



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

APRIL 16, 2025
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, April 16, 2025 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

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

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

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of February 19, 2025 Meeting Minutes Tab 1

(1 minute/Parsons)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Parsons)

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

E. Executive Director's Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

G. MoDOT Report

(5 minutes/Miller)

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

H. Committee Reports and Grant Opportunities

(2 minutes/Knaut, Parks)

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

II. New Business

A. FY 2026 Unified Planning Work Program..... Tab 3
(10 minutes/Parks)

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
FY 2026 UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS**

B. *Destination 2045* Amendment 9 Tab 4
(5 minutes/Longpine)

Changes are requested to the Major Thoroughfare Plan and the Master Trail Plan.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
DESTINATION 2045 AMENDMENT 9 TO THE BOARD OF DIRECTORS**

C. March 31, 2025 Federal Funds Balance Report and Status Update Tab 5
(5 minutes/Longpine)

OTO has updated the Federal Funds Balance Report, which will be sent under separate cover, for the time period ending March 31, 2025. Members are requested to review the report and advise staff of any discrepancies. Staff will also provide a status update of obligation progress for FY 2025, which is included with the agenda.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. Public Participation Plan Annual Evaluation..... Tab 6
(10 minutes/Knaut)

An annual evaluation of the Public Participation Plan is completed to examine the efforts and outcomes to obtain public input. Staff will present the findings.

NO ACTION REQUESTED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information..... Tab 7

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, June 18, 2025 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 4/16/2025; ITEM I.C.

Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the February 19, 2025 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee minutes for the February 19, 2025 meeting.”

OR

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
FEBRUARY 19, 2025**

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

The following members were present:

Scott Bachman (a), City of Springfield	Frank Miller, MoDOT
Paula Brookshire (a), City of Springfield	John Montgomery (a), Ozark Greenways
Eric Claussen, City of Springfield	Jeremy Parsons, City of Ozark (Chair)
Matt Crawford, City Utilities	Mike Ruesch, City of Willard
Karen Haynes, City of Republic	Beth Schaller, MoDOT
Adam Humphrey, Greene County	Daniel Weitkamp (non-voting), FHWA

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

The following members were not present:

Keith Adams, Springfield Public Schools	David Schaumburg, Springfield-Branson Nat'l Airport
Sydney Allen, Greene County	Tim Schowe, City of Strafford
Gerri Doyle, FTA	Aishwarya Shrestha (non-voting), SMCOG
Tristan Losh, City of Battlefield	Ben Vickers (non-voting), Springfield Chamber
John Matthews, Missouri State University	Mark Webb, Greene County
Jeff Roussell, City of Nixa	Jeremy Wegner, BNSF
Mark Schenkelberg, FAA	Todd Wiesehan, Christian County

Others present were: Cecelie Cochran, John Miller, and Scott Stotlemeyer, FHWA; Gerri Doyle, FTA; Ezekiel Hall, MoDOT; King Coltrin, City of Springfield; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair Parsons welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Eric Claussen made a motion to approve the Technical Planning Committee Meeting Agenda for February 19, 2025. Adam Humphrey seconded the motion. The motion passed.

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

Eric Claussen made a motion to approve the minutes from the December 18, 2024 meeting and January 14, 2025 E-Meeting. Adam Humphrey seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

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

E. Executive Director's Report

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

F. Legislative Report

There were no legislative reports.

G. MoDOT Report

Frank Miller shared the MoDOT report.

H. Committee Reports and Grant Opportunities

Debbie Parks shared that OTO has been working on the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) grant. The next Cost Share agreement application is due in April. OTO is continuing to send out the monthly Grants Newsletter. The Electric Vehicles for Municipalities workshop was rescheduled to April due to weather. Information for the workshop is in the OTO Grant Newsletter as well as OTO's website.

David Knaut reported there was one Bicycle and Pedestrian Advisory Committee meeting in January. The Committee scored critical sidewalk gaps in the region. The list and the map of these gaps are on the OTO website on the Bicycle and Pedestrian Advisory Committee page. At their next meeting, the Committee will discuss the Implementation Plan.

While the Local Coordinating Board for Transit did not meet, they continue to work on the OTO 5310 designation.

There was one meeting for the Traffic Incident Management Subcommittee held. The subcommittee reviewed the incidents of the quarter.

I. Federal Fund Status Update

Jen Thomas reported as of February 19, 2025, OTO has obligated approximately \$3.3 million of the \$10.7 million goal. Obligations are at 31% of the goal with pending obligations pushing that to 41%. Jurisdictions were encouraged to review the Federal Funds Balance report and Critical Obligations.

II. New Business

A. OTO Growth Trends

Dave Faucett presented the 2024 Growth Trends report.

This was informational only. No action was requested.

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

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

Administrative Modification Two

- Chadwick Flyer US 65 Crossing (OK304)
Increased TAP funding and adjusted MO-ARPA funding to reflect additional award, as well as moved ROW to Construction and added to local to ensure the programmed amount matched the Construction Award amount.
- RAISE Ungap the Map (SP2515)
Adjusted funding between engineering, ROW, and construction to match the award agreement.

Administrative Modification Three

- Garrison Springs Trail (OK2303)
Moved \$440,000 in federal funding to local, maintaining the total programmed amount of \$111,000.

This was informational only. No action was requested.

C. FY 2025-2028 TIP Amendment Four

Natasha Longpine highlighted the change proposed to the FY 2025-2028 Transportation Improvement Program.

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

Eric Claussen made a motion to recommend the Board of Directors approve Amendment 4 to the FY 2025-2028 Transportation Improvement Program. Adam Humphrey seconded the motion. The motion passed.

D. CRP/TAP Project Schedule Extension

Jen Thomas shared that the cities of Battlefield and Ozark requested to extend the schedules of the Trail of Tears Connector (EN2401-24) and Blue Stem Phase I (EN2421-25AM1), which were awarded TAP funds in July 2023 and July 2024, respectively.

Eric Claussen made a motion to recommend the Board of Directors approve the revised reasonable progress schedule for the Trail of Tears Connector and Blue Stem Phase 1 project. Adam Humphrey seconded the motion. The motion passed.

E. Bicycle and Pedestrian Funding Guidebook and Application

David Knaut reviewed the application and Guidebook developed by the Bicycle and Pedestrian Advisory Committee for the purpose of awarding Bicycle and Pedestrian Infrastructure funding through the TAP and Carbon Reduction funding programs.

John Montgomery made a motion to approve the Bicycle and Pedestrian Funding Guidebook and application for a funding round to begin March 31, 2025. Adam Humphrey seconded the motion. The motion passed.

F. UPWP Subcommittee

Debbie Parks asked for volunteers to serve on the FY 2026 United Planning Work Program Subcommittee.

Matt Crawford, Zeke Hall, and Mike Ruesch volunteered.

G. TIP Subcommittee

Natasha Longpine asked for volunteers to serve on the FY 2025-2028 Transportation Improvement Program Subcommittee.

Eric Claussen, Matt Crawford, Jeremy Parsons, and Beth Schaller volunteered.

H. LRTP Subcommittee

Natasha Longpine asked for volunteers to serve on a subcommittee to prepare the 2050 Long Range Transportation Plan.

Scott Bachman, Matt Crawford, Kirsty Ketchum, Frank Miller, Mike Ruesch, Beth Schaller, and Cliff Spangler volunteered.

I. Technical Planning Committee Chair Rotation

Sara Fields stated a chairman-elect for 2025 to serve as chair for 2026 was needed.

Scott Bachman made a motion to elect Eric Claussen as the Chairman-Elect for 2025. John Montgomery seconded the motion. The motion passed.

J. FHWA/FTA Presentation

Daniel Weitkamp with the Federal Highway Administration provided a summary of USDOT's visit to OTO for the federal planning certification review.

III. Other Business

A. Technical Planning Committee Member Announcements

Jeremy Parsons shared the Notice to Proceed for the Chadwick Flyer Overpass will be March 3rd.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for the Committee review.

C. Articles for Technical Planning Committee Member Information

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

IV. Adjournment

With no further business to come before the Committee, the meeting adjourned at 2:35 pm.

Jeremy Parsons
Technical Planning Committee Chairman-Elect

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 4/16/2025; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between February 19, 2025 and April 9, 2025.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: I-244 Beltway Designation

City/County of concern: OTO MPO Area

Date received: 02/15/2025

Received through: Email

Contact Name: Keith [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

What's the status of designating an I-244 beltway around Springfield? (James River freeway, hwy 65, and back to I-44) With the future widening of I-44, wouldn't it make sense to provide an easy to follow and understand relief route around the city? With the majority of JRF now widened to 6 lanes, I would guess the only major expenses would be associated with sign changes, etc. Furthermore, I've read of the benefits to the economy from having multiple interstates in a city, which could appeal to prospective businesses moving to the region. Appreciate the consideration and nice job on the recent widening of JRF.

OTO Response:

This is one of our top priorities and we are continuing to investigate its feasibility. Thank you for reaching out!



