis and reporting activities to provide data to MODOT for inclusion in the MODOT TAM Plan.
- PTASP Plan – CU will be gathering safety risk data, establishing benchmarks and participating in reporting activities for the PTASP plan as required by FTA in 49 CFR Part 637.

Anticipated Outcomes

- Operational Planning
- ADA Accessibility Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Data Collection and Analysis

#### Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY 2026 year-end report, which will be incorporated upon completion in July 2026.

- Operational Planning
- ADA Accessibility Planning

- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection and Analysis

*TEAP – Christian County TEAP101*

# Task 11 – TEAP Funding

The Traffic Engineering Assistance Program (TEAP) is a federally-funded program with the purpose of retaining private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational traffic problems on their non-state system streets and highways.

Work Elements

**11.1 Operational Planning**
*Timeframe – January 2026 to June 2027*
*Consultant Contract*
*Responsible Agency – Christian County*

- County Wide Sign Inventory TEAP101 – consultant to log location, type and condition of the County's signs

Anticipated Outcomes

- Completed County Sign Inventory

## Location of Referenced Documents

FY 2025 UPWP – https://www.ozarkstransportation.org/uploads/documents/UPWPFY2025FINAL.pdf

Public Participation Plan - https://www.ozarkstransportation.org/uploads/documents/Public-Participation-Plan-2023-Final-Approved.pdf

Public Participation Plan Annual Evaluation - https://www.ozarkstransportation.org/uploads/documents/PPP-Evaluation-2023.pdf

*Transportation Plan 2045* - https://www.ozarkstransportation.org/uploads/documents/Amendment8_Destination2045_01162025.pdf

Regional Bicycle and Pedestrian Trail Investment Study
https://media.ozarkstransportation.org/documents/Towards-A-Regional-Trail-System.pdf
https://media.ozarkstransportation.org/documents/OTO_Trail_Investment_Study_Complete.pdf
https://media.ozarkstransportation.org/documents/OTO_TIS_Nixa_Addendum.pdf

Bylaws - https://www.ozarkstransportation.org/our-resources/policies

Title VI Program - https://www.ozarkstransportation.org/uploads/documents/OTO-Title-VI-ADA-Program-2024.pdf

Limited English Proficiency Plan - www.ozarkstransportation.org/uploads/documents/Final-adopted-OTO-LEP-2024.pdf

Congestion Management Process - https://www.ozarkstransportation.org/uploads/documents/CMP-Report-2024.pdf

Bicycle and Pedestrian Report - https://www.ozarkstransportation.org/uploads/documents/Bicycle-Pedestrian-Implementation-Report-CY-2023.pdf

State of Transportation Report – https://www.ozarkstransportation.org/what-we-do/state-of-transportation

Clean Air Action Plan - https://media.ozarkstransportation.org/documents/2020CAAP.pdf

FY 2025-2028 Transportation Improvement Program and Amendments - https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program

Annual Listing of Obligated Projects - https://www.ozarkstransportation.org/uploads/documents/FY2024ALOPReport.pdf

Federal Funds Balance Report - https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program/federal-funds-status

Transit Coordination Plan - https://www.ozarkstransportation.org/uploads/documents/TCP-2022-Approved.pdf

Program Management Plan - https://www.ozarkstransportation.org/uploads/documents/OTO-PMP-2024-Update.pdf

Year End UPWP Progress Report – To be updated upon year end.

# TAB 6

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM II.D.**

**Amendment Number Four to the FY 2026-2029 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 2026-2029 Transportation Improvement Program.

1. *New* Route D Bridge Improvement (GR2602)
   MoDOT has requested to add a scoping project for bridge improvements on Route D over Pearson Creek for a total programmed cost of $40,000.

2. *New* I-44 and US 65 Interchange Improvements (SP2615)
   MoDOT has requested to add a scoping project for interchange improvements at I-44 and US 65 for a total programmed amount of $500,000.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**
At its regularly scheduled meeting held on February 18, 2026, the Technical Planning Committee recommended the Board of Directors approve Revised Amendment 4 to the FY 2026-2029 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 Revised Amendment 4 to the FY 2026-2029 Transportation Improvement Program."

OR

"Move to approve Revised Amendment 4 to the FY 2026-2029 Transportation Improvement Program, with these changes…"

## GR2602-26A4 - ROUTE D BRIDGE IMPROVEMENT

Plan Revision
26A4

Section
Sponsored by MoDOT

Project Type
Asset Management - Bridge

Lead Agency
MoDOT

County
Greene County

Municipality
Unincorporated Greene County

Status
Programmed

Total Cost
$40,000

MoDoT ID
SU0440

Federal ID
-

Project From
Pearson Creek

Project To
-

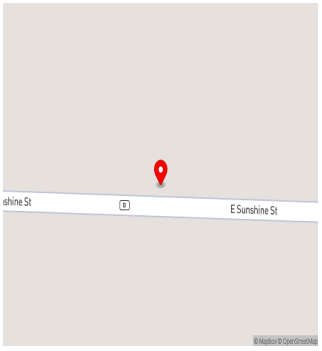
Project Considerations
-

Project Description
Scoping for bridge improvement over Pearson Creek.

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

| PHASE | FUND SOURCE | PRIOR | FY2026 | FY2027 | FY2028 | FY2029 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|
| Engineering | MoDOT | $0 | $4,000 | $4,000 | $0 | $0 | $0 | $8,000 |
| Engineering | NHPP (FHWA) | $0 | $16,000 | $16,000 | $0 | $0 | $0 | $32,000 |
| Total Engineering | | $0 | $20,000 | $20,000 | $0 | $0 | $0 | $40,000 |
| **Total Programmed** | | **$0** | **$20,000** | **$20,000** | **$0** | **$0** | **$0** | **$40,000** |

| CURRENT CHANGE REASON | New Project |
|---|---|



## SP2615-26A4 - I-44 AND US 65 INTERCHANGE IMPROVEMENTS

Plan Revision
26A4

Section
Sponsored by MoDOT

Project Type
Scoping

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
$500,000

MoDoT ID
SU0438

Federal ID
-

Project From
Rte 65

Project To
-

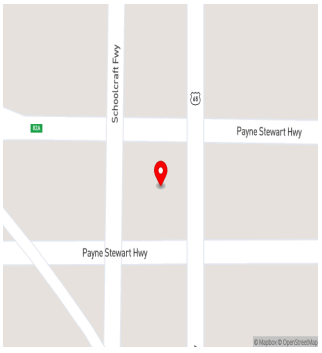
Project Considerations
-

Project Description
Scoping for interchange improvement at I-44 and US 65 in Springfield.

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

| PHASE | FUND SOURCE | PRIOR | FY2026 | FY2027 | FY2028 | FY2029 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|
| Engineering | MoDOT | $0 | $20,000 | $20,000 | $20,000 | $20,000 | $20,000 | $100,000 |
| Engineering | NHPP (FHWA) | $0 | $80,000 | $80,000 | $80,000 | $80,000 | $80,000 | $400,000 |
| Total Engineering | | $0 | $100,000 | $100,000 | $100,000 | $100,000 | $100,000 | $500,000 |
| **Total Future Costs** | | **$0** | **$0** | **$0** | **$0** | **$0** | **$100,000** | **$100,000** |
| **Total Programmed** | | **$0** | **$100,000** | **$100,000** | **$100,000** | **$100,000** | **$100,000** | **$500,000** |

| CURRENT CHANGE REASON | New Project |
|---|---|



## FINANCIAL CONSTRAINT

### FHWA Sponsored Projects

| Fund Type | Programmed (2026) | Programmed (2027) | Programmed (2028) | Programmed (2029) |
|---|---|---|---|---|
| **FEDERAL** | | | | |
| BRO (FHWA) | $36,000 | $36,000 | $36,000 | $36,000 |
| CRP (FHWA) | $1,563,899 | $0 | $0 | $0 |
| I/M (FHWA) | $135,000 | $0 | $0 | $0 |
| NHPP (FHWA) | $103,919,600 | $11,635,200 | $28,554,400 | $35,935,200 |
| RAISE | $24,822,313 | $0 | $0 | $0 |
| SAFETY (FHWA) | $10,807,900 | $370,800 | $262,800 | $81,000 |
| SCRP (FHWA) | $68,000 | $0 | $0 | $0 |
| SS4A (FHWA) | $1,152,000 | $0 | $0 | $0 |
| STBG (FHWA) | $23,256,000 | $40,000 | $1,600 | $1,600 |
| STBG-U (FHWA) | $16,247,840 | $7,254,669 | $4,034,881 | $846,266 |
| TAP (FHWA) | $2,168,164 | $134,836 | $0 | $0 |
| Federal Subtotal | $184,176,716 | $19,471,505 | $32,889,681 | $36,900,066 |
| **STATE** | | | | |
| MoDOT | $381,129,206 | $8,695,000 | $9,237,800 | $9,405,800 |
| MoDOT-AC | $13,753,203 | $21,718,000 | $7,078,400 | $442,400 |
| MoDOT O&M | $6,593,919 | $6,745,579 | $6,900,728 | $7,059,444 |
| State Subtotal | $401,476,328 | $37,158,579 | $23,216,928 | $16,907,644 |
| **LOCAL/OTHER** | | | | |
| Local | $7,537,291 | $4,196,523 | $1,149,004 | $220,567 |
| Local-AC | $4,744,721 | $0 | $0 | $0 |
| Other | $100,000 | $0 | $0 | $0 |
| Local/Other Subtotal | $12,382,012 | $4,196,523 | $1,149,004 | $220,567 |
| **Total** | **$598,035,056** | **$60,826,607** | **$57,255,613** | **$54,028,277** |

| | Prior Year | FY 2026 | FY 2027 | FY 2028 | FY 2029 | TOTAL |
|---|---|---|---|---|---|---|
| Available State and Federal Funding | $23,867,000 | $568,302,000 | $36,997,000 | $45,133,000 | $45,862,000 | **$720,161,000** |
| Federal Discretionary Funding | $25,974,313 | $0 | $0 | $0 | $0 | **$25,974,313** |
| Available Operations and Maintenance Funding | $0 | $6,593,919 | $6,745,579 | $6,900,728 | $7,059,444 | **$27,299,671** |
| Funds from Other Sources (inc. Local) | $0 | $12,382,012 | $4,196,523 | $1,149,004 | $220,567 | **$17,948,106** |
| Available Suballocated Funding | $8,941,340 | $11,022,645 | $11,124,296 | $2,847,873 | $11,573,718 | **$45,509,872** |
| TOTAL AVAILABLE FUNDING | $58,782,653 | $598,300,576 | $59,063,398 | $56,030,605 | $64,715,729 | **$836,892,962** |
| Carryover | | $58,782,653 | $59,048,173 | $57,284,964 | $56,059,956 | -- |
| Programmed State and Federal Funding | | ($598,035,056) | ($60,826,607) | ($57,255,613) | ($54,028,277) | **($770,145,554)** |
| **TOTAL REMAINING** | **$58,782,653** | **$59,048,173** | **$57,284,964** | **$56,059,956** | **$66,747,408** | **$66,747,408** |

# TAB 7

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM II.E.**

**Flashing School Zone Beacon Recommendation**

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

**AGENDA DESCRIPTION:**

At the January 2026 OTO Board of Directors meeting, funding was approved for an area wide flashing school zone beacon program as part of Amendment Three of the FY 2026-2029 Transportation Improvement Program (TIP). OTO made a call for projects in February, with applications due March 1 for Flashing School Zone Beacons with $250,000 in available federal funds. Two agencies applied for funding, and all applications were recommended for funding by the scoring subcommittee.

1. Logan-Rogersville R-VIII School District – Four Flashing Beacon sets on S. State Highway 125 between E. Farm Rd 170 and NE Outer Rd
2. City of Republic – Two Flashing Beacon sets on S. State Route N between W. North St and W. State Highway 174

| Funding Summary | |
|---|---|
| Requested Federal Share | $36,000.00 |
| Total Local Share | $9,000.00 |
| **Total Costs** | **$45,000.00** |

**FLASHING SCHOOL ZONE BEACON SCORING SUBCOMMITTEE**:
OTO formed a scoring subcommittee of the Technical Planning Committee with one member from the Missouri Department of Transportation, one member from Christian County, one member from Christian County and one member of OTO staff. The scoring committee reviewed and scored the applications received and recommended that all received applications be awarded funding.

**BOARD OF DIRECTORS ACTION REQUESTED:**
A member of the Board of Directors is requested to make one of the following motions:

"Move to approve funding for the submitted School Zone Beacon projects."

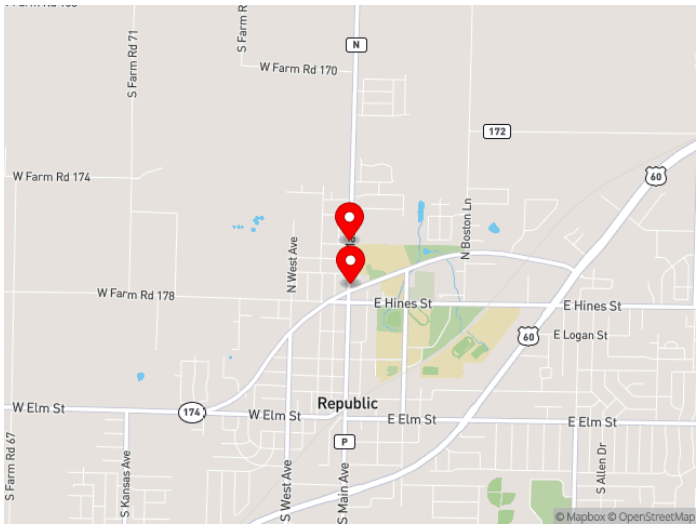
OR

"Move to recommend the following…"

# CFP24-146 - Flashing School Beacons for Sweeny and Lyon Elementary Schools in Republic

The City of Republic is requesting funds to install two flashing beacons at the beginning and end of the school zone in front of the shared driveway for Lyon and Sweeny elementary schools.

| | |
|---|---|
| **Plan Revision:** | March 2026 - School Beacons |
| **Section:** | - |
| **Project Type:** | Bicycle and Pedestrian |
| **Lead Agency:** | City of Republic |
| **County:** | Greene County |
| **Municipality:** | Republic |
| **Status:** | - |
| **Total Cost:** | $15,000 |
| **MoDoT ID:** | - |
| **Federal ID:** | - |
| **Project From:** | Hwy 174, North Street |
| **Project To:** | Summit Street |
| **Project Considerations:** | - |
| **Funding Source Notes:** | - |



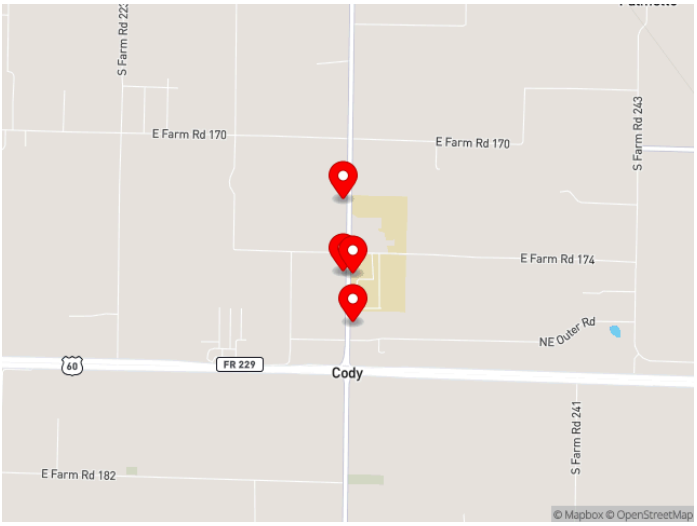

| Phase | Fund Source | Prior | FY2026 | Future | Total |
|---|---|---|---|---|---|
| Capital | Federal | $0 | $12,000 | $0 | $12,000 |
| Capital | Local | $0 | $3,000 | $0 | $3,000 |
| Total Capital | | $0 | $15,000 | $0 | $15,000 |
| Total Programmed | | $0 | $15,000 | $0 | $15,000 |



## CFP24-145 - Logan-Rogersville R-VIII School District 125 and 174

The Logan-Rogersville R-VIII School District is seeking funding to install two sets of school zone flashers at the intersection of Missouri Highway 125 and Farm Road 174 near the campuses of Logan-Rogersville High School and Logan-Rogersville Middle School. This high-traffic state highway serves as a primary commuter route and access point for student drivers, school buses, staff, and families. The recent completion of the Highway 125 and Highway 60 interchange has significantly increased traffic volume and flow along this corridor, heightening safety concerns during student arrival and dismissal times. These school zone flashers will provide clear, timed visual alerts to motorists, reinforcing reduced speeds and increasing driver awareness when student activity is at its highest. This project will enhance safety, improve traffic management during peak periods, and proactively reduce risk while supporting the district's commitment to maintaining a secure environment for all students and staff.

| | |
|---|---|
| **Plan Revision:** | March 2026 - School Beacons |
| **Section:** | - |
| **Project Type:** | Bicycle and Pedestrian |
| **Lead Agency:** | Logan-Rogersville R-VIII School District |
| **County:** | Greene County |
| **Municipality:** | Rogersville |
| **Status:** | - |
| **Total Cost:** | $30,000 |
| **MoDoT ID:** | - |
| **Federal ID:** | - |
| **Project From:** | MO 125 Near LRHS entrance North Facing, MO 125 & FR 174 North Facing |
| **Project To:** | MO 125 Near LRHS entrance South Facing, MO 125 & FR 174 SouthFacing |
| **Project Considerations:** | - |
| **Funding Source Notes:** | - |




| Phase | Fund Source | Prior | FY2026 | Future | Total |
|---|---|---|---|---|---|
| Capital | Federal | $0 | $24,000 | $0 | $24,000 |
| Capital | Local | $0 | $6,000 | $0 | $6,000 |
| Total Capital | | $0 | $30,000 | $0 | $30,000 |
| Total Programmed | | $0 | $30,000 | $0 | $30,000 |



# TAB 8

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM II.F.**

**Administrative Modification 3 to the FY 2026-2029 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There are several changes included as part of Administrative Modification 3 to the FY 2026-2029 Transportation Improvement Program. These changes do not affect Fiscal Constraint.