PUBLIC COMMENT



Area of concern: Transportation Access and Public Perception

City/County of concern: OTO MPO Area

Date received: 02/18/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting

Ozarks Transportation Organization created an event.
February 18 at 1:37 PM · 🌐

The opportunity to talk directly with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in an open public meeting concerning your views on the transportation planning process in the Springfield Metropolitan Planning Area is scheduled for:

Wednesday, February 19, 2025
3:30 p.m. - 4:30 p.m.

Join Online: <https://tinyurl.com/5heknxht>
Call In: +1 312-626-6799 (audio only)
Meeting ID: 875 1557 6346

FHWA and FTA is seeking YOUR input on Ozarks Transportation Organization's planning process.

Wed, Feb 19
Public Meeting - FHWA and FTA is seeking YOUR input on the Ozarks Transportation Org's process.
2208 W Chesterfield Blvd, Springfield, MO, United States, Missouri 65807
2 Went · 1 Interested

Facebook Comments

Carolyn McGhee
Transportation access and public perception have been a major barrier to community access for years. It's one of the few areas where things were actually MORE accessible in the past. As car culture replaced walking, biking, and transit emphasis, the need for certain abilities increased. You don't even have to be legally blind to be too blind to drive meanwhile someone well below the legal blindness limit can ride a bike and totally blind people can use sidewalks or transit. Having the infrastructure there is not enough though: if driving is seen as the only valid way to get to work, people are still going to be stuck in poverty. Things as simple as changing the requirement of "drivers license" to "state ID" for identification on job applications would be a step in the right direction. Access to public spaces has not and does not have to be the massive barrier we've turned it into but it's going to take some infrastructure change and a lot of publicity and advocacy to fix the issues currently faced by too many.

2d Like Reply

Carolyn McGhee
When I was a student between 2012-2016 MSU's health department was telling the kids if they couldn't drive they'd be stuck in poverty. Especially since Covid, that situation has only gotten worse not better. It's partially an infrastructure issue and partially a public perception issue.

2d Like Reply



PUBLIC COMMENT



Area of concern: I-44 Widening

City/County of concern: OTO MPO Area

Date received: 02/18/2025

Received through: Facebook

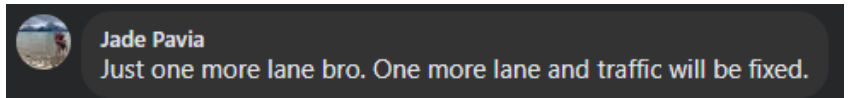
Contact Name: Jade Pavia

Contact Email/Ph #: not available

OTO's Shared Posting



Facebook Comments





PUBLIC COMMENT



Area of concern: Loop Around Springfield & Rail Bus or Light Rail to Ozark

City/County of concern: OTO MPO Area

Date received: 02/11/2025

Received through: Facebook

Contact Name: Dean Moore

Contact Email/Ph #: not available

OTO's Original Posting

What are YOUR views on state and local transportation?

The opportunity to talk directly with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in an open public meeting concerning your views on the transportation planning process in the Springfield Metropolitan Planning Area is scheduled for:



Wednesday, February 19, 2025

3:30 p.m. - 4:30 p.m.

Join Online: <https://tinyurl.com/5heknxht>

Call In: +1 312-626-6799 (audio only)

Meeting ID: 875 1557 6346



FHWA and FTA is seeking YOUR input on Ozarks Transportation Organization's planning process.

Survey: <https://forms.office.com/r/5HUFyyGR94>

The public meeting is a part of a review process that will assess compliance with Federal regulations pertaining to the transportation process conducted by OTO, MoDOT, City Utilities and local units of government in the Springfield metropolitan planning area



FORMS.OFFICE.COM

YOUR input matters!

[Learn more](#)

Facebook Comments



Dean Moore

We need to plan for a loop around springfield now before it's all houses. Also the rail line to the Powerplant, needs to be extended to ozark for rail bus or light rail. Pulling it up for another trail is shortsighted.



PUBLIC COMMENT



Area of concern: List of Transportation Options and Who Can Use Them

City/County of concern: OTO MPO Area


Date received: 02/11/2025

Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Posting



 **Ozarks Transportation Organization**
February 11 at 8:59 AM · 🌐

What are YOUR views on state and local transportation?
The opportunity to talk directly with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in an open public meeting concerning your views on the transportation planning process in the Springfield Metropolitan Planning Area is scheduled for:

When: Wednesday, February 19, 2025
Time: 3:30 p.m. - 4:30 p.m.... See more

What are YOUR views on state and local transportation?

The opportunity to talk directly with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in an open public meeting concerning your views on the transportation planning process in the Springfield Metropolitan Planning Area is scheduled for:


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Facebook Comments

 **Carolyn McGhee**
Someone needs to find out if MSU still has not being able to drive as an indicator of poverty. They did when I took the required health class between 2012 and 2016. You'd think with the scooters, bikes, and transit emphasis this wouldn't be an issue but employers still have "must have a valid drivers license" for jobs where the only driving is the commute to and from an office. A list of available options in the area and explanation of who can use it and when might be helpful (public bus, oats, paratransit, etc).



PUBLIC COMMENT



Area of concern: JRF – Kansas Expressway to Sunshine

City/County of concern: OTO MPO Area

Date received: 02/27/2025

Received through: MoDOT

Contact Name: Michael [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Why don't you reach out to Eric Burleson and try to get federal funding for more James River freeway expansion money. They are currently working on a highway bill which might include I 44 and with Springfield areas growth it needs to happen??
Thank you!

MoDOT Response:

Thank you for your comment regarding funding for Route 60 (James River Freeway) from Sunshine Street to Kansas Expressway.

We work with the Ozarks Transportation Organization to develop the priorities for the Springfield metropolitan area, and then we place the highest priority needs on our High Priority Unfunded Needs List. The High Priority Unfunded Needs list is used for project selection whenever funding becomes available. It is also shared with elected officials as a list of candidate projects for additional funds.

The section of James River Freeway in your comment is not currently on the High Priority Unfunded Needs list. However, we do update that list every year and consider comments like yours when considering changes to the list.



PUBLIC COMMENT



Area of concern: Various Comments

City/County of concern: OTO MPO Area

Date received: 02/23/2025

Received through: Facebook

Contact Name: See Below

Contact Email/Ph #: not available

OTO's Original Posting

What are YOUR views on state and local transportation?

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FORMS.OFFICE.COM
YOUR input matters!

[Learn more](#)

Facebook Comments

Ann Tiller

Metro train to include Springfield metro, Mt Vernon, Marshfield, Ozark, Nixa, Willard, etc. Long shot. I know.

1w Like Reply Hide

3



Rusty Blythe

[Ann Tiller](#), never gonna happen. No one will ride it. We all like our cars too much.

1w Like Reply Hide



Carolyn McGhee

[Rusty Blythe](#) that's an issue with everything and a reason legally blind people and those too blind to drive will continue to be excluded from everything. Car culture is exclusive. This is one area where things were actually BETTER sixty years ago.

1w Like Reply Hide



Matthew Carroll

[Ann Tiller](#) it's not that far off, you used to be able to do just that 🤔



Facebook Comments



Evan Fusco

Convert more intersections to roundabouts so people get used to them and appreciate the efficiency compared to stop signs and traffic signals

1w Like Reply Hide

3



David Blevins

I never got any feedback from any suggestions made so I am doubtful

1d Like Reply [Send message](#) Hide



Sky Ryder

Take out the British turn-about and cross overs. We ain't New York or LA. People around these parts don't know how to use them tons of broken plastic is all the proof you need. Where's the overpasses for train safety? Get rid of those right hand turn tire busters or start paying for new tires. Should I keep going?

1w Like Reply Hide

4



Cindi Runowski

[Sky Ryder](#) They move traffic quicker and safer.

6d Like Reply [Send message](#) Hide

1



Linda Agee

[Sky Ryder](#) I seriously dislike many of the right turn tire busters.



Michael Meyer

[Ann Tiller](#) Bad idea. Look at the RTD in the Denver metro area before you buy into trains. Its ridership was 106 million in 2019 and now it's down to 65 million. Buses are much less expensive and ore flexible.