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

1. Finley River Trail Western Expansion Phase I (EN2607)
   Moved funding from Construction to Engineering with no changes to the overall programmed amount.

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

2. I-44 Safety Project (MO2521)
   Reduced Construction by $18,000 to correct for funding already in ROW, for a new total programmed amount of $470,915,000.

3. N. Old Orchard Road Improvements (ST2202)
   Added $35,000 federal and corresponding local due to increased award amount, for a total programmed amount of $645,453.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

21 January 2026

Ms. Amanda Barch
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Henderson:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Three to the OTO FY 2026-2029 Transportation Improvement Program (TIP) on January 21, 2026. Please find enclosed the administrative modification, which is outlined on the following pages. These changes did not affect Fiscal Constraint.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure

## EN2607-26AM3 - FINLEY RIVER TRAIL WESTERN EXPANSION PHASE I

Plan Revision
26AM3

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
$1,114,987

MoDoT ID
-

Federal ID
-

Project From
Southwest side of Ozark Community Center

Project To
Highway 65 Bridge through City owned land

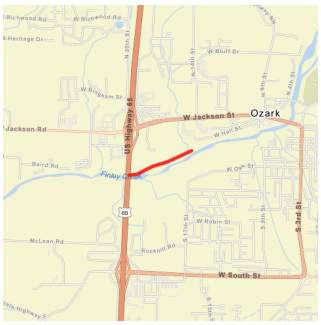
Project Considerations
Advance Construction, Bike/Ped Plan, Regional Trail Plan Priority

Project Description
Construction of the expansion of the 'Finley River Trail' from the Ozark Community Center heading West to the Highway 65 bridge where there will be a turnaround point. This will consist of Phase One of the Finley River Western Expansion.

Funding Source Notes
Non-Federal Funding Source: City of Ozark; FYI Federal Funding Categories upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP

| PHASE | FUND SOURCE | PRIOR | FY2026 | FY2027 | FY2028 | FY2029 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|
| Engineering | Local | $0 | $3,819 | $0 | $0 | $0 | $0 | $3,819 |
| Engineering | Local-AC | $0 | $15,277 | $0 | $0 | $0 | $0 | $15,277 |
| Total Engineering | | $0 | $19,096 | $0 | $0 | $0 | $0 | $19,096 |
| Construction | Local | $0 | $219,178 | $0 | $0 | $0 | $0 | $219,178 |
| Construction | Local-AC | $0 | $876,713 | $0 | $0 | $0 | $0 | $876,713 |
| Total Construction | | $0 | $1,095,891 | $0 | $0 | $0 | $0 | $1,095,891 |
| **Total Programmed** | | **$0** | **$1,114,987** | **$0** | **$0** | **$0** | **$0** | **$1,114,987** |

| | |
|---|---|
| CURRENT CHANGE REASON | Schedule / Funding / Scope- Update Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project |
| PROJECT CHANGES | ID changed from "EN2607-26" to "EN2607-26AM3"<br>Plan Revision Name changed from "26Adopted" to "26AM3" |
| FUNDING CHANGES | **Local-AC**<br>+ Increase funds in FY 2026 in ENG from $0 to $15,277<br>- Decrease funds in FY 2026 in CON from $891,990 to $876,713<br>**Local**<br>+ Increase funds in FY 2026 in ENG from $0 to $3,819<br>- Decrease funds in FY 2026 in CON from $222,997 to $219,178 |
| FEDERAL PROJECT COST | Stays the same $0 |
| TOTAL PROJECT COST | Stays the same $1,114,987 |



## MO2521-26A3 - I-44 SAFETY PROJECT

Plan Revision
26AM3

Section
Sponsored by MoDOT

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Springfield, Strafford

Status
Programmed

Total Cost
$470,915,000

MoDoT ID
ST0089

Federal ID
-

Project From
Fidelity

Project To
Conway

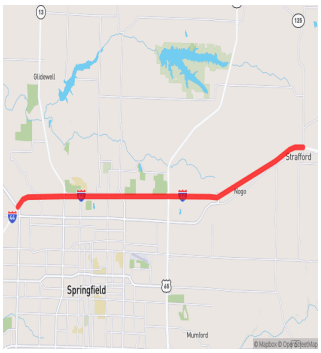
Project Considerations
-

Project Description
Safety, capacity and pavement improvements at various locations from Fidelity to Conway.

Funding Source Notes
Non-Federal Funding Source: SFY 2025 Special General Revenue Funds; local funds from City of Joplin (totaling $3,910,000) and City of Springfield (totaling $101,992).

| PHASE | FUND SOURCE | PRIOR | FY2026 | FY2027 | FY2028 | FY2029 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|
| Engineering | Local | $0 | $7,555 | $0 | $0 | $0 | $0 | $7,555 |
| Engineering | MoDOT | $631,000 | $16,331,225 | $0 | $0 | $0 | $0 | $16,962,225 |
| Engineering | STBG-U (FHWA) | $0 | $30,220 | $0 | $0 | $0 | $0 | $30,220 |
| Total Engineering | | $631,000 | $16,369,000 | $0 | $0 | $0 | $0 | $17,000,000 |
| ROW | NHPP (FHWA) | $0 | $18,000 | $0 | $0 | $0 | $0 | $18,000 |
| Total ROW | | $0 | $18,000 | $0 | $0 | $0 | $0 | $18,000 |
| Construction | Local | $0 | $94,437 | $0 | $0 | $0 | $0 | $94,437 |
| Construction | MoDOT | $0 | $352,480,115 | $0 | $0 | $0 | $0 | $352,480,115 |
| Construction | NHPP (FHWA) | $0 | $94,112,800 | $0 | $0 | $0 | $0 | $94,112,800 |
| Construction | SAFETY (FHWA) | $0 | $6,831,900 | $0 | $0 | $0 | $0 | $6,831,900 |
| Construction | STBG-U (FHWA) | $0 | $377,748 | $0 | $0 | $0 | $0 | $377,748 |
| Total Construction | | $0 | $453,897,000 | $0 | $0 | $0 | $0 | $453,897,000 |
| **Total Prior Costs** | | **$631,000** | **$0** | **$0** | **$0** | **$0** | **$0** | **$631,000** |
| **Total Programmed** | | **$631,000** | **$470,284,000** | **$0** | **$0** | **$0** | **$0** | **$470,915,000** |

| | |
|---|---|
| **CURRENT CHANGE REASON** | Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to $2,000,000) |
| **PROJECT CHANGES** | Plan Revision Name changed from "26A3" to "26AM3" |
| **FUNDING CHANGES** | **MoDOT**<br>- Decrease funds in FY 2026 in CON from $352,498,115 to $352,480,115 |
| **FEDERAL PROJECT COST** | Stays the same $101,370,668 |
| **TOTAL PROJECT COST** | Decreased from $470,933,000 to $470,915,000 (0.00%) |



## ST2202-26AM3 - N. OLD ORCHARD ROAD IMPROVEMENTS

Plan Revision
26AM3

Section
Sponsored by Local Public Agencies

Project Type
System Improvement

Lead Agency
City of Strafford

County
Greene County

Municipality
Strafford

Status
Programmed

Total Cost
$645,453

MoDoT ID
-

Federal ID
9901838

Project From
E. Evergreen

Project To
E. Farm Road 84

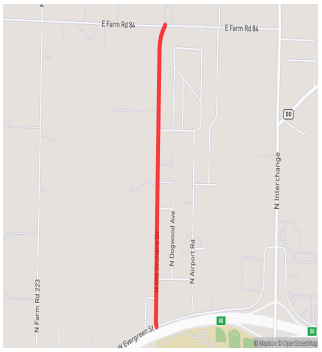
Project Considerations
Bike/Ped Plan

Project Description
Capacity improvements, including lane widening, to N. Old Orchard Road from E. Evergreen to E. Farm Road 84.

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

| PHASE | FUND SOURCE | PRIOR | FY2026 | FY2027 | FY2028 | FY2029 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|
| Construction | Local | $0 | $129,091 | $0 | $0 | $0 | $0 | $129,091 |
| Construction | STBG-U (FHWA) | $0 | $516,362 | $0 | $0 | $0 | $0 | $516,362 |
| Total Construction | | $0 | $645,453 | $0 | $0 | $0 | $0 | $645,453 |
| **Total Programmed** | | **$0** | **$645,453** | **$0** | **$0** | **$0** | **$0** | **$645,453** |

| | |
|---|---|
| CURRENT CHANGE REASON | Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to $2,000,000) |
| PROJECT CHANGES | ID changed from "ST2202-20A10" to "ST2202-26AM3"<br>Plan Revision Name changed from "26Adopted" to "26AM3" |
| FUNDING CHANGES | **Local**<br>+ Increase funds in FY 2026 in CON from $120,341 to $129,091<br>**STBG-U (FHWA)**<br>+ Increase funds in FY 2026 in CON from $481,362 to $516,362 |
| FEDERAL PROJECT COST | Increased from $481,362 to $516,362 (7.27%) |
| TOTAL PROJECT COST | Increased from $601,703 to $645,453 (7.27%) |



## FINANCIAL CONSTRAINT

### FHWA Sponsored Projects

| Fund Type | Programmed (2026) | Programmed (2027) | Programmed (2028) | Programmed (2029) |
|---|---|---|---|---|
| **FEDERAL** | | | | |
| BRO (FHWA) | $36,000 | $36,000 | $36,000 | $36,000 |
| CRP (FHWA) | $1,563,899 | $0 | $0 | $0 |
| I/M (FHWA) | $135,000 | $0 | $0 | $0 |
| NHPP (FHWA) | $103,823,600 | $11,539,200 | $28,474,400 | $35,855,200 |
| RAISE | $24,822,313 | $0 | $0 | $0 |
| SAFETY (FHWA) | $10,807,900 | $370,800 | $262,800 | $81,000 |
| SCRP (FHWA) | $68,000 | $0 | $0 | $0 |
| SS4A (FHWA) | $1,152,000 | $0 | $0 | $0 |
| STBG (FHWA) | $23,256,000 | $40,000 | $1,600 | $1,600 |
| STBG-U (FHWA) | $16,247,840 | $7,254,669 | $4,034,881 | $846,266 |
| TAP (FHWA) | $2,168,164 | $134,836 | $0 | $0 |
| Federal Subtotal | $184,080,716 | $19,375,505 | $32,809,681 | $36,820,066 |
| **STATE** | | | | |
| MoDOT | $381,105,206 | $8,671,000 | $9,217,800 | $9,385,800 |
| MoDOT-AC | $13,753,203 | $21,718,000 | $7,078,400 | $442,400 |
| MoDOT O&M | $6,593,919 | $6,745,579 | $6,900,728 | $7,059,444 |
| State Subtotal | $401,452,328 | $37,134,579 | $23,196,928 | $16,887,644 |
| **LOCAL/OTHER** | | | | |
| Local | $7,537,291 | $4,196,523 | $1,149,004 | $220,567 |
| Local-AC | $4,744,721 | $0 | $0 | $0 |
| Other | $100,000 | $0 | $0 | $0 |
| Local/Other Subtotal | $12,382,012 | $4,196,523 | $1,149,004 | $220,567 |
| **Total** | **$597,915,056** | **$60,706,607** | **$57,155,613** | **$53,928,277** |

| | Prior Year | FY 2026 | FY 2027 | FY 2028 | FY 2029 | TOTAL |
|---|---|---|---|---|---|---|
| Available State and Federal Funding | $23,867,000 | $568,302,000 | $36,997,000 | $45,133,000 | $45,862,000 | **$720,161,000** |
| Federal Discretionary Funding | $25,974,313 | $0 | $0 | $0 | $0 | **$25,974,313** |
| Available Operations and Maintenance Funding | $0 | $6,593,919 | $6,745,579 | $6,900,728 | $7,059,444 | **$27,299,671** |
| Funds from Other Sources (inc. Local) | $0 | $12,382,012 | $4,196,523 | $1,149,004 | $220,567 | **$17,948,106** |
| Available Suballocated Funding | $8,941,340 | $11,022,645 | $11,124,296 | $2,847,873 | $11,573,718 | **$45,509,872** |
| TOTAL AVAILABLE FUNDING | $58,782,653 | $598,300,576 | $59,063,398 | $56,030,605 | $64,715,729 | **$836,892,962** |
| Carryover | | $58,782,653 | $59,168,173 | $57,524,964 | $56,399,956 | -- |
| Programmed State and Federal Funding | | ($597,915,056) | ($60,706,607) | ($57,155,613) | ($53,928,277) | **($769,705,554)** |
| **TOTAL REMAINING** | **$58,782,653** | **$59,168,173** | **$57,524,964** | **$56,399,956** | **$67,187,408** | **$67,187,408** |

# TAB 9

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM II.G.**

**OTO Growth Trends Report**

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

**AGENDA DESCRIPTION:**

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

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO study area and the five-county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website under ***Our Resources > Plans, Reports, and Studies***:
https://www.ozarkstransportation.org/uploads/documents/2025-Growth-Trends-Report.pdf.

Conclusions from the report include:

- In 2025, 870 single-family housing units were permitted within the OTO. This marks the first time in three years that single-family permitting fell below 1,000 units. Greene County had the largest increase in single-family units in 2025 (293) for the OTO area followed by Nixa (152), Republic (118), and Ozark (117).

- There were 546 multi-family units permitted in 2025. Springfield added (378) multi-family units followed by Republic (120) and Nixa (34).

- Total units permitted in 2025 were 11% lower than the ten-year average.

- Net migration into Greene and Christian Counties increased 60% based on 2023 and 2024 population estimates. Births minus deaths remained positive for the second consecutive year, however, the natural increase of 363 in 2024 was 183% lower than the five-year average from 2015 to 2019.

- The annual average number of jobs in the MSA grew to 223,903 in 2024 – an increase of 0.91% from 2023. Greene and Christian Counties accounted for 73.5% of new MSA jobs with Webster County adding 24.6% of new MSA jobs.

If there is additional information that the Board of Directors is interested in seeing in the annual growth trends report, members are asked to let staff know.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.

# 2025 Growth Trends Report

The Ozarks Transportation Organization



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

# Disclaimer

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

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

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

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# Introduction

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

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

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD), MoDOT, The Missouri Census Data Center (MCDC), and 2020 – 2024 American Community Survey Five-Year Estimates.

## • Residential Units Added

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

## • Growth Trend Maps

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

## • Demographics & Employment

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

# Residential Units

Building permit data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2025.

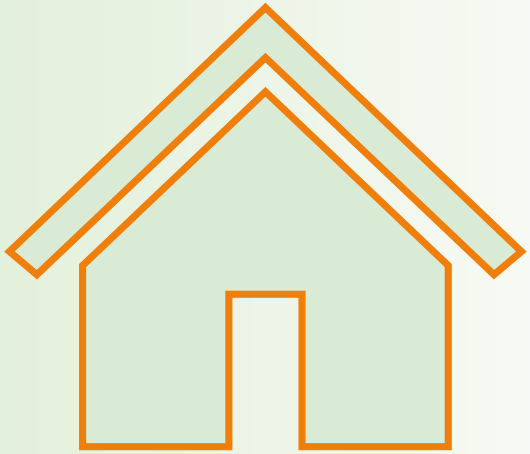
For the purpose of this report, single-family structures represent one residential unit. Any structures divided into more than one residence, including duplexes, are counted as multi-family units.

In addition, permits for demolition of existing residential units were subtracted from the total of newly constructed residential structures and existing structures converted to residential use to produce the net total housing units added in each city or county within the OTO area in 2025.

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

In this section of the report, the new housing units added in 2025 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units.

A table of permit activity in the OTO area from 2001 – 2025 is included as an appendix.



# Residential Units

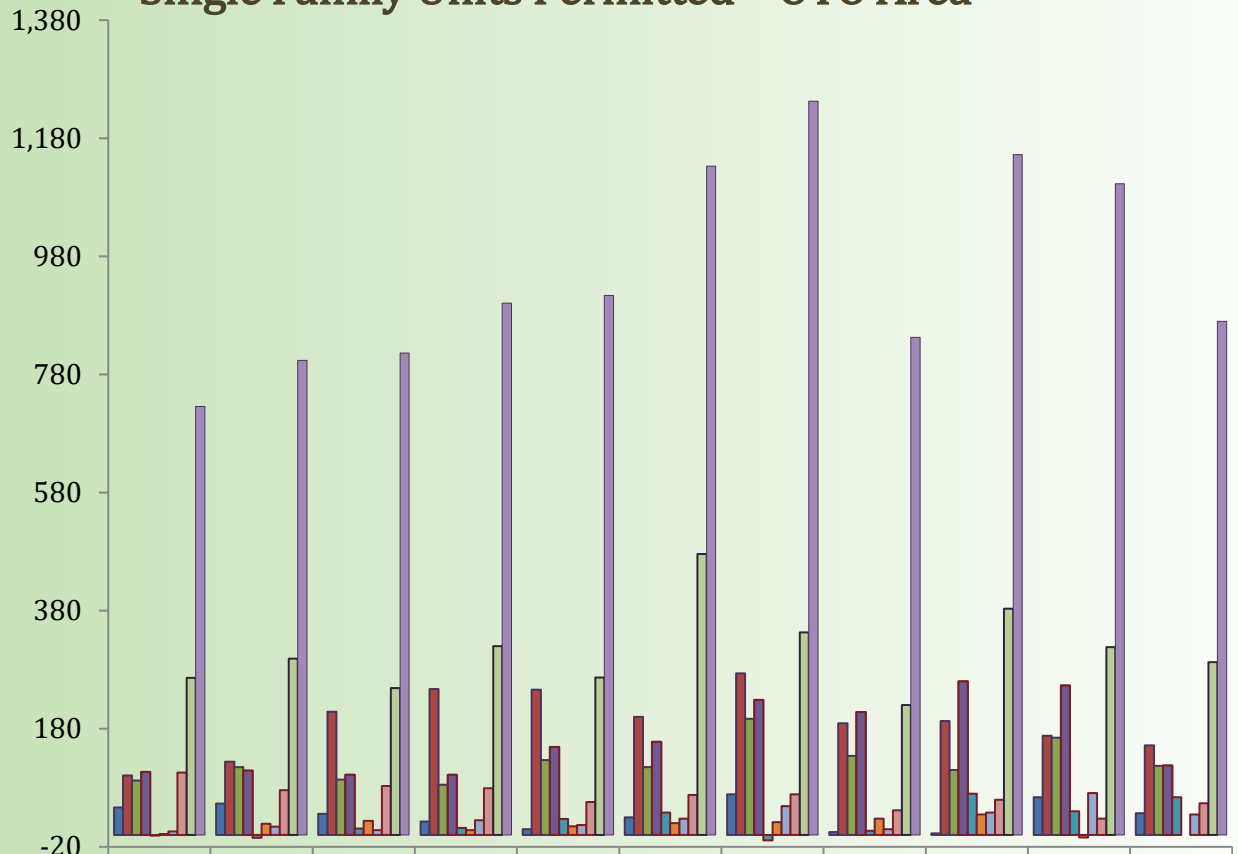
## Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2015 – 2025.

Single-family permitting continued the pace of the last four years. The number of residences permitted in 2025 (807) is comparable to the number permitted in 2022 (843), 2019 (914), all below the ten-year average of 977 units.

The permit total for new single-family structures in the OTO Area was offset by the demolition of 96 houses and 48 multi-family units. Most demolitions occurred in Springfield (80).

### Single Family Units Permitted – OTO Area




| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Battlefield | 47 | 53 | 36 | 23 | 10 | 30 | 69 | 5 | 3 | 64 | 37 |
| Nixa | 101 | 124 | 209 | 247 | 246 | 200 | 274 | 189 | 193 | 168 | 152 |
| Ozark | 92 | 115 | 94 | 85 | 127 | 115 | 197 | 134 | 110 | 165 | 117 |
| Republic - OTO | 107 | 109 | 102 | 102 | 149 | 158 | 229 | 208 | 260 | 253 | 118 |
| Springfield | -1 | -5 | 11 | 12 | 27 | 38 | -9 | 7 | 70 | 40 | 64 |
| Strafford | 2 | 19 | 24 | 8 | 15 | 20 | 22 | 28 | 35 | -4 | 0 |
| Willard | 6 | 14 | 8 | 25 | 17 | 28 | 49 | 10 | 38 | 71 | 35 |
| Christian - OTO | 106 | 76 | 83 | 79 | 56 | 68 | 69 | 42 | 60 | 28 | 54 |
| Greene - OTO | 266 | 299 | 249 | 320 | 267 | 476 | 343 | 220 | 383 | 318 | 293 |
| Total | 726 | 804 | 816 | 901 | 914 | 1,133 | 1,243 | 843 | 1,152 | 1,103 | 870 |

# Residential Units

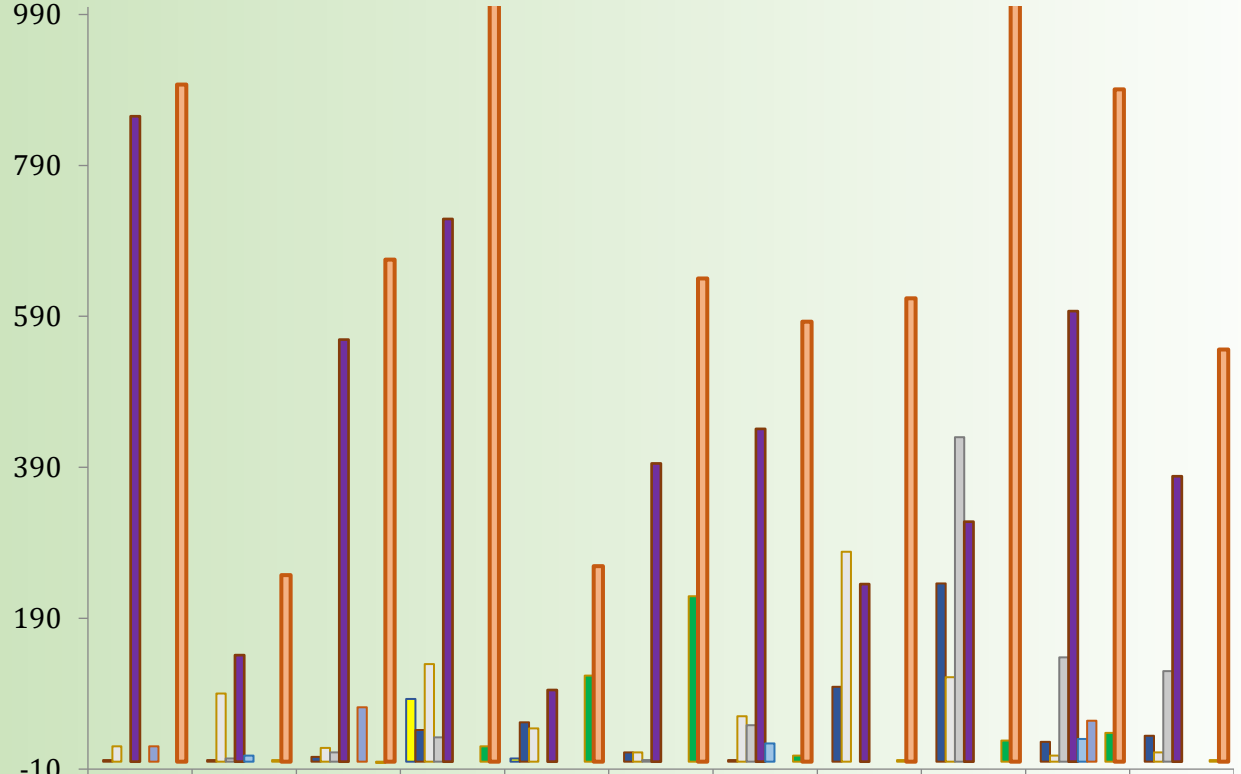
## Multi-Family

Between 2015 and 2025, Springfield has generally had the highest number of multi-family housing construction permits.

In 2025, Springfield had the highest number of multi-family units (378). Republic had the second-highest number (120), followed by Nixa (34).

The largest multi-family development permitted in 2025 was the Fulbright Heights Apartments at Hwy H and Valley Water Mill in Springfield, with 288 units.

### Multi-Family Units Permitted - OTO Area




| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Battlefield | 0 | 0 | 0 | 83 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nixa | 2 | 2 | 6 | 42 | 52 | 12 | 2 | 99 | 236 | 26 | 34 |
| Ozark | 20 | 90 | 18 | 129 | 44 | 12 | 60 | 278 | 112 | 8 | 12 |
| Republic | 0 | 4 | 12 | 32 | 0 | 2 | 48 | 0 | 430 | 138 | 120 |
| Springfield | 855 | 141 | 559 | 719 | 95 | 395 | 441 | 235 | 318 | 597 | 378 |
| Strafford | 0 | 8 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 30 | 0 |
| Willard | 20 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 |
| Christian - OTO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greene - OTO | 0 | 2 | -2 | 20 | 114 | 219 | 8 | 2 | 28 | 38 | 2 |
| Total | 897 | 247 | 665 | 1,025 | 259 | 640 | 583 | 614 | 1,124 | 891 | 546 |

# Residential Units

## Totals

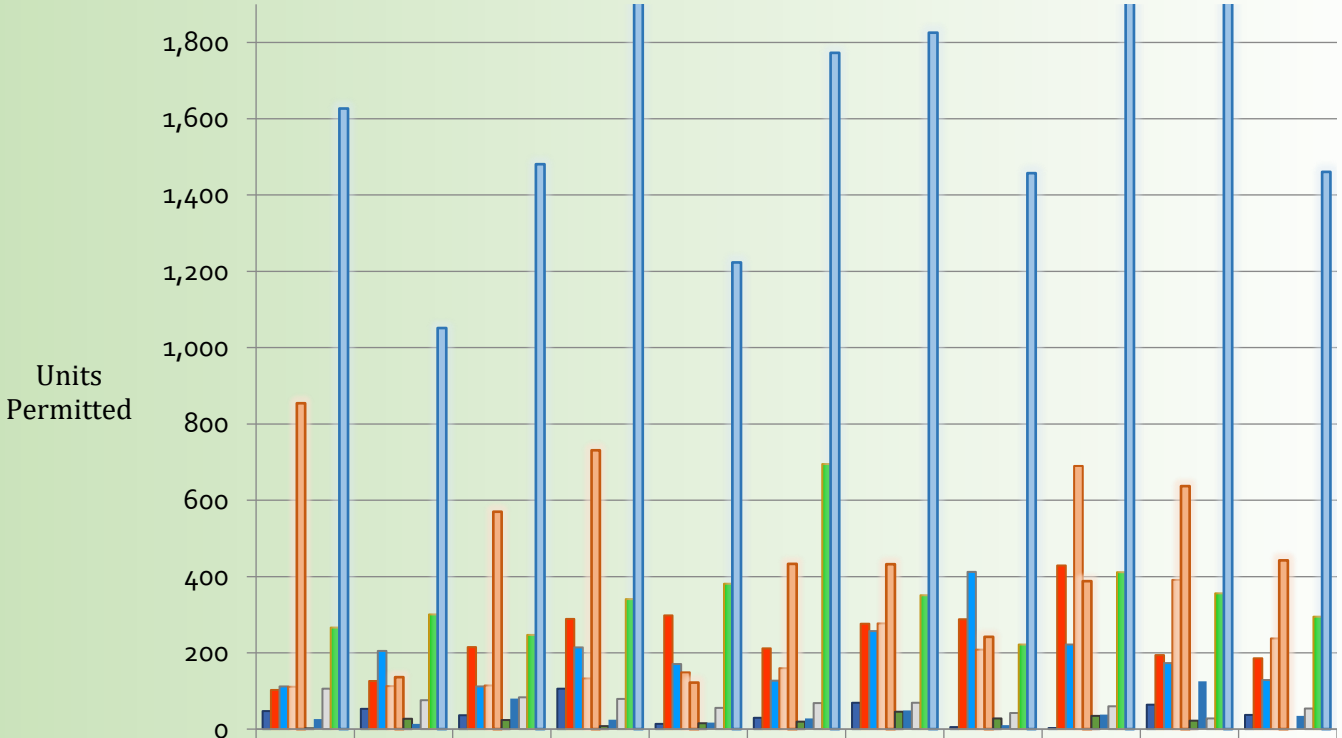
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2025 and the prior ten years.

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

Growth in residential permits has recovered somewhat in the last ten years, driven by single-family developments in Greene County, Nixa, and Republic. Large multi-family developments across the region also account for housing growth in the OTO area..

After a dip in 2022, the number of permits issued recovered to be the second highest in this ten-year range before falling below the ten-year average (1,636) in 2025.

## OTO Area Total Residential Units Permitted




| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Battlefield | 47 | 53 | 36 | 106 | 14 | 30 | 69 | 5 | 3 | 64 | 37 |
| Nixa | 103 | 126 | 215 | 289 | 298 | 212 | 276 | 288 | 429 | 194 | 186 |
| Ozark | 112 | 205 | 112 | 214 | 171 | 127 | 257 | 412 | 222 | 173 | 129 |
| Republic | 111 | 113 | 114 | 133 | 149 | 160 | 277 | 208 | 690 | 391 | 238 |
| Springfield | 854 | 136 | 570 | 731 | 122 | 433 | 432 | 242 | 388 | 637 | 442 |
| Strafford | 2 | 27 | 24 | 8 | 15 | 20 | 46 | 28 | 35 | 22 | 0 |
| Willard | 26 | 14 | 80 | 25 | 17 | 28 | 49 | 10 | 38 | 125 | 35 |
| Christian - OTO | 106 | 76 | 83 | 79 | 56 | 68 | 69 | 42 | 60 | 28 | 54 |
| Greene - OTO | 266 | 301 | 247 | 341 | 381 | 695 | 351 | 222 | 411 | 356 | 295 |
| Total | 1,627 | 1,051 | 1,481 | 1,926 | 1,223 | 1,773 | 1,826 | 1,457 | 2,276 | 1,990 | 1,461 |

# Growth Trend Maps

## Changes in Housing Units

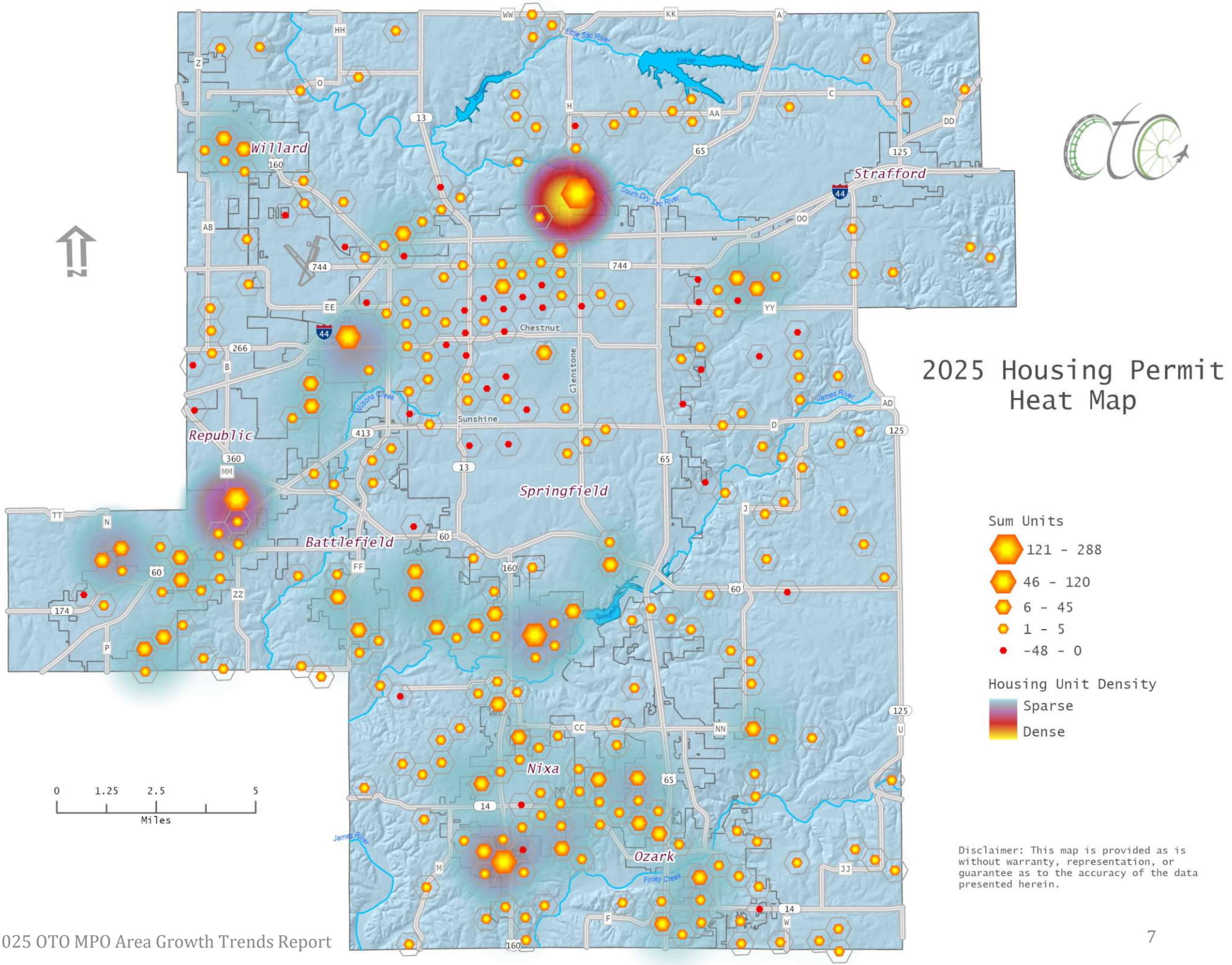
The maps on the following pages illustrate the locations of housing units added in 2025 as well as the period from 2015 to 2025.