8h Like Reply [Send message](#) Hide



PUBLIC COMMENT



Area of concern: Farm Road 186/Steinert Road - Sidewalk

City/County of concern: Greene County

Date received: 03/20/2025

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

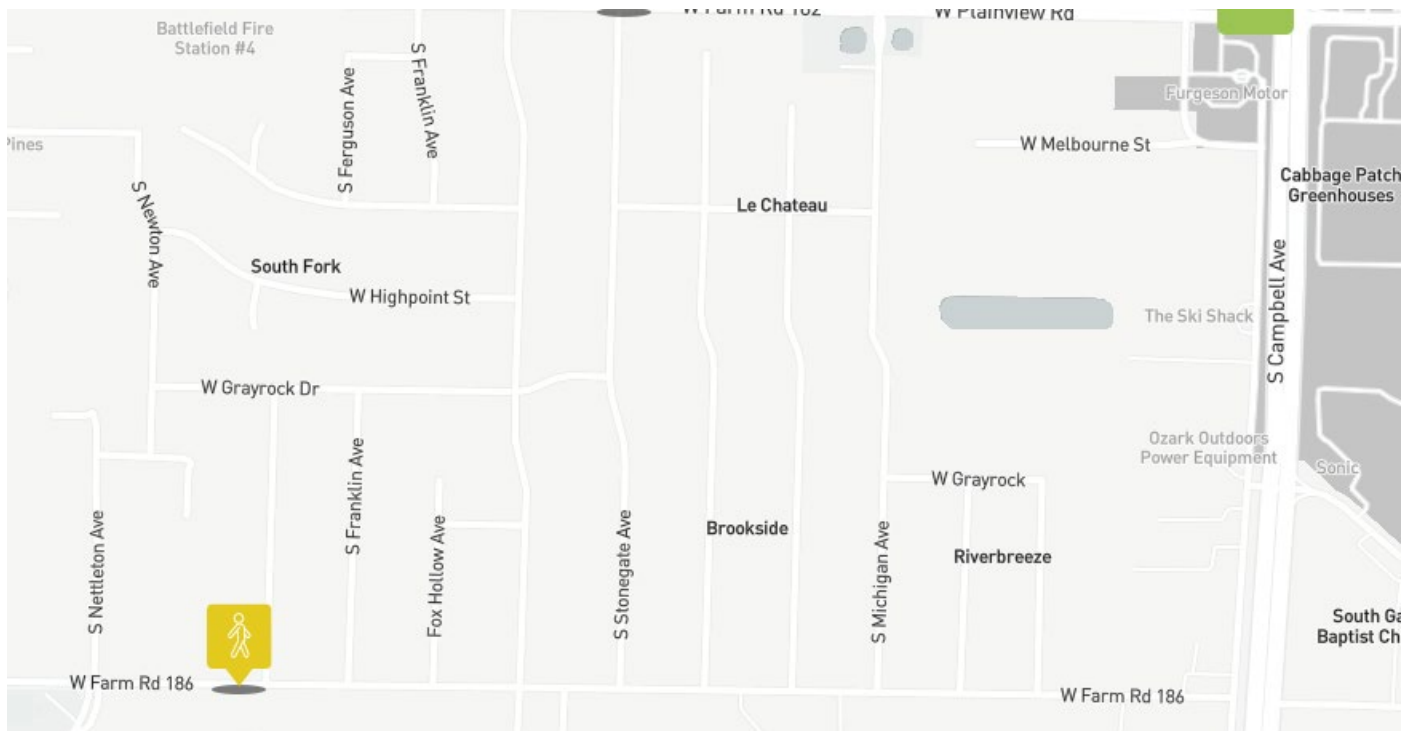
Contact Name: Mike C

Contact Email/Ph #: N/A

Comment:

Several residential streets connect to FR 186/Steinert Road. Residents here would be able to take better advantage of the walkway going in alongside Kansas Phase II if they had sidewalk access along this road. It would create a loop with the sidewalks currently along Plainview Road to the north.

Map



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



PUBLIC COMMENT



Area of concern: Bike/Pedestrian Underpass - JRF, Nature Center Way, Republic Rd

City/County of concern: Springfield/Greene County

Date received: 03/20/2025

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

Contact Name: Mike C

Contact Email/Ph #: N/A

Comment:

Having an underpass for bikes and pedestrians here where Republic Road used to connect (similar to the underpass existing under James River Expwy between National and Campbell) would be conducive in getting more walkers/bikers into the Galloway/Sequiota Park area without having to make their way all the way down to and through the Nature Center. Bikes can't use the Nature Center at all, so this would definitely be a plus for them.

Map



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



PUBLIC COMMENT



Area of concern: Campbell Ave – Bike/Pedestrian Underpass

City/County of concern: Springfield/Greene County

Date received: 03/20/2025

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

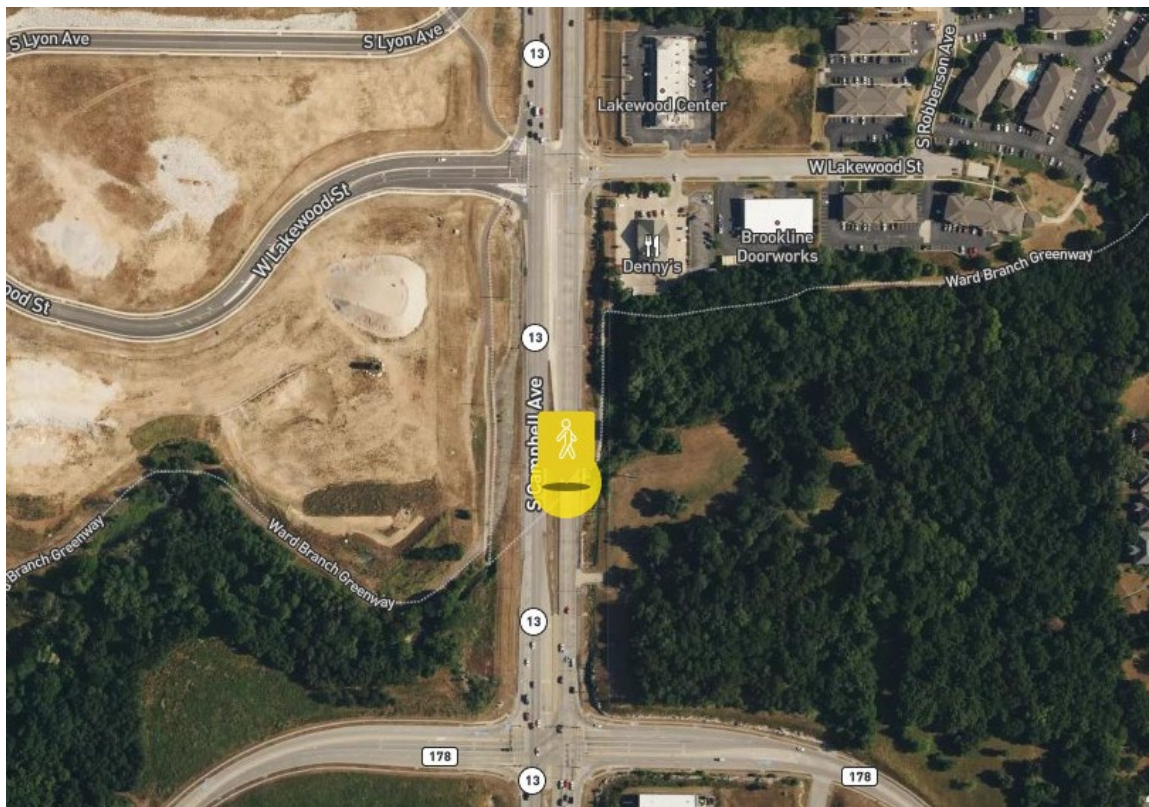
Contact Name: Mike C

Contact Email/Ph #: N/A

Comment:

The walkway under Campbell is unusable and a general disaster. It was not built to account for the flow of Ward Creek under Campbell, resulting in the creek having completely flooded out the walkway and filled it with rocks and debris of all sorts. It seems reasonable to have at least something put in place to better divert the creek into the portion of the underpass built for it, especially since there is more walking path on the west side of Campbell that's going unused due to lack of access.

Map



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



PUBLIC COMMENT



Area of concern: Ward Creek Branch Greenway at Weaver Road

City/County of concern: Springfield/Greene County

Date received: 03/20/2025

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

Contact Name: Mike C

Contact Email/Ph #: N/A

Comment:

There is ample space between Ward Creek and the residential property lines to the west to install a concrete ramp (or stairs), which would rise from the end of this currently dead-end path to the sidewalk on the bridge crossing over Ward Creek. Together with fixing the flooded walkway under Campbell, this would make a decent portion of walkway usable by residents in the area, on both sides of Campbell Avenue.