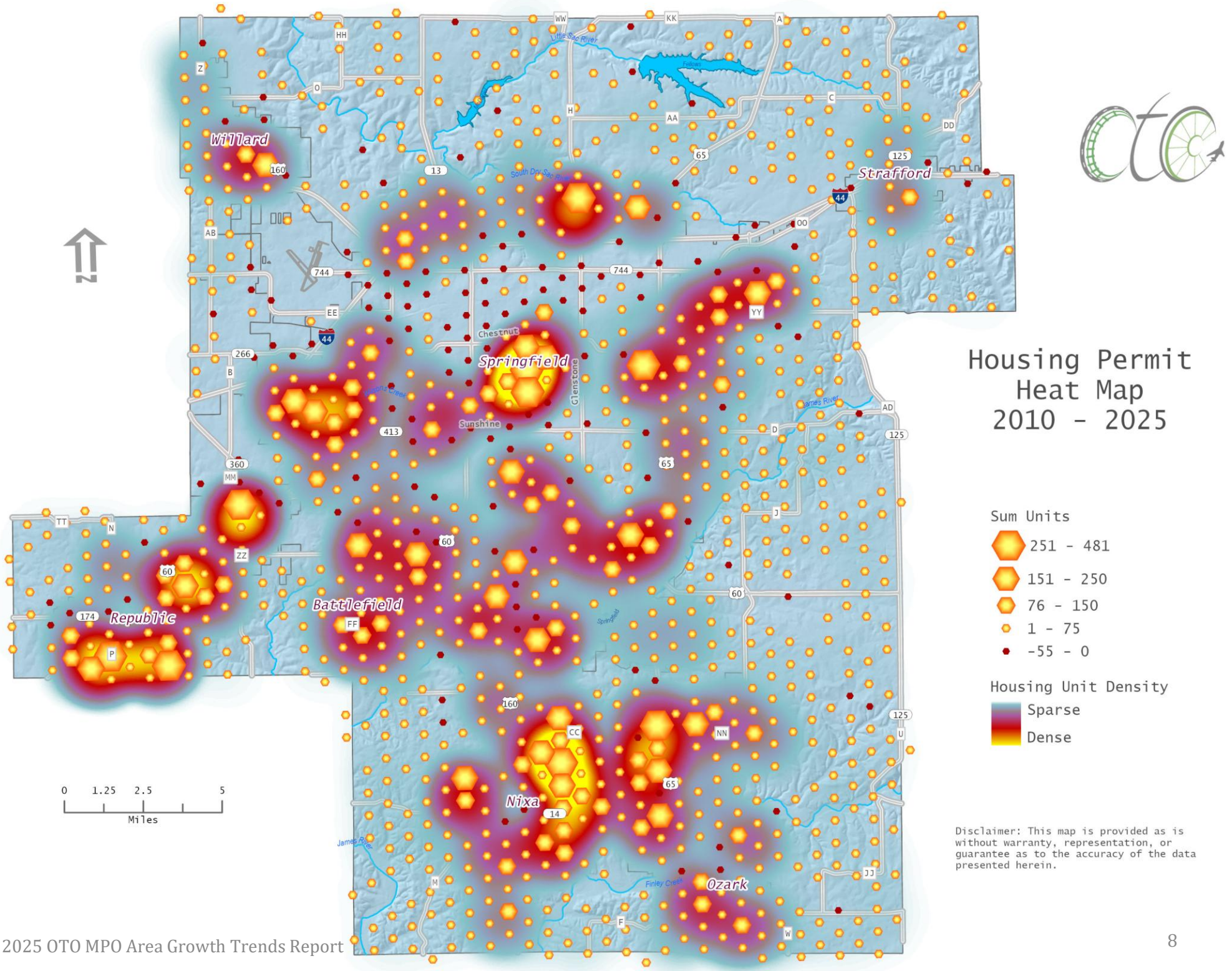
Additionally, heat map symbology has been added to demonstrate densities of new residential structure development. A layer of geocoded permit address points aggregated into a grid of hexagons was added as an overlay to provide more information about the location and magnitude of residential development in 2025 as well as 2015 - 2025.

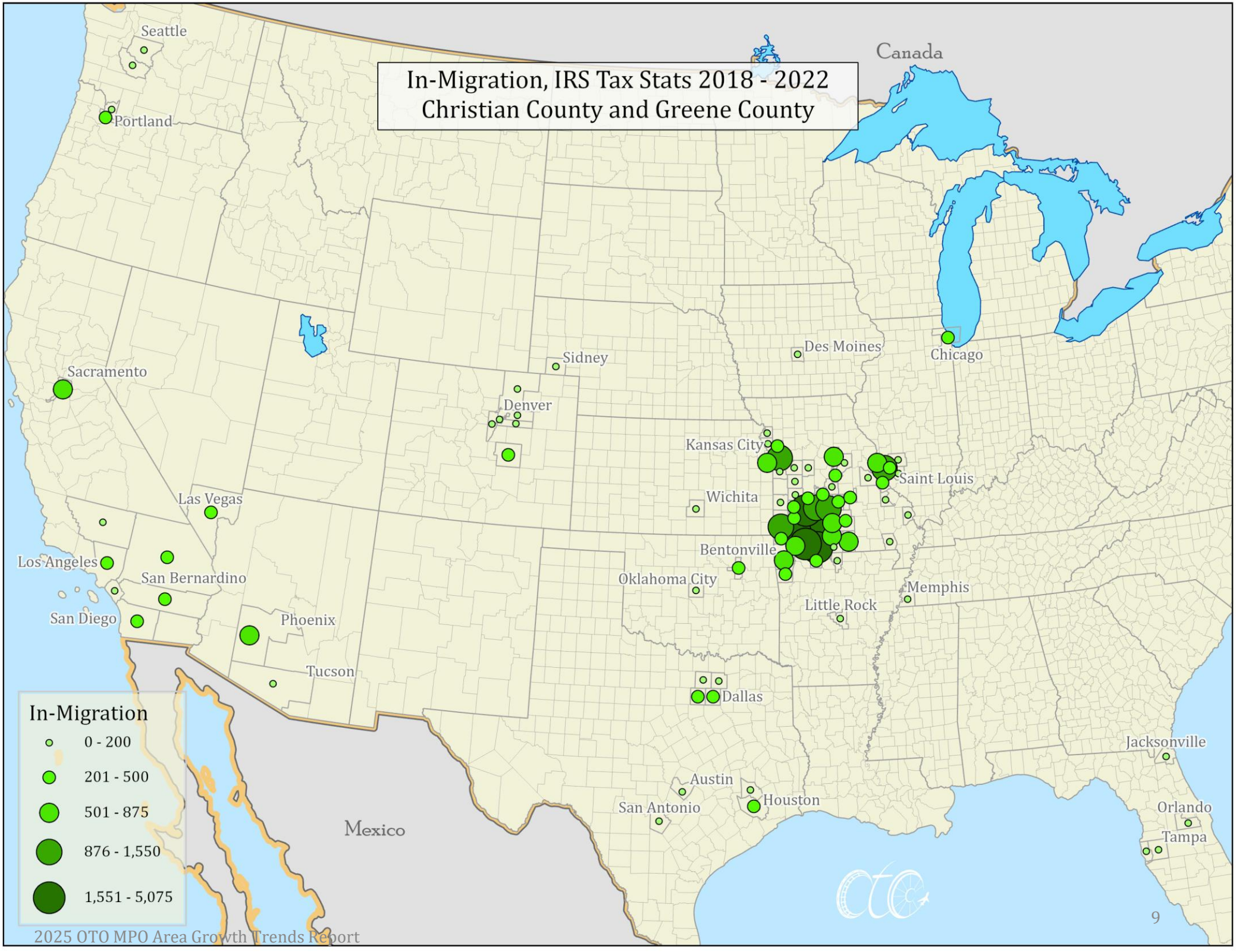


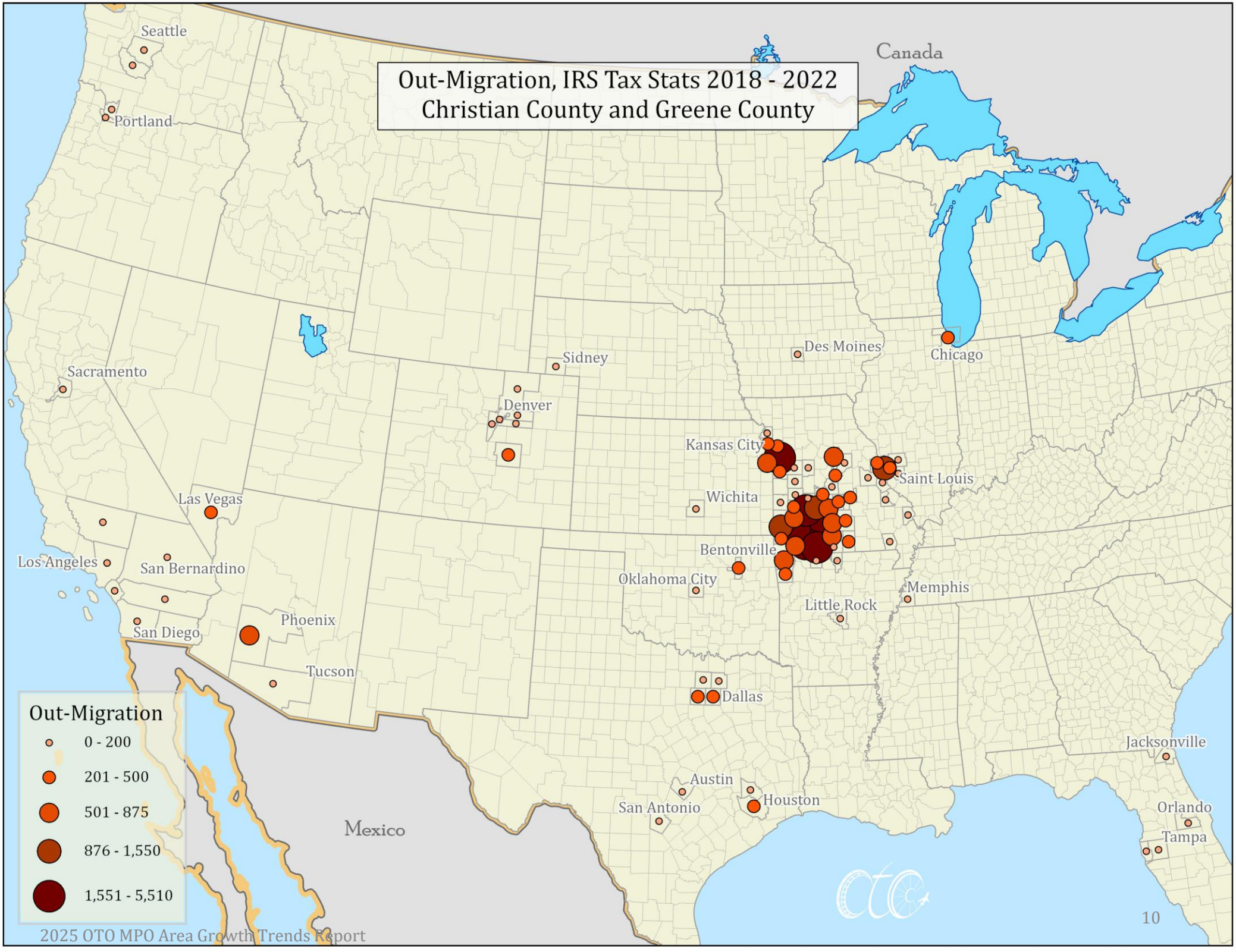
## Migration Flows

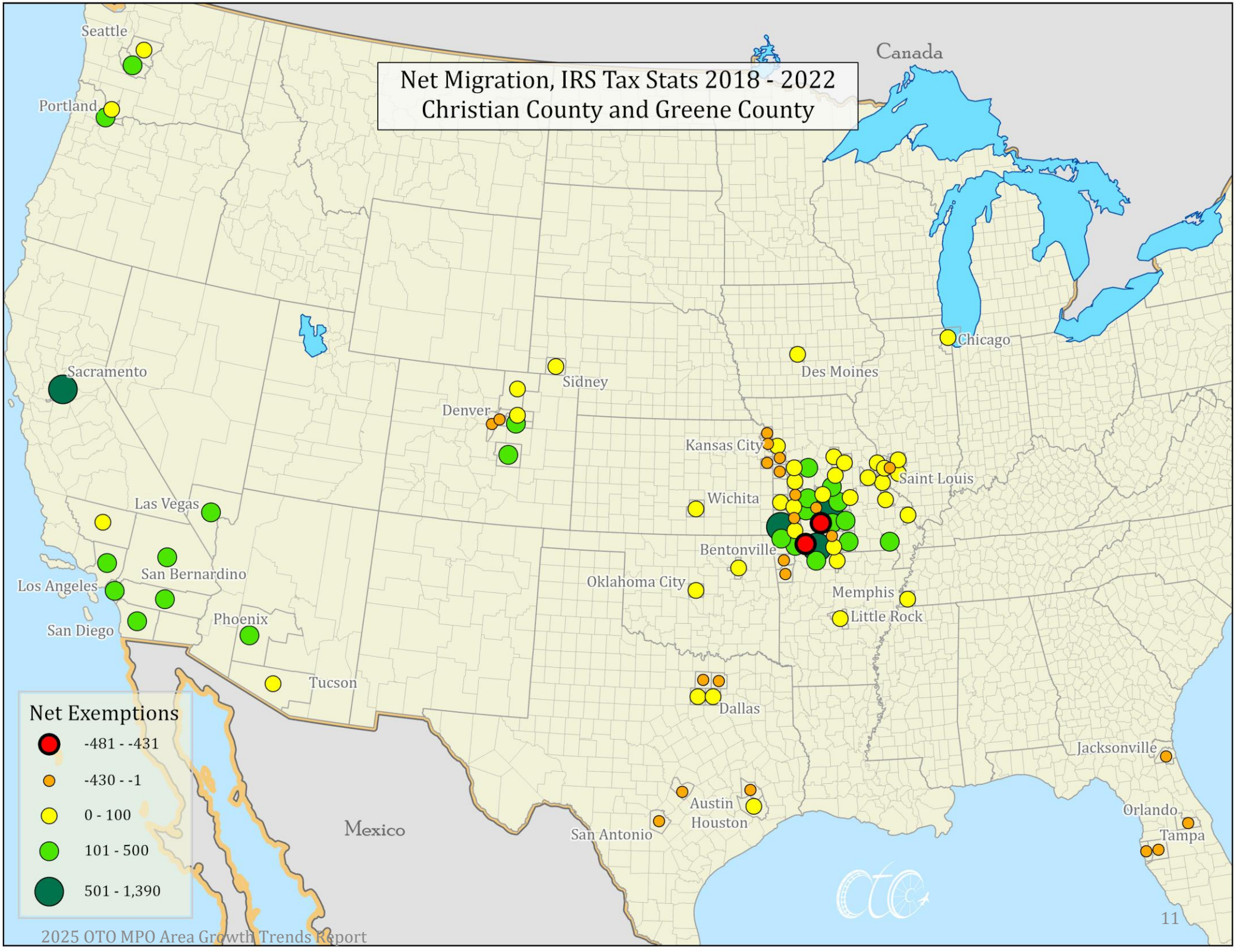
County-to-County flow maps for in- and out-migration to and from Greene and Christian counties prepared with IRS tax statistics from 2022 – 2023 are included.


2025 Housing Permit Heat Map
Willard
Strafford
Republic
Springfield
Battlefield
Nixa
Ozark
Chestnut
Sunshine
Glenstone
Little Sac River
South Dry Sac River
James River
Wilsons Creek
Finley Creek
Springfield
Sum Units
121 - 288
46 - 120
6 - 45
1 - 5
-48 - 0
Housing Unit Density
Sparse
Dense
0 1.25 2.5 5
Miles
Disclaimer: This map is provided as is without warranty, representation, or guarantee as to the accuracy of the data presented herein.


Housing Permit
Heat Map
2010 - 2025
Sum Units
251 - 481
151 - 250
76 - 150
1 - 75
-55 - 0
Housing Unit Density
Sparse
Dense
Disclaimer: This map is provided as is without warranty, representation, or guarantee as to the accuracy of the data presented herein.
0 1.25 2.5 5
Miles
Willard
Strafford
Springfield
Republic
Battlefield
Nixa
Ozark
Chestnut
Sunshine
Glenstone
Little Sac River
South Dry Sac River
James River
Finley Creek
Springfield


In-Migration, IRS Tax Stats 2018 - 2022
Christian County and Greene County
Canada
Seattle
Portland
Sacramento
Sidney
Denver
Des Moines
Chicago
Kansas City
Saint Louis
Wichita
Las Vegas
Bentonville
Oklahoma City
Memphis
Little Rock
Los Angeles
San Bernardino
San Diego
Phoenix
Tucson
Dallas
Jacksonville
Austin
San Antonio
Houston
Orlando
Tampa
Mexico
In-Migration
0 - 200
201 - 500
501 - 875
876 - 1,550
1,551 - 5,075


Out-Migration, IRS Tax Stats 2018 - 2022
Christian County and Greene County
Canada
Seattle
Portland
Sacramento
Sidney
Denver
Des Moines
Chicago
Kansas City
Saint Louis
Wichita
Las Vegas
Los Angeles
San Bernardino
Bentonville
Oklahoma City
Memphis
Little Rock
Phoenix
San Diego
Tucson
Dallas
Jacksonville
Austin
San Antonio
Houston
Orlando
Tampa
Mexico
Out-Migration
0 - 200
201 - 500
501 - 875
876 - 1,550
1,551 - 5,510


Net Migration, IRS Tax Stats 2018 - 2022
Christian County and Greene County
Canada
Mexico
Seattle
Portland
Sacramento
Las Vegas
Los Angeles
San Bernardino
San Diego
Phoenix
Tucson
Sidney
Denver
Des Moines
Chicago
Kansas City
Saint Louis
Wichita
Bentonville
Oklahoma City
Memphis
Little Rock
Dallas
Austin
Houston
San Antonio
Jacksonville
Orlando
Tampa
Net Exemptions
-481 - -431
-430 - -1
0 - 100
101 - 500
501 - 1,390

# Demographics & Employment

## Population Change

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



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

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

# Springfield MSA

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

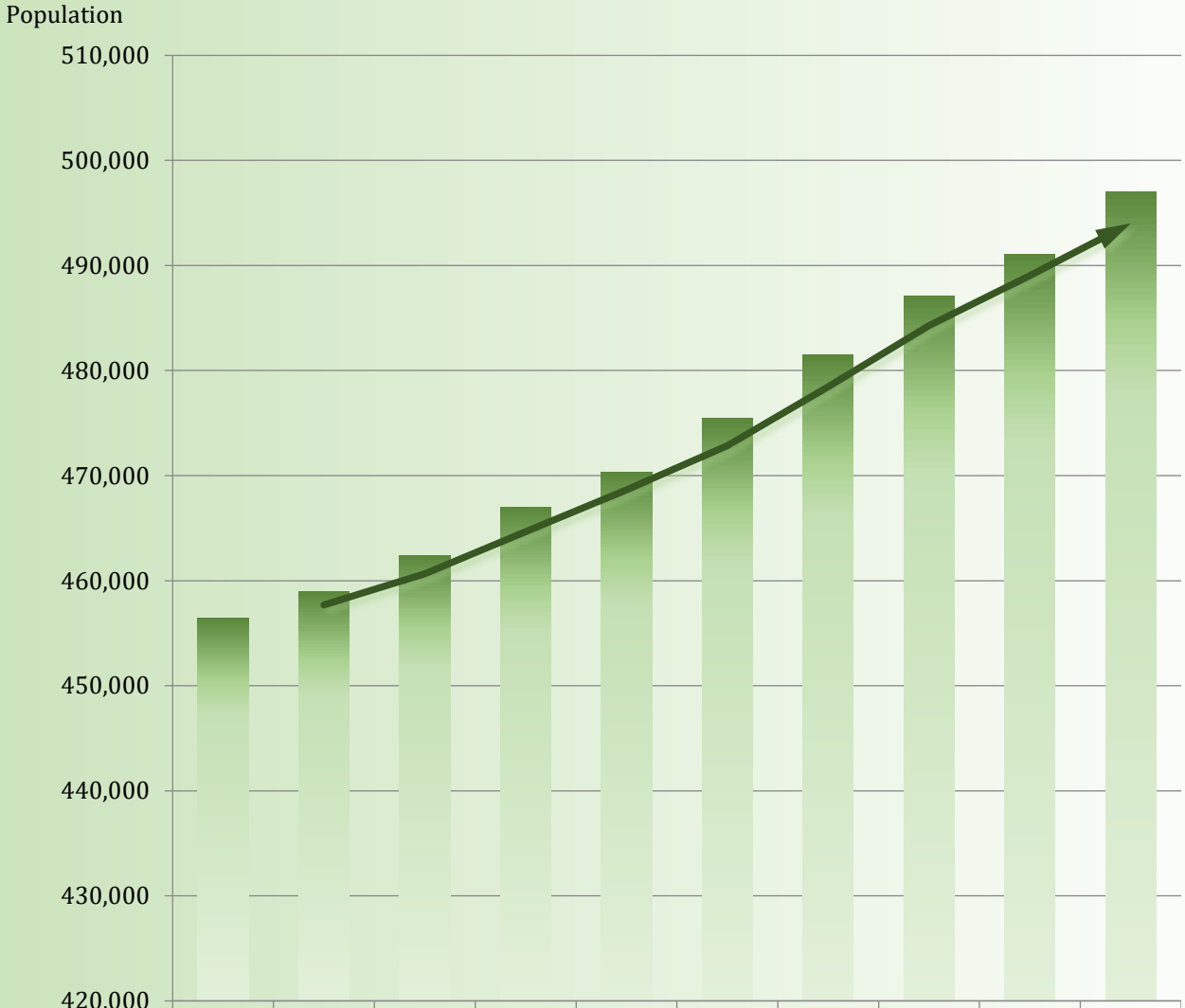
The chart on this page shows the steady increase of the combined MSA county populations.

From 2015 to 2024, the MSA population has increased from 456,456 to 496,975, an increase of 8.5%, equaling a 0.88% annual rate of growth.

Using the rule of 70, at an annual growth percent of 0.88, it will take the Springfield MSA 80 years to double in population to 993,950 by 2104.

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

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




| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|
| Population | 456,456 | 458,930 | 462,369 | 466,978 | 470,300 | 475,432 | 481,483 | 487,061 | 491,053 | 496,975 |

# Springfield MSA

## Continued

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

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 10-year period from 2015 to 2024 was from 2020 to 2021.

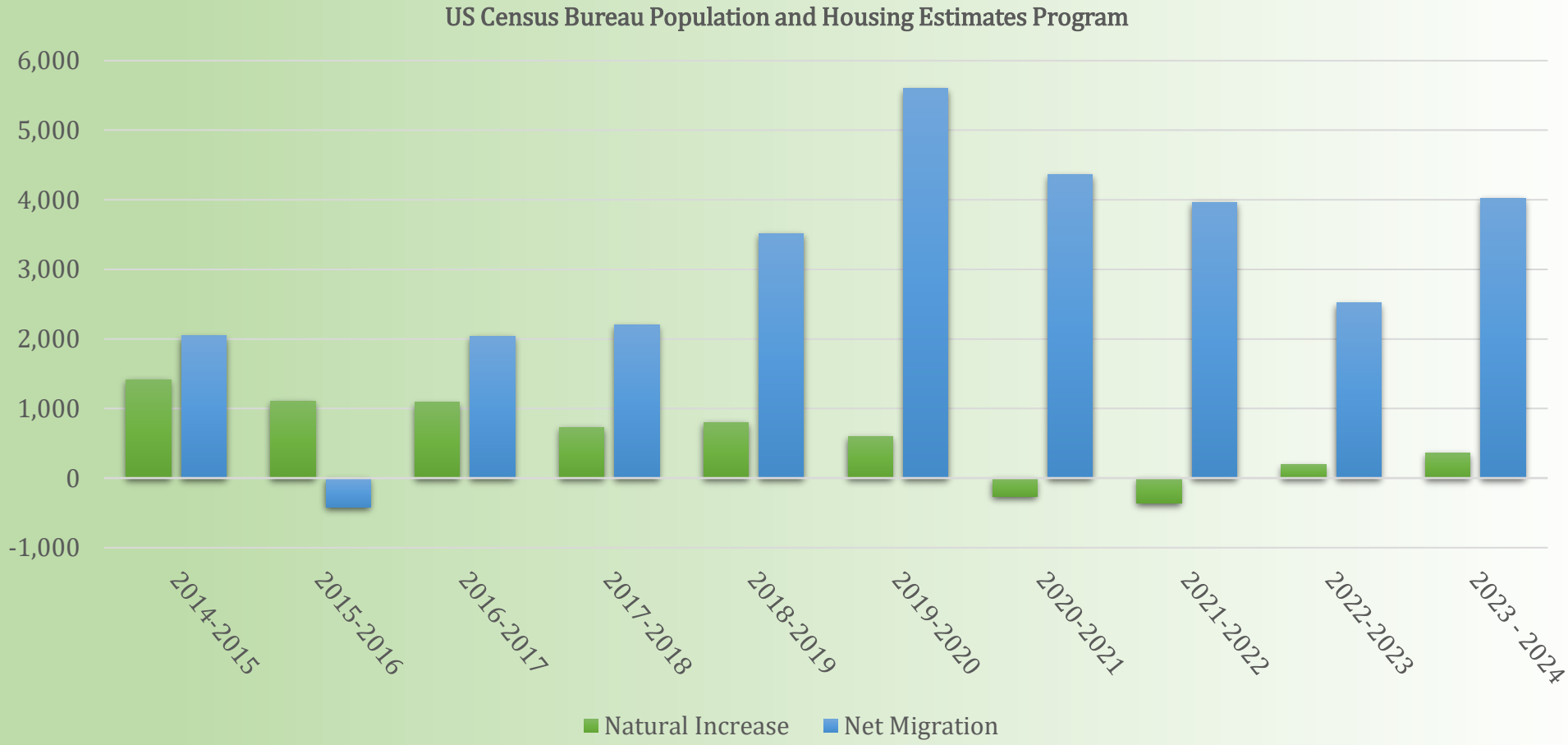
The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The percent change in population from 2019 to 2020 is the first time it had been over 1% since 2009 to 2010.

### Year-over-Year Population Percent Change Springfield MSA

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



# Components of Population Change




## Natural Increase & Net Migration

Population change statistics for the combined area of Greene and Christian counties from 2015 to 2024 are presented on this page. Natural Increase, births minus deaths, had been on the decline over the past decade although, births still outnumbered deaths until 2021. There was a natural decrease again in 2022. This may be likely due to economic uncertainty during the response to Covid-19.

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

# Median Household Income

Median household income for Greene and Christian Counties, the Springfield MSA, the State of Missouri, and the United States of America from the American Community Survey (ACS) 5-year estimates are presented here for 2024, 2019, and 2014.

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

A comparison of survey estimates between survey years indicates that the rise in median household incomes is statistically different in 2024. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2014 & 2019 estimates and even outpaced the rate of inflation.

## Median Household Income

Source: American Community Survey 5-Year Estimates

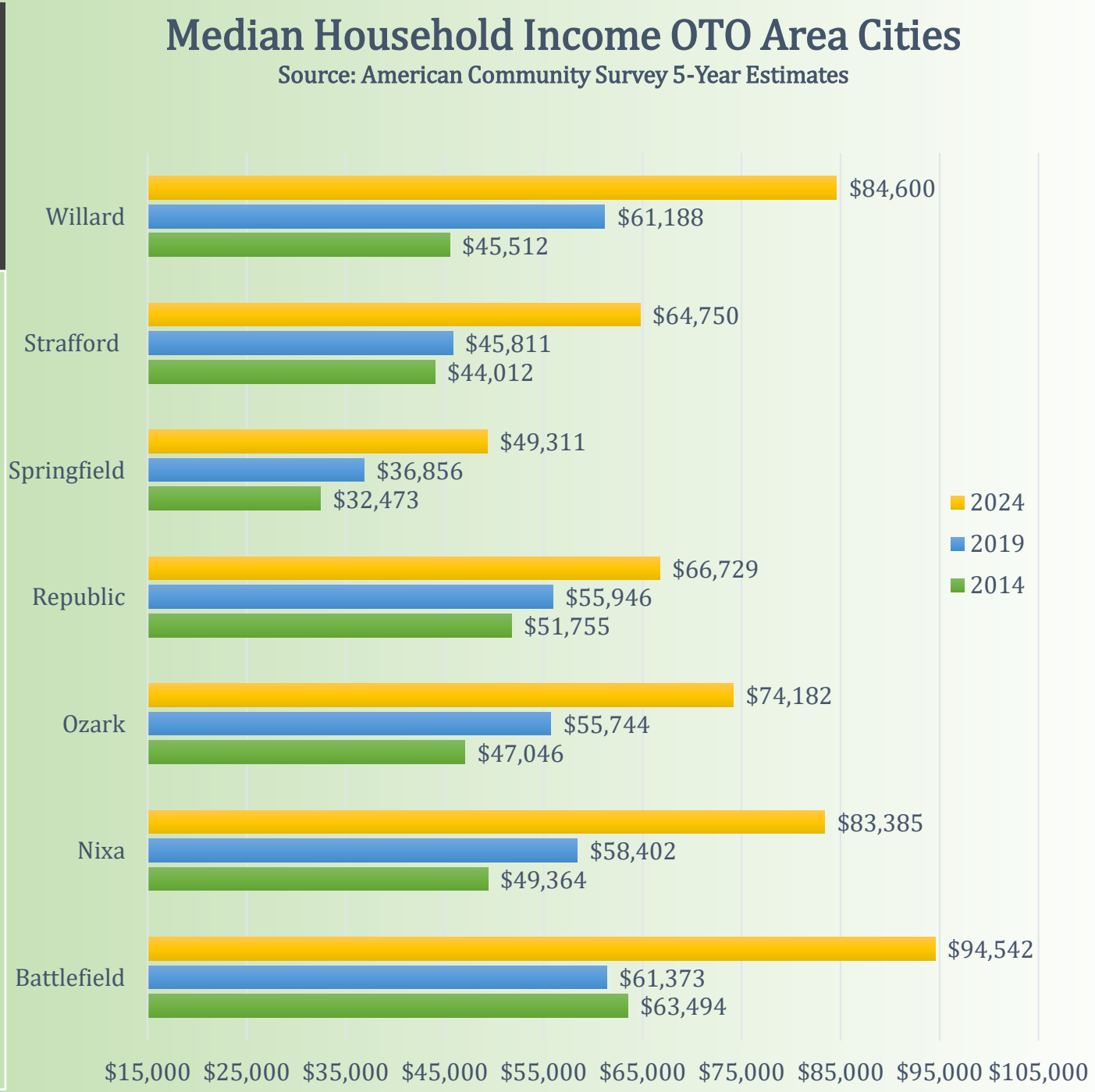


# Median Household Income

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

The ACS estimate for 2024 is higher for all cities. In Springfield, there is a significantly higher income for each year after 2014.