Map



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



PUBLIC COMMENT



Area of concern: Plainview Road and Campbell Avenue

City/County of concern: Springfield/Greene County

Date received: 03/26/2025

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

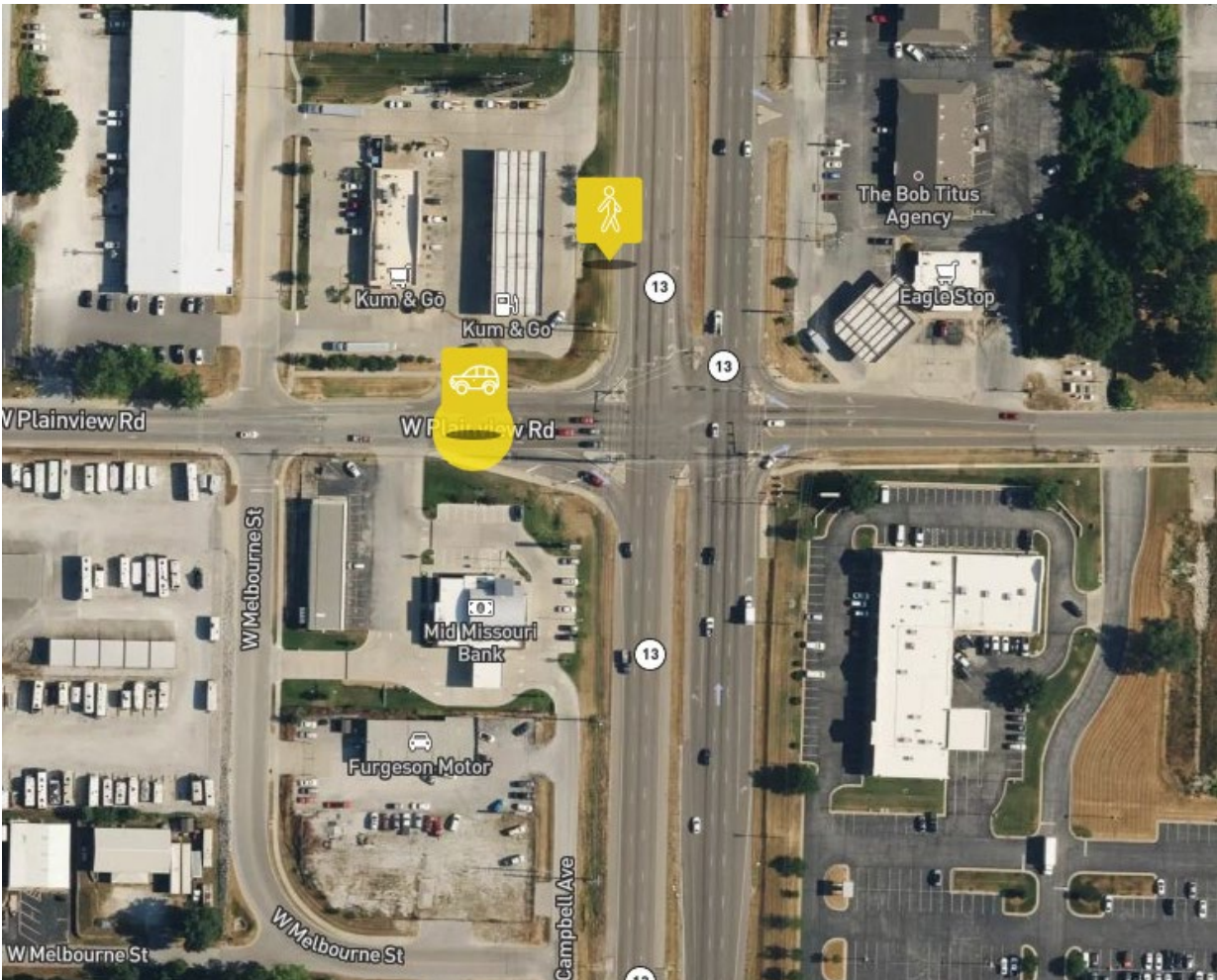
Contact Name: Allen

Contact Email/Ph #: N/A

Comment:

Semi left turn to go straight almost got hit in the trailer by a car make left turn

Map



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



PUBLIC COMMENT



Area of concern: Plainview Road and Melbourne Street

City/County of concern: Springfield/Greene County

Date received: 03/26/2025

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

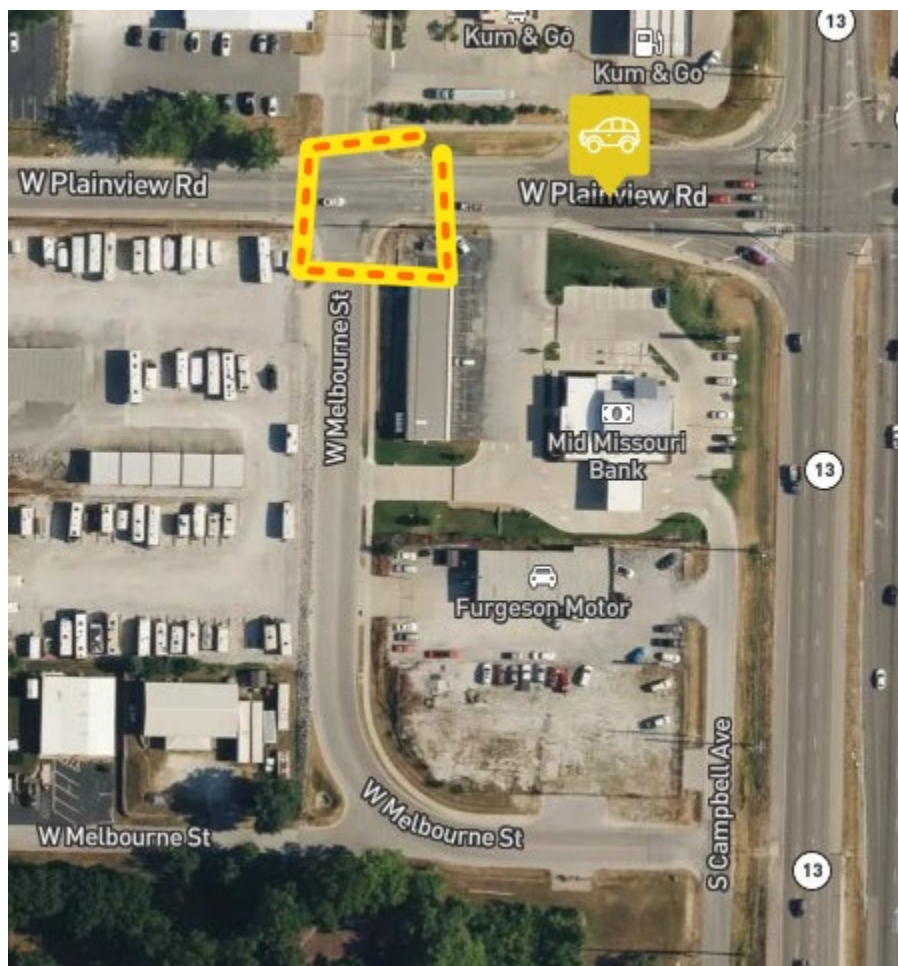
Contact Name: Wade T

Contact Email/Ph #: N/A

Comment:

Need be a left hand turn in and out because think for hard semi with trail to turn left

Map



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



PUBLIC COMMENT



Area of concern: Walking Path near National and JRF

City/County of concern: Springfield/Greene County

Date received: 03/27/2025

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

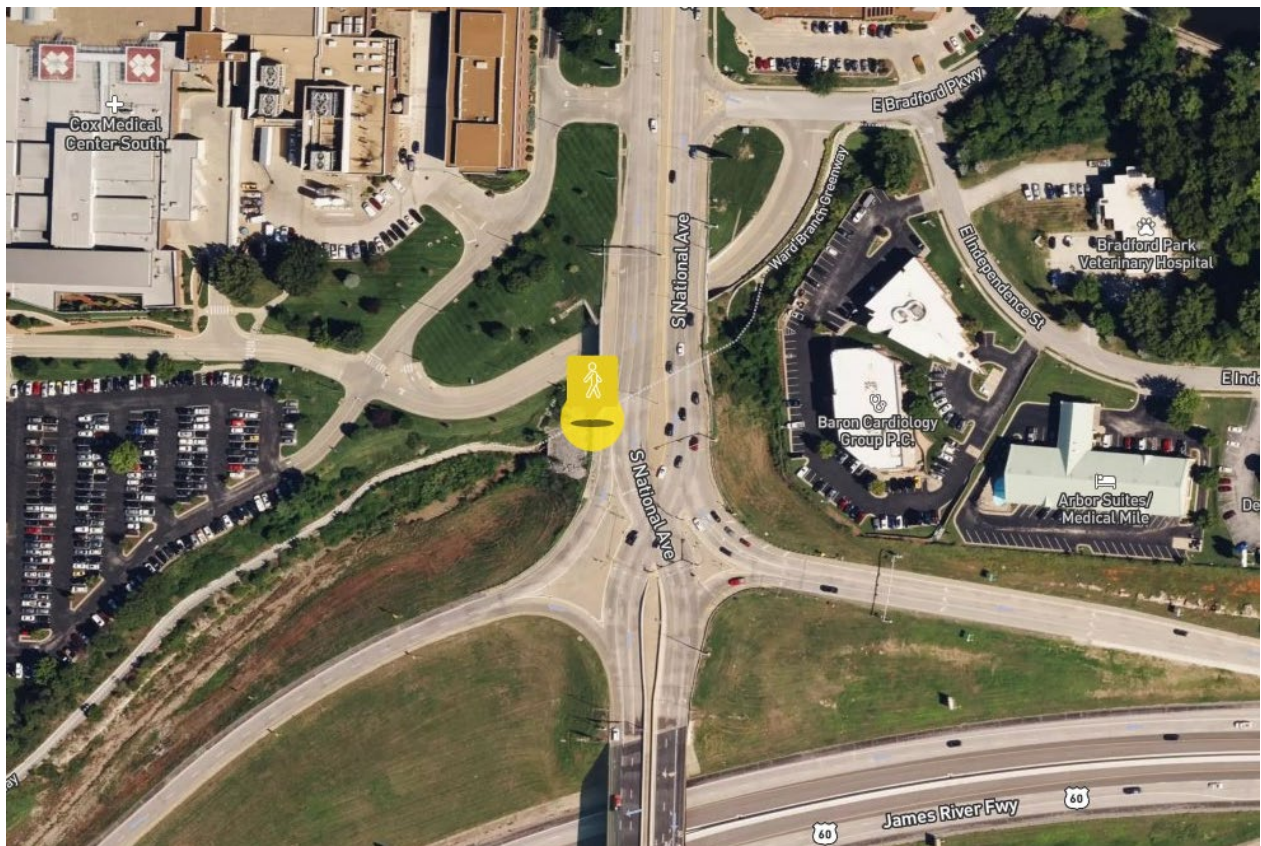
Contact Name: Mike C

Contact Email/Ph #: N/A

Comment:

The portion of the walking path coming out from under National Avenue and heading westward is susceptible to the accumulation of standing water and debris. Can something be done to clean up the area and fix the problems with water retention?

Map



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



PUBLIC COMMENT



Area of concern: Trail near Nature Center

City/County of concern: Springfield/Greene County

Date received: 03/27/2025

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

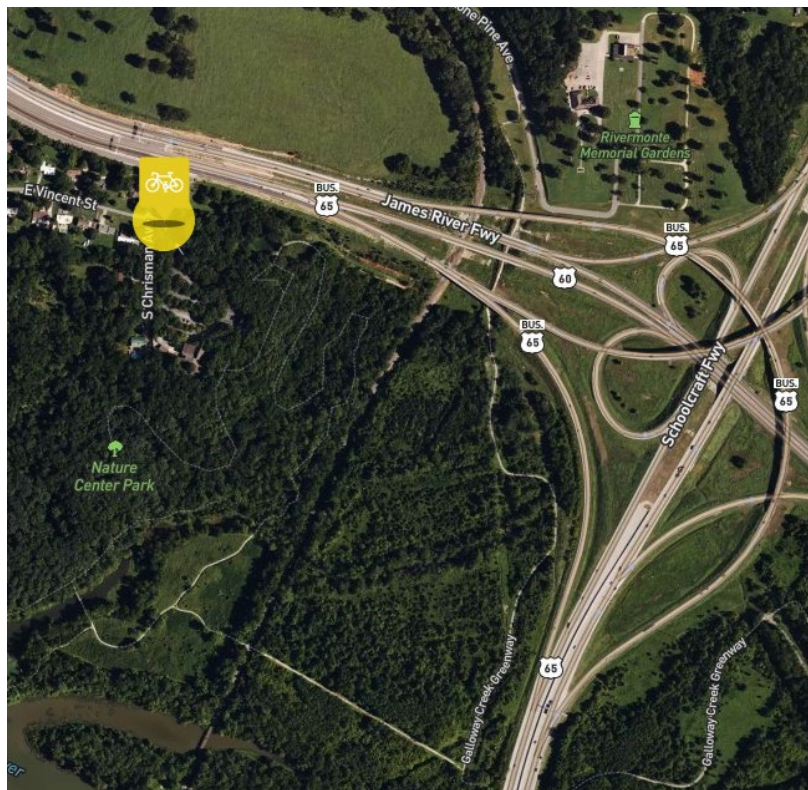
Contact Name: Mike C

Contact Email/Ph #: N/A

Comment:

A sign-indicated bike route terminates at the bottom of a steep hill down Vincent at the front of the Nature Center. It would be helpful to have a paved route circumventing the Nature Center, running perhaps alongside the exit to 65 South, so that cyclists could get to the bike/walking path on the other side of the Nature Center. I've been told "NO BIKES IN THE NATURE CENTER!", so I wonder what the point was of having a bike route dead end on its doorstep.

Map



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



PUBLIC COMMENT



Area of concern: Crosswalk - Battlefield between Fort and Campbell

City/County of concern: Springfield/Greene County

Date received: 04/07/2025

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

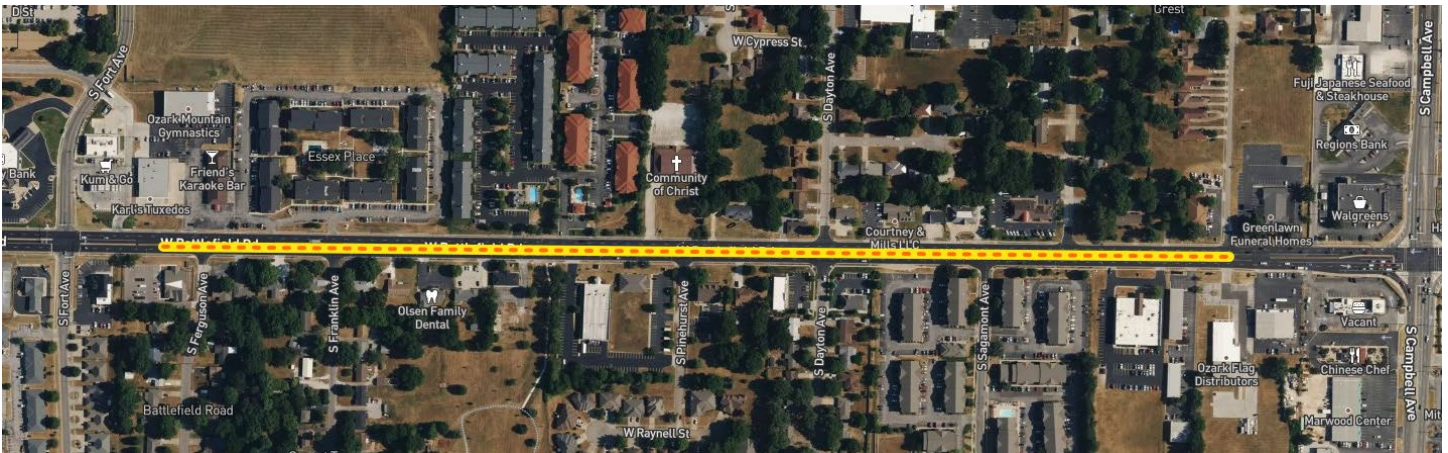
Contact Name: Allen

Contact Email/Ph #: N/A

Comment:

No crosswalk in middle have to light cross see people cross in middle

Map



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

TAB 3

TECHNICAL PLANNING COMMITTEE 4/16/2025; ITEM II.A.

FY 2026 Unified Planning Work Program (UPWP)

**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 UPWP is programmed into the following tasks:

- Task 1 – UPWP Program Management and Coordination
- Task 2 – Planning Coordination and Outreach
- Task 3 – Planning and Implementation
- Task 4 – Project Selection and Programming
- Task 5 – OTO Transit Planning
- Task 6 – Operations and Demand Management
- Task 7 – MoDOT Studies and Demand Management
- Task 8 – Safe and Accessible Transportation Options
- Task 9 – Studies and Project Administration
- Task 10 – CU Transit Planning

The UPWP contains the proposed budget for FY 2026 for inclusion in the contract with MoDOT for funding the OTO annual work program expenses. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2025 and FY 2026 is shown below:

	<u>FY 2025</u>	<u>Proposed FY 2026</u>
OTO Consolidated FHWA/FTA PL Funds	\$993,235	\$1,052,051
Surface Transportation Block Funds	\$255,256	\$268,019
Local Jurisdiction Match/Project Fees Match	\$187,306	\$197,196
Local Jurisdiction Studies Match	\$15,000	\$20,000
OTO Local Match	0	\$11,617
In-Kind Match	\$30,000	\$30,000
<u>MoDOT "Direct Costs"</u>	<u>\$60,000</u>	<u>\$50,321</u>
Total OTO Revenue	\$1,540,797	\$1,629,204

The total budget amount for FY 2026 UPWP is \$1,629,204. The UPWP also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$168,000. City Utilities is providing the local match in the amount of \$42,000.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance. The budgeted federal reimbursement rate is 81.02%.