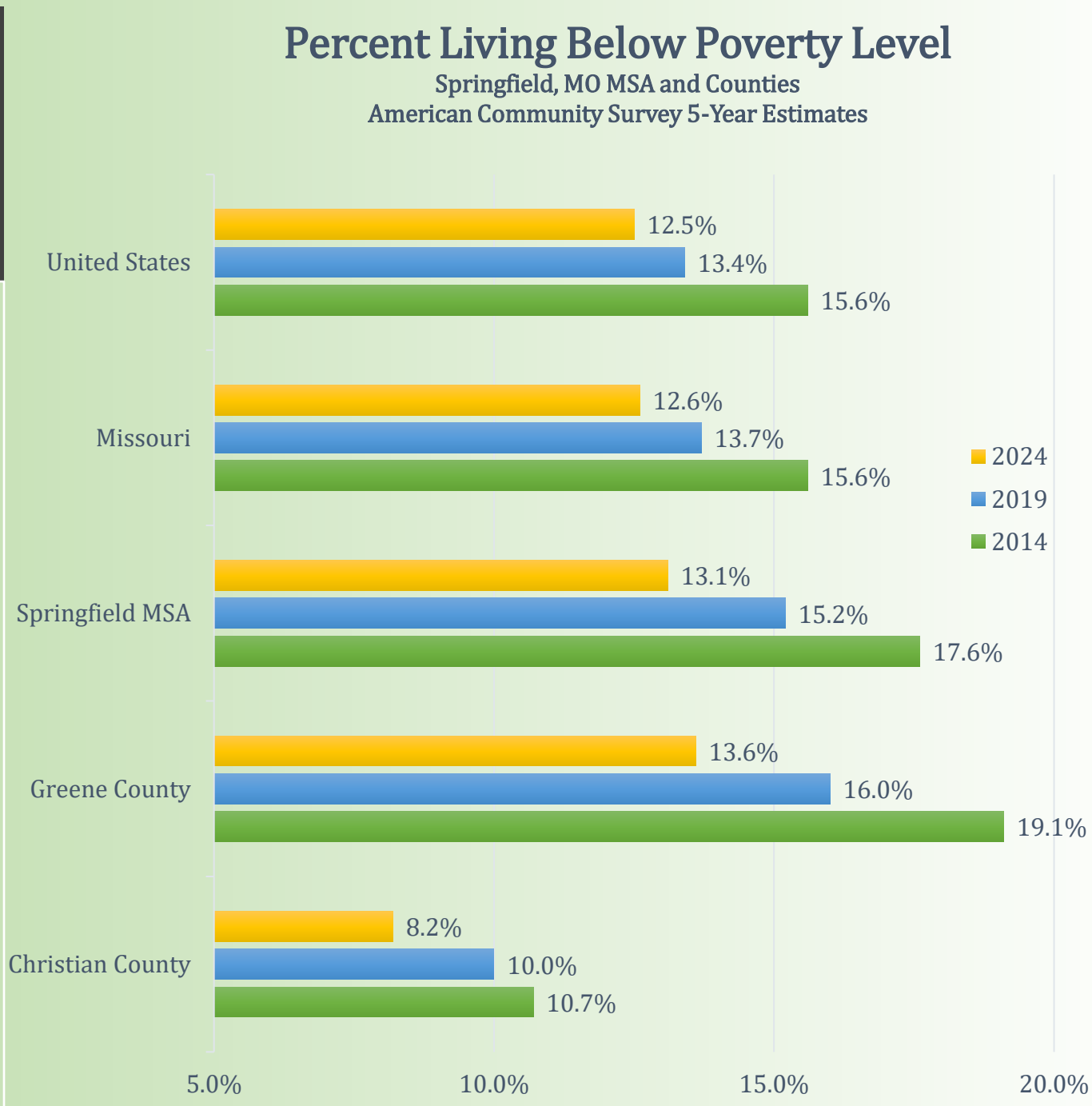
In the cases of Battlefield, Ozark, Nixa, Republic, Strafford & Willard there is no significant difference between 2014 & 2019, but the 2024 estimate is statistically different from the earlier five-year samples.



# Individuals Living Below Poverty

In 2024, the percentage of people living at or below the poverty level had dropped below 2014 & 2019 levels for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

Survey estimates for 2024 are statistically different from 2014 & 2019 estimates for all geographies. This indicates that percentages of people living below poverty level were reduced over the past decade. Financial stimulus during the pandemic and a subsequent rise in wages have contributed to a decrease in these estimates.

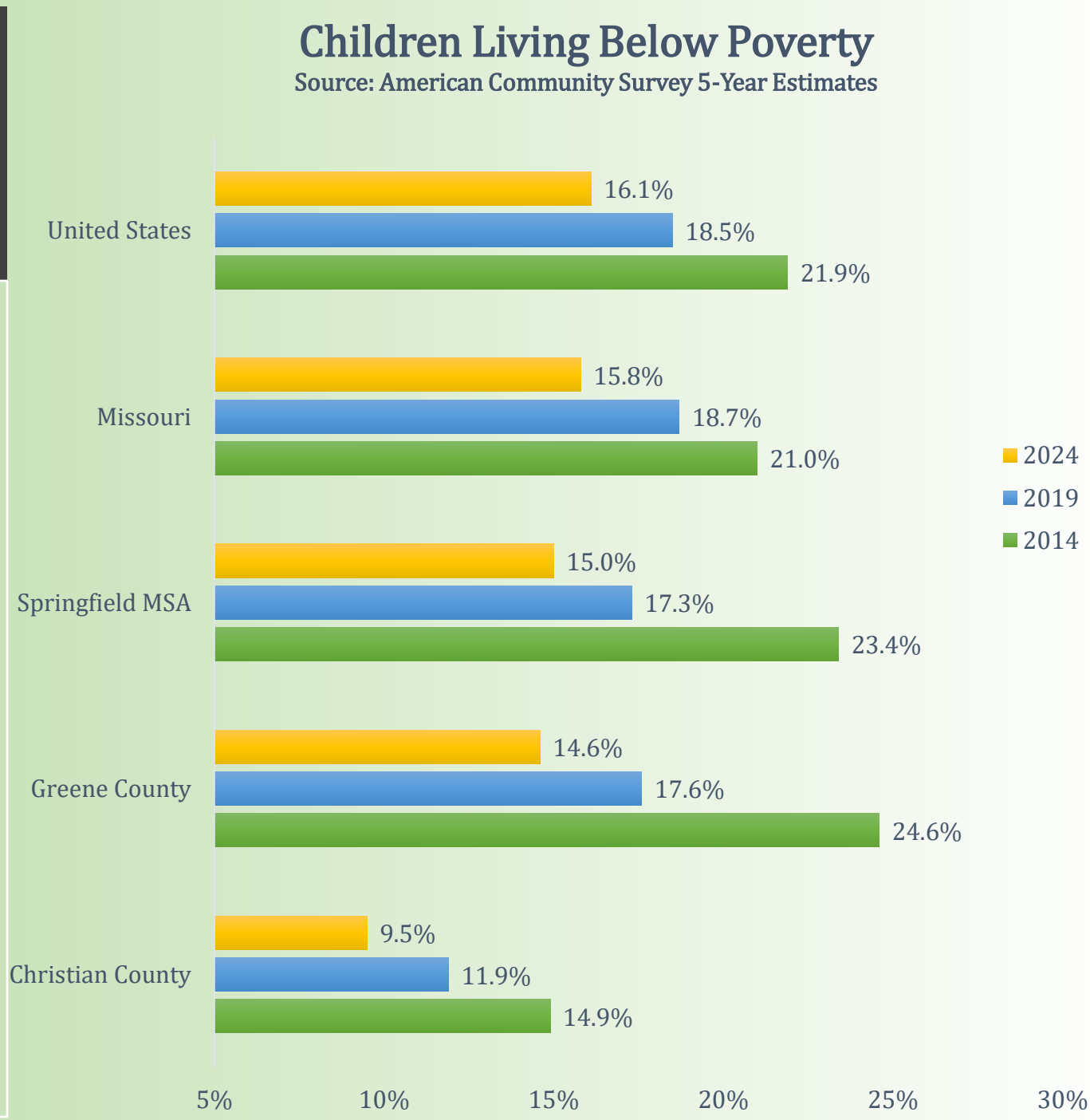


# Children Living Below Poverty

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

The estimates for the percentage of children living at or below the poverty level in 2014 & 2019 samples are not statistically different across all geographies. The five-year estimates for 2019 are significantly different from the 2024 sample in all geographies.

This indicates that children living at or below poverty level has decreased across all geographies.

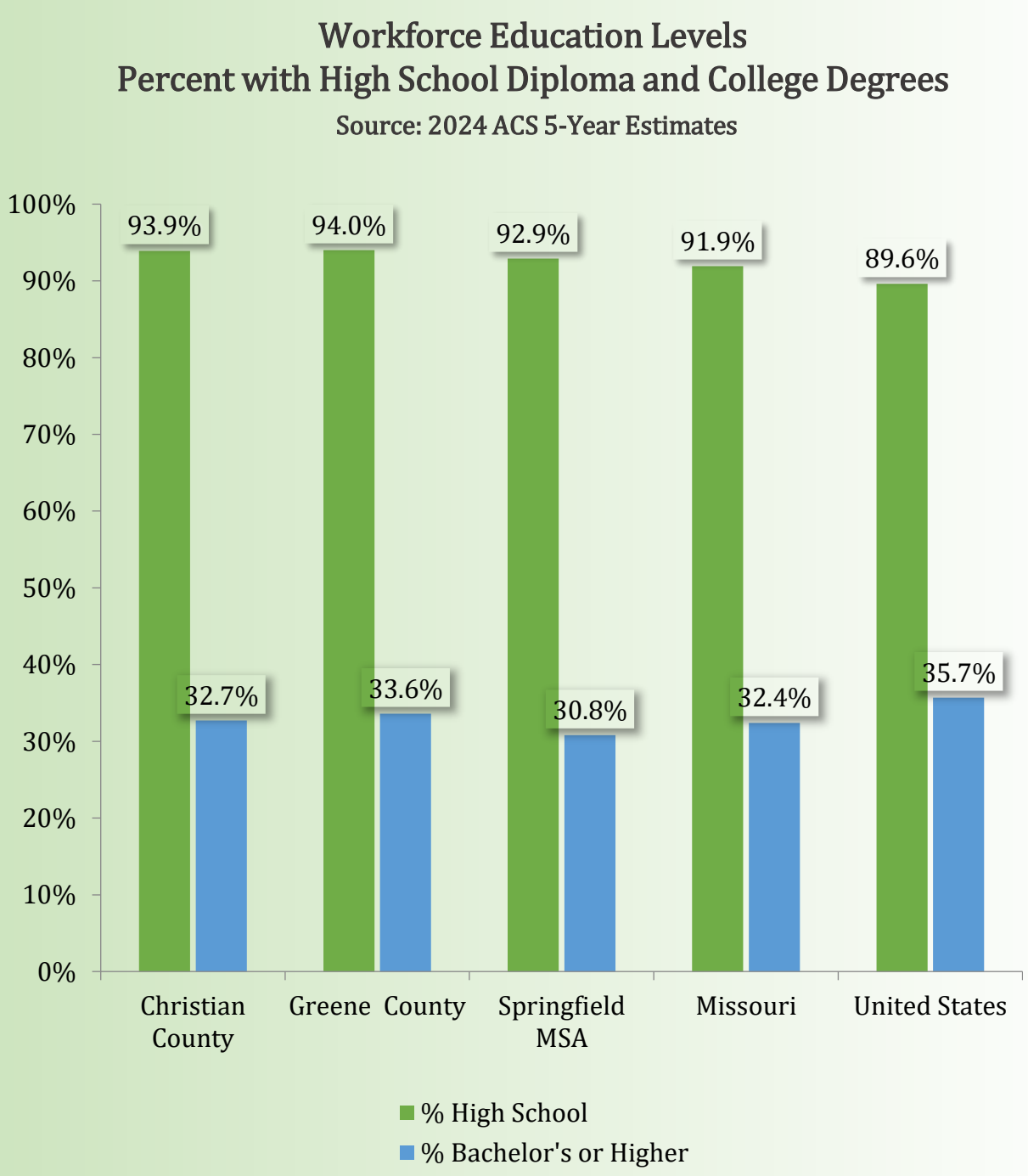


# Workforce Education Levels

Workforce education levels affect employment and earning levels within communities.

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

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

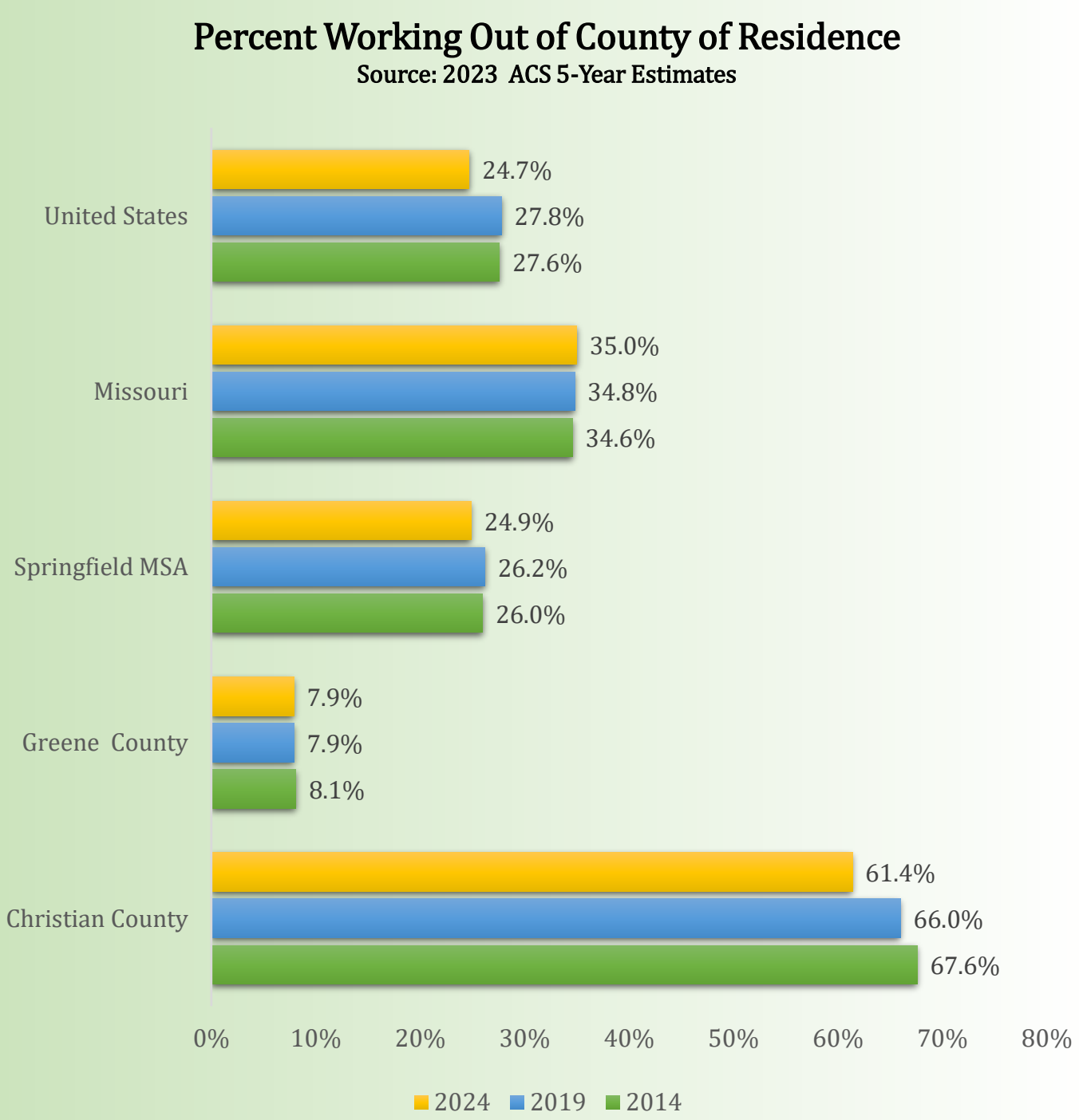


# Commuting Patterns

The chart to the right shows the percentage of workers who work outside of their county of residence for 2024, 2019, and 2014.

In all geographies, the percentage of workers who worked outside of their county of residence has significantly decreased in 2024. These values are the result of more people working from home.

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

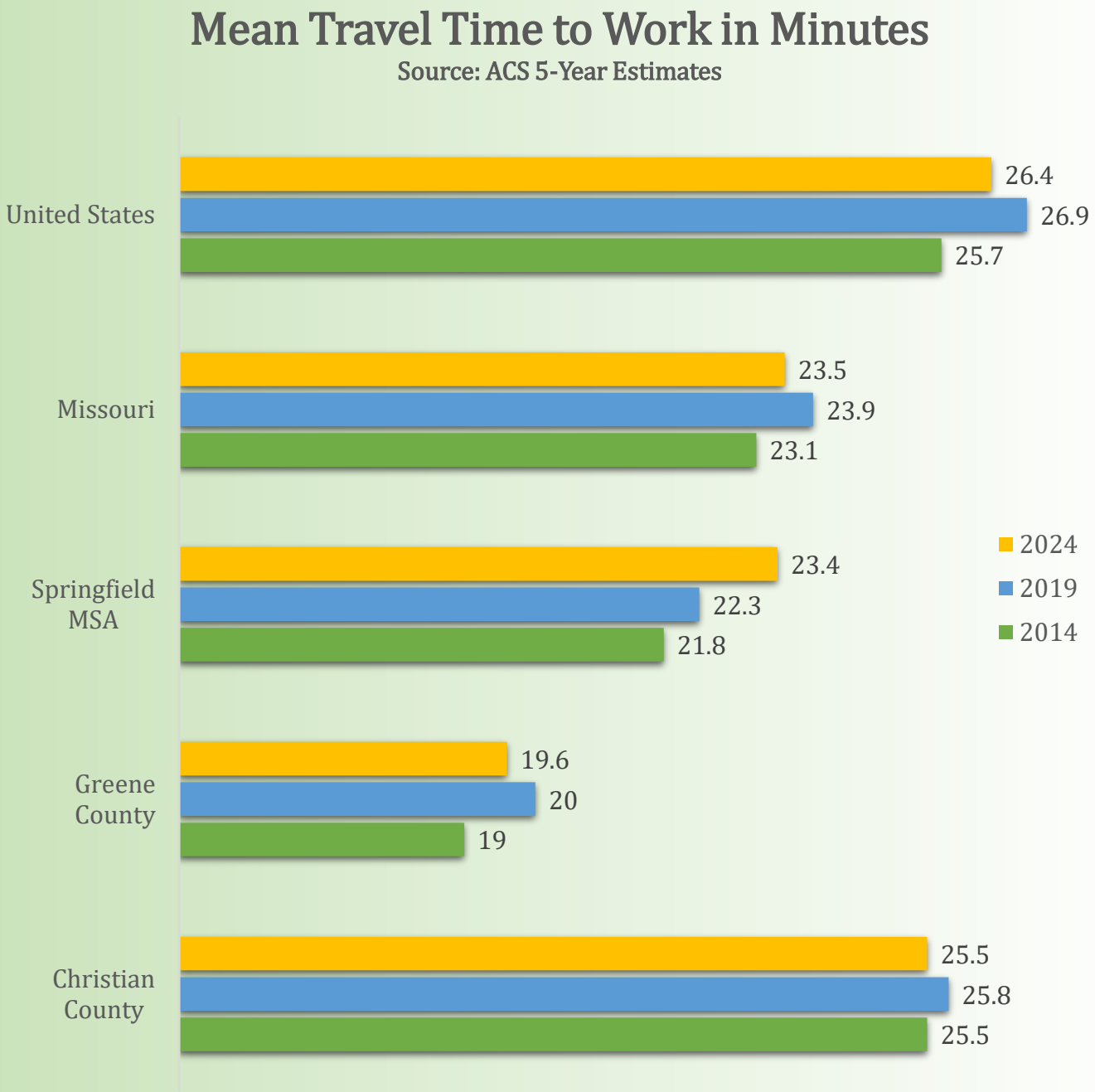


# Mean Travel Time to Work

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

Residents of Greene County have the shortest commutes to work at 19.6 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25.5 minutes. Mean travel time to work decreased from earlier years all geographies excluding the Springfield Mo MSA.

The Springfield Mo MSA had a statistically significant increase between 2019 and 2024.



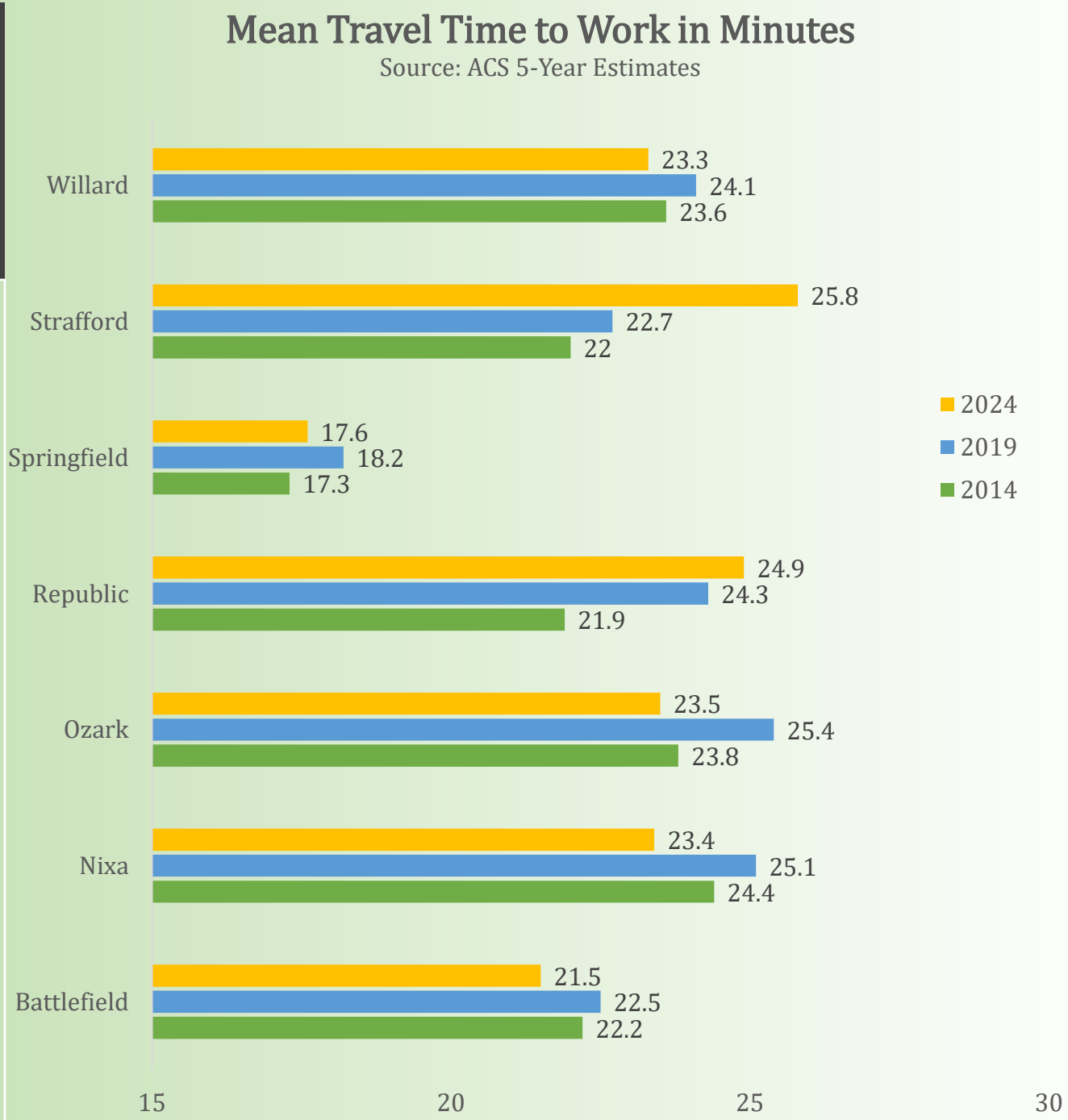
# Mean Travel Time to Work

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

The 2024 and 2019 estimates for Republic are statistically different from 2014. The period of ACS sample years is coincident with a period of population growth in the city.

The 2024 estimates in most cases are lower than 2019 for Springfield, Willard, Ozark, Nixa, and Battlefield.

The 2024 estimates for Nixa and Ozark are significantly lower than 2019. There is no statistical difference in the estimates for Battlefield and Willard.



## Springfield MSA Workforce Change by Industry 2014 – 2024, American Community Survey 5-yr Estimates

| | 2014 | 2024 | Difference | % Change |
|---|---|---|---|---|
| **Full-time, year-round civilian employed population 16 years and over** | **135,862** | **165,944** | **30,082** | **22.1** |
| **Agriculture, forestry, fishing and hunting, and mining:** | **1,654** | **2,043** | **389** | **23.5** |
| Agriculture, forestry, fishing and hunting | 1,503 | 1,807 | **304** | **20.2** |
| Mining, quarrying, and oil and gas extraction | 151 | 236 | **85** | **56.3** |
| **Construction** | **7,368** | **11,134** | **3,766** | **51.1** |
| **Manufacturing** | **14,729** | **18,843** | **4,114** | **27.9** |
| **Wholesale trade** | **5,259** | **4,787** | **(472)** | **-9.0** |
| **Retail trade** | **16,531** | **19,142** | **2,611** | **15.8** |
| **Transportation and warehousing, and utilities:** | **9,107** | **11,970** | **2,863** | **31.4** |
| Transportation and warehousing | 7,136 | 10,111 | **2,975** | **41.7** |
| Utilities | 1,971 | 1,859 | **(112)** | **-5.7** |
| **Information** | **2,966** | **1,983** | **(983)** | **-33.1** |
| **Finance and insurance, and real estate and rental and leasing:** | **9,638** | **12,587** | **2,949** | **30.6** |
| Finance and insurance | 7,454 | 9,813 | **2,359** | **31.6** |
| Real estate and rental and leasing | 2,184 | 2,774 | **590** | **27.0** |
| **Professional, scientific, and management, and administrative and was** | **11,476** | **18,187** | **6,711** | **58.5** |
| Professional, scientific, and technical services | 6,343 | 11,786 | **5,443** | **85.8** |
| Management of companies and enterprises | 231 | 303 | **72** | **31.2** |
| Administrative and support and waste management services | 4,902 | 6,098 | **1,196** | **24.4** |
| **Educational services, and health care and social assistance:** | **35,395** | **41,990** | **6,595** | **18.6** |
| Educational services | 12,457 | 12,769 | **312** | **2.5** |
| Health care and social assistance | 22,938 | 29,221 | **6,283** | **27.4** |
| **ntertainment, and recreation, and accommodation and food services:** | **8,458** | **8,896** | **438** | **5.2** |
| Arts, entertainment, and recreation | 1,511 | 2,092 | **581** | **38.5** |
| Accommodation and food services | 6,947 | 6,804 | **(143)** | **-2.1** |
| **Other services, except public administration** | **7,316** | **7,873** | **557** | **7.6** |
| **Public administration** | **5,965** | **6,509** | **544** | **9.1** |

# Number of Jobs by MSA County

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

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

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2014 to 2024 has remained relatively constant.



# Data Sources

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

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

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

Other data sources include:

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

U.S. Census Bureau Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 2/5/2026 https://lehd.ces.census.gov/data/#qwi.

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

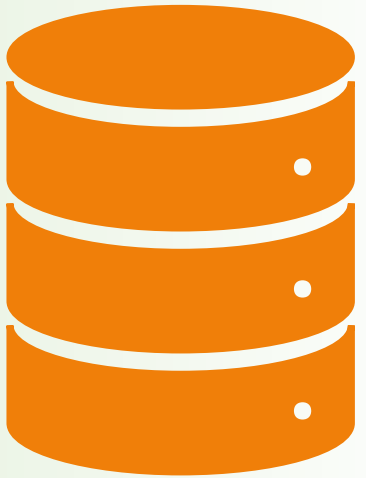
Missouri Census Data Center, (2020). http://mcdc.missouri.edu/decennial-census/1980-1990.shtml

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

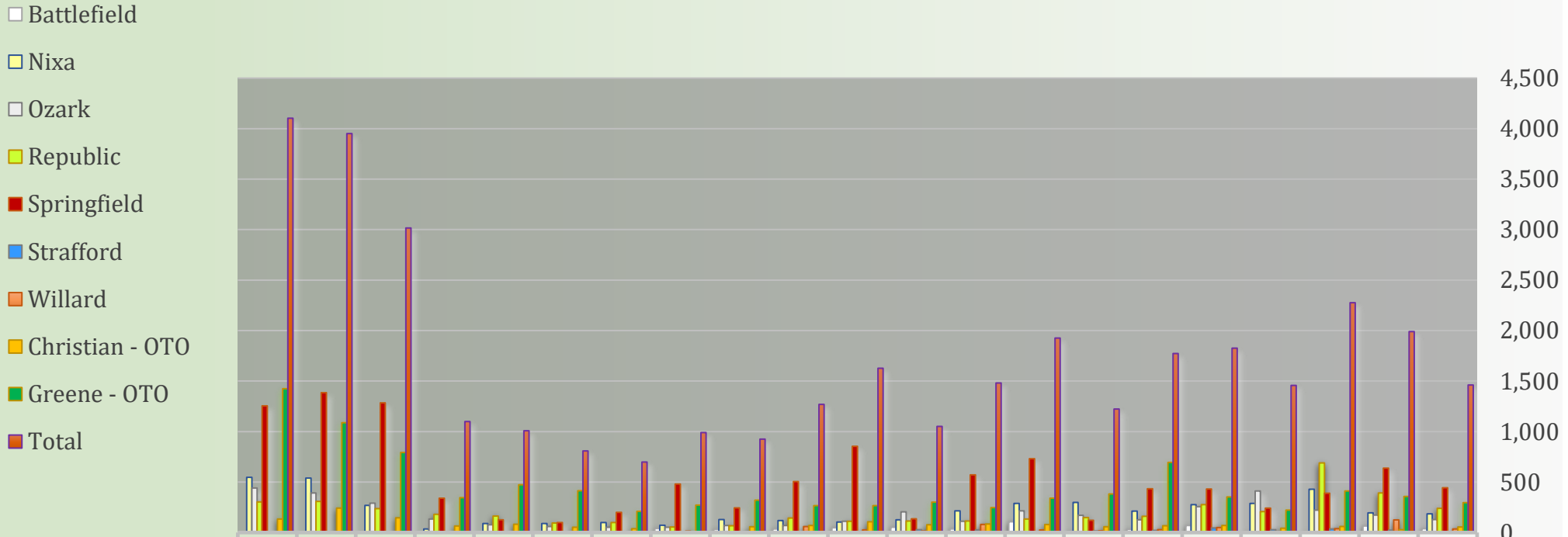
Missouri Census Data Center. (2026). *State/County Annual Population Change* [dataset application]. Available from https://mcdc.missouri.edu/applications/population/change/.

U.S. Census Bureau, 2020 & 2024, 2019, 2014 American Community Survey 5-Year Estimates. https://data.census.gov/cedsci/

Internal Revenue Service, SOI Tax Stats – Migration Data, 2026.