The primary tasks to be accomplished during the fiscal year include:

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee, and Traffic Incident Management Subcommittee meetings
- Draft Long Range Transportation Plan 2050 development
- FY 2027 Unified Planning Work Program development
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org
- Social Media updates
- Public Participation Plan Annual Evaluation
- Bicycle and Pedestrian Plan Implementation
- Mapping and graphic support
- Financial Audit
- Annual State of Transportation Report
- Annual Listing of Obligated Projects
- Award suballocated funding via competitive process
- Statewide Transportation Improvement Program (STIP) Prioritization Process
- Congestion Management Process Monitoring
- Special Transportation Studies
- Discretionary grant application assistance
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2027-2030 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance
- Online Transportation Improvement Program Tool Call for Projects
- Local Jurisdiction Project Administration as needed
- Data acquisition for grants, plans, and performance measures
- ITS Coordination

UPWP SUBCOMMITTEE:

The UPWP Subcommittee reviewed the draft FY 2026 UPWP at its April 1, 2025 electronic meeting. The subcommittee recommended the Technical Planning Committee review the FY 2026 draft.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the FY 2026 Unified Planning Work Program be approved by the Board of Directors.”

OR

“Move to recommend the FY 2026 Unified Planning Work Program to the Board of Directors for approval with the following changes...”

FY 2026

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:

By mail: Ozarks Transportation Organization
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.

Contents

Introduction	3
Important Issues Facing the Ozarks Transportation Organization.....	7
Major Activities and Tasks	7
OTO UPWP Work Program (CPG)	8
Task 1 – UPWP Program Administration and Coordination.....	8
Purpose	8
Work Elements	8
Anticipated Outcomes.....	10
Prior Year Accomplishments	10
Task 2 – Planning Coordination and Outreach	11
Purpose	11
Work Elements	11
Anticipated Outcomes.....	12
Prior Year Accomplishments	12
Task 3 – Planning and Implementation	13
Purpose	13
Work Elements	13
Anticipated Outcomes.....	14
Prior Year Accomplishments	14
Task 4 – Project Selection and Programming.....	16
Purpose	16
Work Elements	16
Anticipated Outcomes.....	16
Prior Year Accomplishments	17
Task 5 – OTO Transit Planning.....	18
Purpose	18
Work Elements	18
Anticipated Outcomes.....	19
Prior Year Accomplishments	19
Task 6 – Operations and Demand Management	20
Purpose	20
Work Elements	20
Anticipated Outcomes.....	20

Prior Year Accomplishments	21
Task 7 – MoDOT Studies and Data Collection	22
Purpose	22
Work Elements	22
Anticipated Outcomes.....	22
Prior Year Accomplishments	22
2.5% Set Aside Work Program and Complete Streets	23
Task 8 - Safe and Accessible Transportation Options	23
Purpose	23
Work Elements	23
Anticipated Outcomes.....	24
Prior Year Accomplishments	24
Surface Transportation Block Grant Work Program & CPG	25
Task 9 – Studies and Project Administration	25
Purpose	25
Work Elements	25
Anticipated Outcomes.....	26
Prior Year.....	26
Funding Tables	27
Table 1.....	28
Consolidated Planning Grant PL	28
2.5% Set Aside/Complete Streets.....	29
STBG	29
FTA 5303 (City Utilities) – Appendix A	30
Table 2.....	30
Funding Totals	30
Table 3.....	31
Anticipated Contracts by Cost & Equipment Over \$5,000 (Tasks 1-9)	31
Table 4.....	31
CPG/STBG Eligible Funding FY 2026	31
Table 5.....	32
Table 6.....	32
Consolidated Planning Grant Available Balance	32
Table 7.....	33
UPWP FY 2026 Budget	33

A – Related Planning Activities	34
FTA 5303 - City Utilities Work Program	36
Task 10 – CU Transit Planning	36
Location of Referenced Documents	39

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.

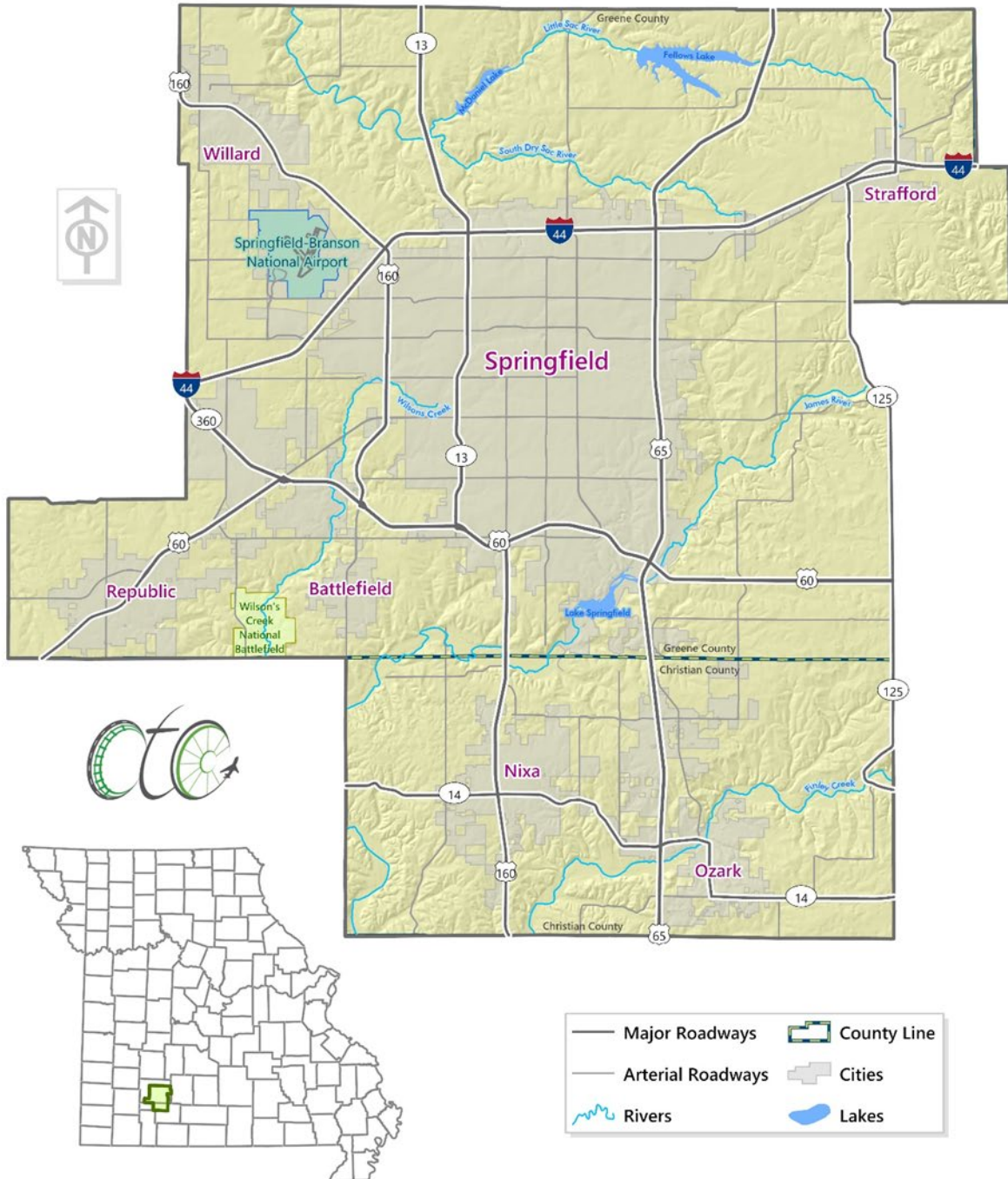
The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

"(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.

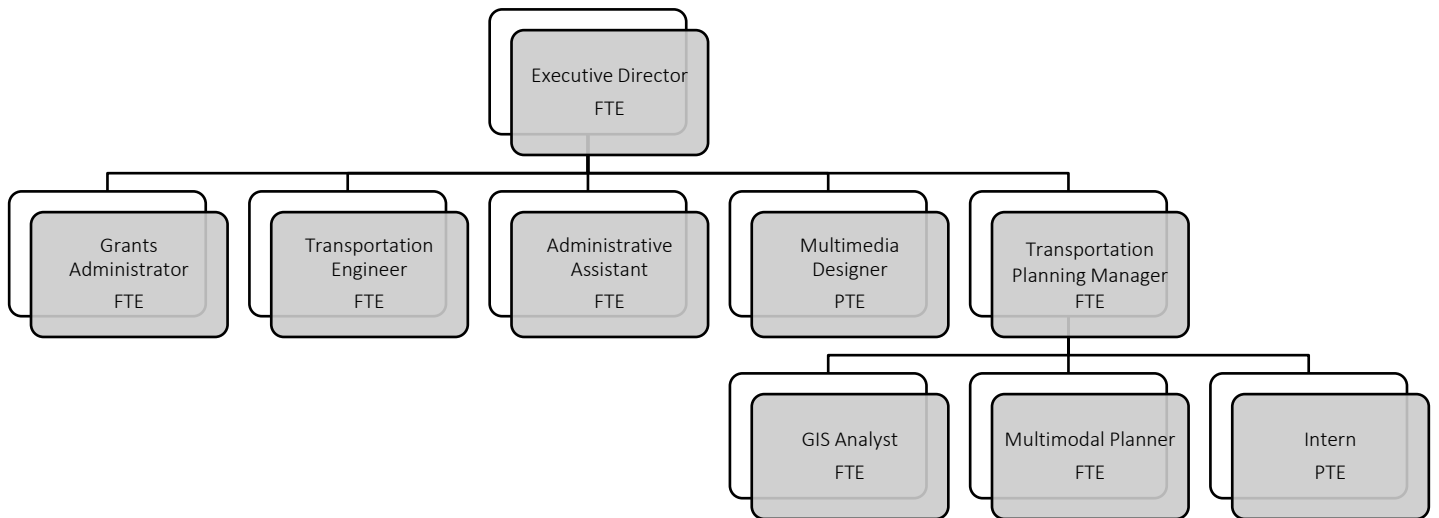
In addition, the planning process shall include developing the long-range transportation plan and transportation improvement program (TIP) through a performance-driven, outcome-based approach to planning for the metropolitan area. All work in the Unified Planning Work Program will be performed by OTO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

Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002



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.