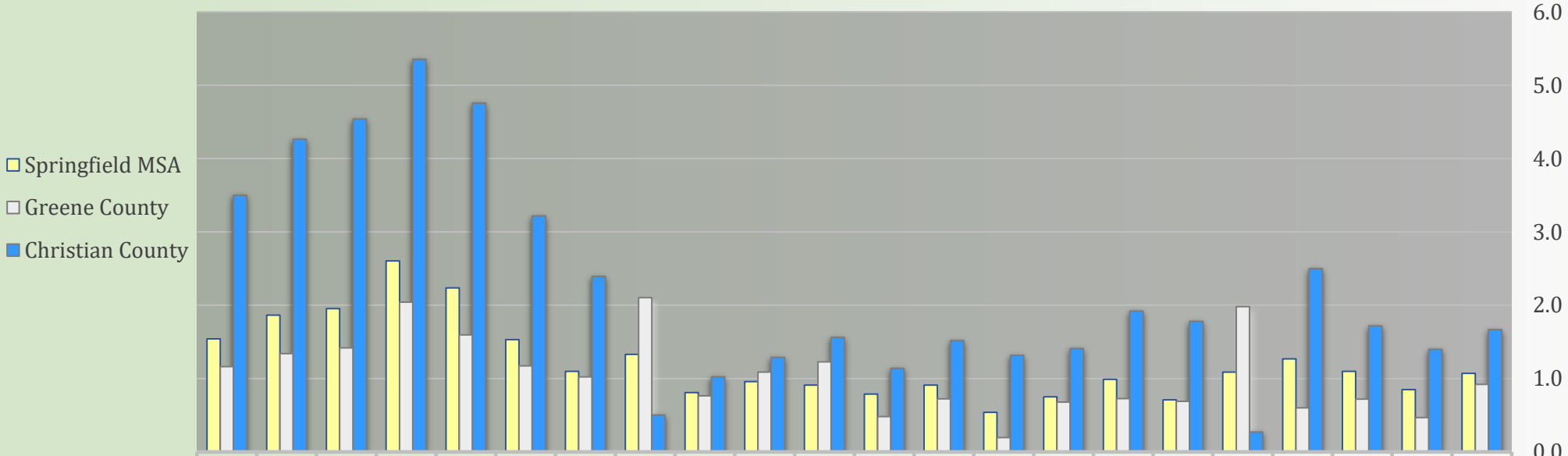


# Appendix A: OTO Area Permit Activity 2005 - 2025



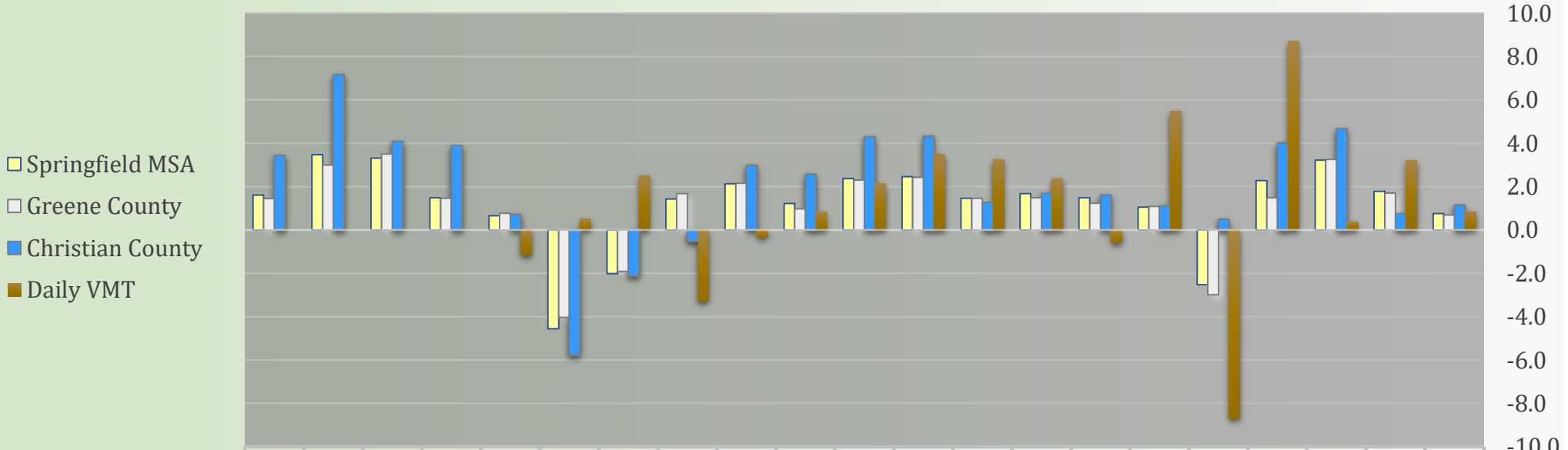

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Battlefield | - | - | - | - | | - | - | 40 | 29 | 36 | 47 | 53 | 36 | 106 | 14 | 30 | 69 | 5 | 3 | 64 | 37 |
| Nixa | 547 | 539 | 268 | 36 | 88 | 89 | 99 | 72 | 128 | 119 | 103 | 126 | 215 | 289 | 298 | 212 | 276 | 288 | 429 | 194 | 186 |
| Ozark | 441 | 391 | 290 | 134 | 77 | 60 | 53 | 53 | 69 | 70 | 112 | 205 | 112 | 214 | 171 | 127 | 257 | 412 | 222 | 173 | 129 |
| Republic | 304 | 307 | 236 | 179 | 162 | 95 | 99 | 54 | 67 | 143 | 111 | 113 | 114 | 133 | 149 | 160 | 277 | 208 | 690 | 391 | 238 |
| Springfield | 1,254 | 1,386 | 1,285 | 341 | 127 | 100 | 200 | 481 | 245 | 504 | 854 | 136 | 570 | 731 | 122 | 433 | 432 | 242 | 388 | 637 | 442 |
| Strafford | - | - | | | | | | 0 | 3 | 2 | 2 | 27 | 24 | 8 | 15 | 20 | 46 | 28 | 35 | 22 | 0 |
| Willard | | | | | | | | 13 | 7 | 59 | 26 | 14 | 80 | 25 | 17 | 28 | 49 | 10 | 38 | 125 | 35 |
| Christian - OTO | 133 | 241 | 145 | 64 | 82 | 51 | 37 | 7 | 56 | 70 | 106 | 76 | 83 | 79 | 56 | 68 | 69 | 42 | 60 | 28 | 54 |
| Greene - OTO | 1,424 | 1,087 | 792 | 345 | 472 | 413 | 210 | 270 | 321 | 266 | 266 | 301 | 247 | 341 | 381 | 695 | 351 | 222 | 411 | 356 | 295 |
| Total | 4,103 | 3,951 | 3,016 | 1,099 | 1,008 | 808 | 698 | 990 | 925 | 1,269 | 1,627 | 1,051 | 1,481 | 1,926 | 1,223 | 1,773 | 1,826 | 1,457 | 2,276 | 1,990 | 1461 |

# Appendix B: Year-over-Year Population Percent Change 2003 - 2024




| | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Springfield MSA | 1.54 | 1.86 | 1.95 | 2.60 | 2.24 | 1.53 | 1.10 | 1.33 | 0.81 | 0.96 | 0.91 | 0.79 | 0.91 | 0.54 | 0.75 | 0.99 | 0.71 | 1.09 | 1.27 | 1.1 | 0.85 | 1.07 |
| Greene County | 1.16 | 1.34 | 1.42 | 2.04 | 1.60 | 1.17 | 1.02 | 2.10 | 0.77 | 1.09 | 1.23 | 0.48 | 0.72 | 0.20 | 0.68 | 0.73 | 0.69 | 1.98 | 0.6 | 0.72 | 0.47 | 0.92 |
| Christian County | 3.50 | 4.26 | 4.54 | 5.35 | 4.76 | 3.22 | 2.39 | 0.50 | 1.03 | 1.29 | 1.56 | 1.14 | 1.52 | 1.32 | 1.41 | 1.92 | 1.78 | 0.27 | 2.5 | 1.72 | 1.4 | 1.67 |

# Appendix C: Annual Jobs Percent Change & Daily Vehicle Miles Travelled




| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Springfield MSA | 1.61 | 3.48 | 3.31 | 1.49 | 0.65 | -4.55 | -2.01 | 1.42 | 2.14 | 1.22 | 2.37 | 2.46 | 1.46 | 1.68 | 1.49 | 1.05 | -2.52 | 2.28 | 3.22 | 1.78 | 0.76 |
| Greene County | 1.46 | 2.99 | 3.51 | 1.47 | 0.76 | -4.03 | -1.91 | 1.68 | 2.15 | 0.98 | 2.31 | 2.43 | 1.47 | 1.49 | 1.24 | 1.09 | -2.99 | 1.49 | 3.26 | 1.7 | 0.69 |
| Christian County | 3.4 | 7.2 | 4.1 | 3.9 | 0.7 | -5.8 | -2.1 | -0.5 | 3.0 | 2.6 | 4.3 | 4.3 | 1.3 | 1.7 | 1.6 | 1.11 | 0.5 | 4.02 | 4.68 | 0.75 | 1.16 |
| Daily VMT | | | | | -1.17 | 0.5 | 2.5 | -3.3 | -0.33 | 0.82 | 2.14 | 3.49 | 3.26 | 2.37 | -0.59 | 5.48 | -8.71 | 8.697 | 0.38 | 3.2 | 0.84 |

# TAB 10

**BOARD OF DIRECTORS AGENDA 03/26/2026; ITEM I.C.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Under Tab 10 of the agenda packet, for Board member review, are Public Comments for the time frame between January 15, 2026 and March 17, 2026. Any additional public comment received by March 25, 2026 will be shared before the meeting.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.

# PUBLIC COMMENT

*Area of concern:* **Chadwick Flyer Trail near Jackson Street**

*City/County of concern:* **Ozark/Christian County**

*Date received:* **01/20/2026** *Received through:* **Map-A-Concern (OTO website)**

*Contact Name:* **Allen** *Contact Email/Ph #:* **N/A**

*Comment:*

**It'd be nice if this was connected with all these restaurants, if I'm walking the trail or biking I can have a spot to go get a bite to eat, relax or drink if you need a sample, look at the swamp rabbit trail in North Carolina has done wonders for their the community**

*Map*




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

# PUBLIC COMMENT

*Area of concern:* **Selmore Special Road District**

*City/County of concern:* **Outside the OTO MPO Area**

*Date received:* **01/28/2026** *Received through:* **Email**

*Contact Name:* **Keith** [redacted] *Contact Email/Ph #:* [redacted]

***Comment:***

**I represent the Selmore Special Road District, who maintains 30 miles of roads in Christian County, of which three miles are the old Hwy 65 highway, now known as Selmore Road.**

**The County has informed the Special Road Districts they are discontinuing sharing any of the dedicated Road Sales Tax with the SRDs, which leave a substantial funding shortfall for the Selmore SRD.**

**Do you have funds available to support Special Road Districts, such as the Selmore SRD?**

**Thank you in advance.**

*OTO Response:*

**Thank you for reaching out. Unfortunately, the Selmore Special Road District falls outside of the OTO's boundaries. Let us know if you have any other questions.**

# PUBLIC COMMENT

*Area of concern:* **Bus Line Route 5**

*City/County of concern:* **Springfield/Greene County**

*Date received:* **02/12/2026** *Received through:* **Website Comment**

*Contact Name:* **Richard Rafail** *Contact Email/Ph #:* **N/A**

*Comment:*

**Springfield needs to alter their route-blue-5 at least twice a day to the YMCA on Republic Rd. so people can gain access to the YMCA especially people with disabilities.**

*OTO Response:*

**Thank you for reaching out. We will forward this comment to City Utilities Transit.**

# TAB 11

4300 Wilson Blvd., Suite 220
Arlington, VA 22203
(202) 449-1993

January 22, 2026

Dear Chairman Cossey,

I want to express my sincere appreciation for Sara Fields' service and contributions to the AMPO Policy Committee during 2025. This was a year of significant change in federal transportation policy, and their insight and engagement were especially valuable as AMPO navigated a new administration, shifting USDOT directives, and early preparations for surface transportation reauthorization. Sara provided practical, grounded perspective on how federal policy decisions affect MPOs on the ground, helping ensure AMPO's advocacy and policy positions remained responsive to real regional needs.

Sara also played an active role in reviewing and responding to federal legislation and regulatory actions, participating in high-level discussions with national partners, USDOT officials, and congressional stakeholders, and supporting AMPO's events and convenings, including the Annual Conference and Spring Fly-In. Their contributions strengthened AMPO's collective voice and reinforced the importance of regional coordination in transportation planning. Thank you for supporting and encouraging Sara's participation at the national level.

Thank you for supporting and encouraging their participation at the national level.

Best regards,

William Keyrouze

Bill Keyrouze

# Municipal Interests Propose Changes in Highway Formula Program Distribution

FEBRUARY 12, 2026 | JEFF DAVIS

Bipartisan legislation introduced this week and backed by a number of local government interest groups would make significant changes in the funding levels for federal highway formula programs.

The bill (H.R. 7437) was introduced on February 9 by Reps. Kristen McDonald Rivet (D-MI) and Rob Bresnahan (R-PA). The bill is supported by the National League of Cities, the National

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LATEST ISSUES

Association of Counties, the Association of Metropolitan Planning Organizations, the U.S. Conference of Mayors, the National Association of Development Organizations, the National Association of Regional Councils, and the National Association of County Engineers, as well as the American Public Works Association.

The bill redistributes Highway Trust Fund contract authority towards bridge repair and planning activities. It also makes some subtle shifts to take some funding decisionmaking authority away from state governments and give it instead to local governments.

Key points of the bill are:

- **Bridges.** The IIJA created a new highway bridge formula program funded by General Fund advance appropriations, to the tune of $5.3 billion per year, but those advance appropriations expire after fiscal 2026 and will be difficult to extend in a normal surface transportation reauthorization bill. H.R. 7437 would create a new $5.5 billion per year formula bridge program, paid for out of the Highway Trust Fund through contract authority, not through General Fund appropriations. The percentage of total formula funding that goes to the National Highway Performance Program would be reduced in an amount that would translate to $5.5 billion if done in fiscal 2026. The new bridge program would not be quite the same as the old one – states would be forced to suballocate 25 percent of their bridge money by population, and local governments and their planning organizations would have authority to choose the projects funded with that money. The 100 percent federal share for off-system bridges is maintained.
- **Planning.** The bill would increase funding for metropolitan planning from the current $474 million to almost $1.2 billion per year (at overall FY 2026 funding levels), and the federal cost share is increased to 100 percent. In addition, the bill creates a new, $150 million per year Regional Transportation

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## HAPPENING ON THE HILL

FEBRUARY 6, 2026

**Capitol Hill Events – Week of February 9, 2026**

JANUARY 29, 2026

**Capitol Hill Events – Week of February 2, 2026**

JANUARY 23, 2026

**Capitol Hill Events – Week of January 26, 2026**

Planning program. Every rural planning organization would be guaranteed at least $300 thousand per year at a 100 percent federal share.

- **More suballocation.** The bill creates a new requirement for 25 percent of the Highway Safety Improvement Program to be suballocaterd by population, and provides that the suballocated amounts of HSIP, the bridge program, and the Carbon Reduction Program be exempt from transfer in the same way the suballocated portion of the Surface Transportation Block Grant Program is exempt.

A section-by-section summary of the bill is here.

Here is the way that funding for the $56.8 billion highway formula program was subdivided in the FY 2026 apportionment with the percentages rounded down from their absurd overprecision in 23 USC 104(b):

| **Programmatic Distribution of FY 2026 Federal-Aid Highway Program Contract Authority, per 23 U.S.C. §104** | |
|---|---|
| TOTAL F.A.H.P. AMOUNT | $56,811,269,844 |
| Taken off the top in a fixed amount: | |
| Congestion Mitigation and Air Quality | $2,745,579,213 |
| National Highway Freight Program | $1,487,188,740 |
| Metropolitan Planning | $474,236,409 |
| Other programs given percentage shares of remainder: | |
| National Highway Performance Program (59.08%) | $30,783,766,930 |
| Surface Transportation Block Grant Program (28.74%) | $14,975,886,619 |
| Highway Safety Improvement Program (6.71%) | $3,490,873,542 |

| | | |
|---|---|---|
| | Carbon Reduction Program (2.56%) | $1,335,349,891 |
| | PROTECT Program (2.91%) | $1,518,388,500 |

If the amendments made by the bill to section 104 of title 23 had been in effect five months ago, the distribution would have been different, like so:

| **Programmatic Distribution of FY 2026 Federal-Aid Highway Program Contract Authority, if BASICS Act Had Been In Effect** | |
|---|---|
| TOTAL F.A.H.P. AMOUNT | $56,811,269,844 |
| Taken off the top in a fixed amount: | |
| Congestion Mitigation and Air Quality | $2,745,579,213 |
| National Highway Freight Program | $1,487,188,740 |
| Strengthening Bridges Formula Program | $5,500,000,000 |
| Regional Transportation Planning | $150,000,000 |
| Other programs given percentage shares of remainder: | |
| National Highway Performance Program (53.71%) | $25,205,298,366 |
| Surface Transportation Block Grant Program (31.07%) | $14,580,685,538 |
| Highway Safety Improvement Program (7.61%) | $3,571,258,994 |
| Carbon Reduction Program (2.39%) | $1,121,591,195 |
| PROTECT Program (2.72%) | $1,276,455,251 |
| Metropolitan Planning (2.50%) | $1,173,212,547 |