OTO UPWP Work Program (CPG)

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

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 Management
- 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

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

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

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

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

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

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

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
- 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

Surface Transportation Block Grant Work Program & CPG

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

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

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 \$1,629,204; with \$1,320,070 in federal dollars and \$309,134 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		
<i>1.1 Direct Program Management</i>			
<i>1.1.1 Financial and Contract Management</i>		OTO	Yes
<i>1.1.2 Financial Audit</i>		OTO	Yes
<i>1.1.3 General Administration and Personnel</i>		OTO	Yes
<i>1.1.4 Electronic Support for OTO Operations</i>		OTO	Yes
<i>1.2 Unified Planning Work Program</i>		OTO	No
<i>1.3 OTO Staff Travel and Training</i>		OTO	No
<i>1.4 MPO Compliance and Certification</i>		OTO	No
Task 2 – Planning Coordination and Outreach	\$319,761		
<i>2.1 OTO Committee Support</i>		OTO	No
<i>2.1.1 Member Attendance at OTO Meetings</i>		OTO	No
<i>2.2 Local Government and Stakeholder Education and Outreach</i>		OTO	No
<i>2.3 Public Involvement</i>		OTO	No
<i>2.4 Civil Rights Compliance</i>		OTO	No
Task 3 – Planning and Implementation	\$239,821		
<i>3.1 Long Range Transportation Plan</i>		OTO	Yes
<i>3.2 Performance Measures</i>		OTO	No
<i>3.3 Congestion Management Process Implementation</i>		OTO	No
<i>3.4 Federal Functional Classification Maintenance and Updates</i>		OTO	No
<i>3.5 Freight Planning</i>		OTO	No
<i>3.6 Air Quality Planning</i>		OTO	No
<i>3.7 Demographic and Geographic Data Management</i>		OTO	Yes
<i>3.8 Support for Jurisdictions' Plans</i>		OTO	No
Task 4 – Project Selection and Programming	\$99,489		
<i>4.1 Project Programming</i>		OTO	Yes
<i>4.2 Federal Funds Tracking</i>		OTO	No
<i>4.3 STIP Prioritization and Scenarios</i>		OTO	No
Task 5 – OTO Transit Planning	\$63,952		
<i>5.1 Operational Planning</i>		OTO	No
<i>5.2 Transit Coordination Plan and Implementation</i>		OTO	No
<i>5.3 Program Management Plan Implementation</i>		OTO	No
<i>5.4 Data Collection and Analysis</i>		OTO	No
<i>5.5 Community Support</i>		OTO	No
<i>5.6 ADA/Title VI Appeal Process</i>		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
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		

Table 2

Funding Totals

Local Funding				Federal Funding						
Task	Local Match 13.5172%	City Utilities	In-Kind 1.9000%	CPG 62.2225%	STBG 16.9752%	FTA Complete Streets 4.3940%	2.5% Set Aside Safe & Access Trans	5307	Total	Percent (%)
1	\$ 42,499	\$ -	\$ -	\$ 249,686	\$ -		\$ -	\$ -	\$ 292,185	18.51%
2	\$ 23,069	\$ -	\$ 30,000	\$ 266,406	\$ -		\$ -	\$ -	\$ 319,475	20.23%
3	\$ 39,838	\$ -	\$ -	\$ 199,983	\$ -		\$ -	\$ -	\$ 239,821	15.19%
4	\$ 16,527	\$ -	\$ -	\$ 82,962	\$ -		\$ -	\$ -	\$ 99,489	6.30%
5	\$ 10,623	\$ -	\$ -	\$ 53,329	\$ -		\$ -	\$ -	\$ 63,952	4.05%
6	\$ 5,312	\$ -	\$ -	\$ 26,664	\$ -		\$ -	\$ -	\$ 31,976	2.03%
8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,377	\$ 15,593	\$ -	\$ 84,970	5.38%
9	\$ 75,553	\$ -	\$ -	\$ 103,443	\$ 268,019		\$ -	\$ -	\$ 447,015	28.31%
Total	\$ 213,421	\$ -	\$ 30,000	\$ 982,473	\$ 268,019	\$ 69,377	\$ 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	
Totals	\$ -	\$ 42,000	\$ -	\$ -	\$ -		\$ -	\$ 168,000		
Total of Transportation Planning Work									\$ 1,839,204	

Table 3

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

Cost Category	Budgeted Amount FY 2026	Equipment Purchase
Building Lease	\$ 54,060.00	No
Cleaning Services	\$ 9,000.00	No
Vehicle	\$ 35,000.00	Yes
Data Acquisition	\$ 30,000.00	No
ESRI Licensing	\$ 7,000.00	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

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 Eligible	\$ 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	\$	1,629,203

Table 6

Consolidated Planning Grant Available Balance

OTO CPG Fund Balance as of 7/1/2024 (includes FY 2025 estimated allocation)*	\$	1,938,263
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	\$	1,760,679
LESS CPG Funds Programmed for FY 2026	\$	(1,052,051)
Remaining Unprogrammed Balance	\$	708,628

Justification for Carryover Balance

The projected carryover balance of \$708,628 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
		<u>Jul '25 - Jun '26</u>
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
		<u>Jul '25 - Jun '26</u>
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

A – Related Planning Activities

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 2025 to June 2026

- 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 2025 to June 2026

- 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 2025 to June 2026

- 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 2025 to June 2026

- 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 2025 to June 2026

- 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 2025 to June 2026

- 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 2025 to June 2026

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

10.8 Transit Coordination Plan Implementation

Timeframe – July 2025 to June 2026

- 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 2025 to June 2026

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

10.10 Data Collection and Analysis

Timeframe – July 2025 to June 2026

- 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 2025 year-end report, which will be incorporated upon completion in July 2025.

- 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

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 4

TECHNICAL PLANNING COMMITTEE AGENDA 4/16/2025; ITEM II.B.

Destination 2045 Amendment Number 9

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Updated Major Throughfare Plan

A. Removal of Proposed Collector in Springfield and Greene County

Toth and Associates, on behalf of the Hawkins Mill development, is requesting the removal of a proposed collector between Farm Roads 151 and 159, north of Norton Road in Greene County and the City of Springfield. This request is also being considered concurrently by Greene County and Springfield. The change request application is included.

Roadway Data

Roadway Name:	Future Proposed Collector
From:	Farm Road 151
To:	Farm Road 159
Length (miles):	0.90 miles
Number of Lanes:	N/A
Lane Width:	N/A

B. Removal of Proposed FF Extension

OTO staff is requesting the removal of the FF Extension from Farm Road 194 to Route 14, as a result of the updated travel demand model. This would also include the removal the Guin Road and Tracker Extensions that would have provided connectivity west to the FF Extension. A memo with background information is included.

Roadway Data

Roadway Name:	FF Extension/Future Proposed Expressway
From:	Farm Road 194
To:	Route 14
Length (miles):	4 miles
Number of Lanes:	N/A
Lane Width:	N/A

Updated Official Trail Map

In 2023, OTO adopted an official trail map through Amendment Three of *Destination 2045*. The official trail map was developed in collaboration with the Bicycle and Pedestrian Advisory Committee and based on the *Towards a Regional Trail System* planning document. Since its adoption, new construction and planning of regional trails, along with public feedback from OTO's *Destination Safe Streets* plan and local jurisdiction planning, have highlighted the need to update the official trail map.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

At its meeting on March 11, 2025, BPAC recommended the Technical Planning Committee and the Board of Directors approve the presented updated trail map as the OTO Official Trail Map in *Destination 2045*.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend the Board of Directors approve Amendment Nine to *Destination 2045*.”

OR

“Move to recommend the Board of Directors approve Amendment Nine to *Destination 2045* with the following changes...”

Major Thoroughfare Plan Ozarks Transportation Organization

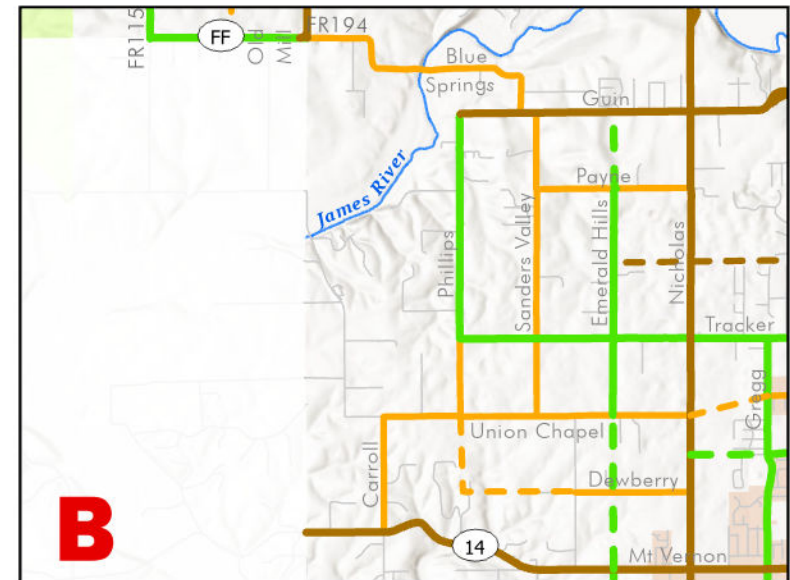
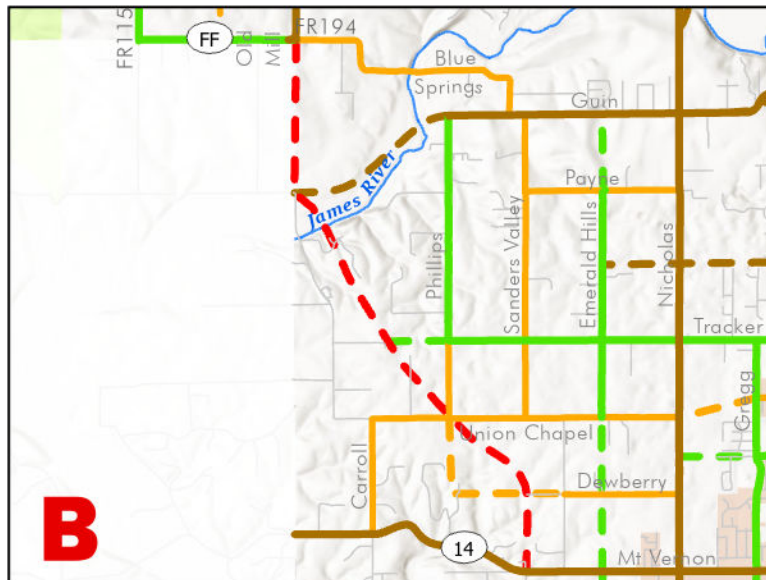
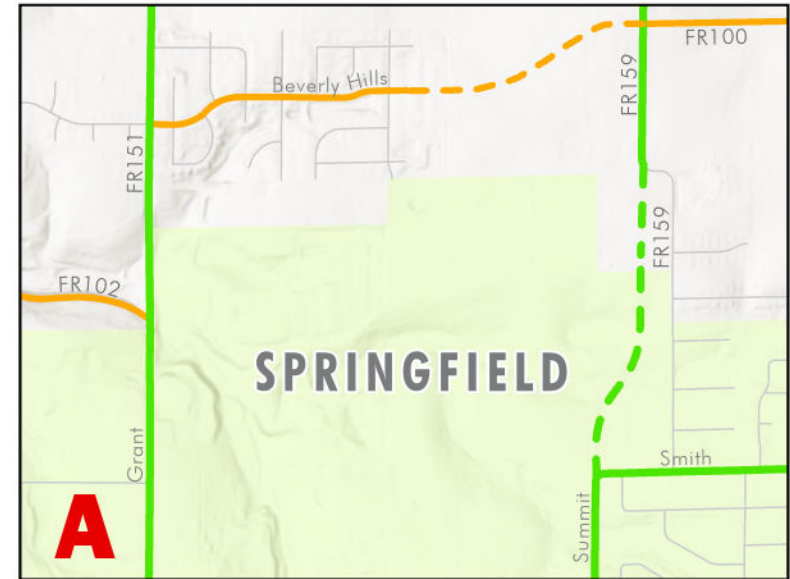
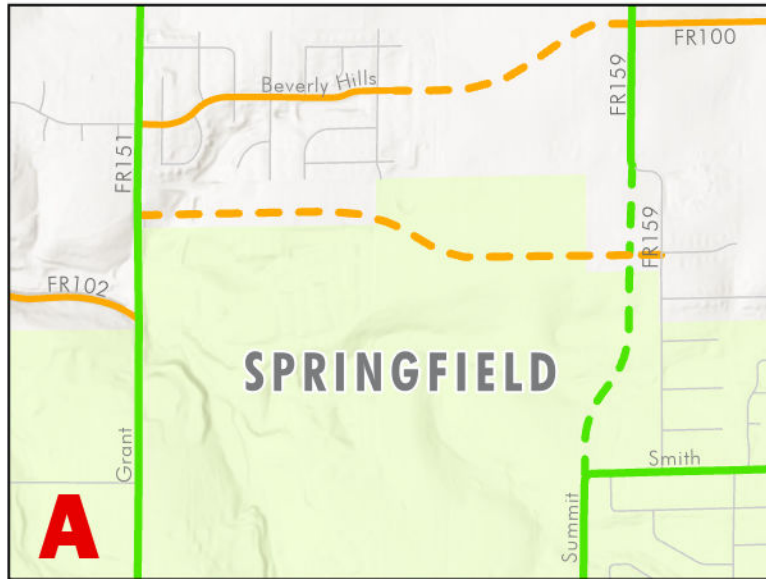


As Approved by the OTO Board of Directors
January 16, 2025

Proposed

Functional Classification

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local
- - - Future Expressway
- - - Future Primary Arterial
- - - Future Secondary Arterial
- - - Future Collector
- - - Future Local





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

Amendment Request Major Thoroughfare Plan

Instructions

Please use this form to submit an amendment request from the OTO Major Thoroughfare Plan. To better process your amendment please fill out the form completely. Upon completion, save the document and email it to info@ozarkstransportation.org or fax it to (417) 862-6013. Changes to the Major Thoroughfare Plan require review and recommendation by the OTO Technical Planning Committee and approval by the OTO Board of Directors.

An Amendment to the Major Thoroughfare Plan is an amendment to the long range transportation plan. Each jurisdiction is required to adopt the amendment they are bringing forth to OTO to ensure consistency between the locally adopted plan and the OTO adopted plan. There will be a fifteen-day public comment period ahead of the OTO Board of Directors meeting where the amendment will be considered.

Application Information

Date: March 14th, 2025

Contact Information

Name: Derrick J. Estell, P.E.
Title: Project Manager
Agency: Toth & Associates, Inc.
Street Address: 1550 E. Republic Road

City/State/Zip: Springfield, Missouri 65804
Email: destell@tothassociates.com
Phone: (417) 888-0645
Fax: (417) 888-0657

Roadway Data

Roadway Name: Future Proposed Collector
Termini of Roadway
From: Farm Road 151
To: Farm Road 159
Length (miles): 0.90
Number of Lanes: N/A
Lane Width: N/A

Amendment Requested and Justification

Current Classification:

Future Collector

Requested Change:

Elimination from Major Thoroughfare Plan

Describe Process for Jurisdiction Approval?

City of Springfield Council Resolution, Greene County Commission Resolution

Date of Approval by Jurisdiction

City of Springfield: TBD | Greene County: TBD

Please describe the history causing need for the amendment:

See attached memorandum.

What impacts would this amendment have on future ability to comply with the OTO MTP?

See attached memorandum.

Additional information you would like to include.

See attached memorandum.

Attach a map showing the current and proposed major thoroughfare plan classification or alignment.

Amendment Process (minimum timeframe is 2 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan amendment, however, placement on the Technical Planning Committee agenda will depend upon date received.
2. **Technical Planning Committee.** The request will be heard at the next available Technical Planning Committee meeting. The Technical Planning Committee will hear the item and make a recommendation to the Board of Directors. The Technical Planning Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Planning Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information

If you have questions or need help regarding this application, please contact us:

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

417.865.3042 x103

417.862.6013 Fax

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

March 14, 2025

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

HAWKINS MILL – Ozarks Transportation Organization: Major Thoroughfare Plan Amendment

Board of Directors,

Toth & Associates (Toth) has been tasked with preparing the information necessary to submit an application to Ozarks Transportation Organization (OTO), the region's Metropolitan Planning Organization, for an amendment to the Major Thoroughfare Plan (MTP) to remove the future proposed collector street identified in the MTP as extending between Farm Road 151 and Farm Road 159, which is further described/depicted in Exhibit A. The following provides background and justification for the amendment.

1. BACKGROUND

The MTP is a component of both the Springfield-Greene County Transportation Plan and OTO's Long Range Transportation Plan. The MTP provides for an overall framework for making decisions on thoroughfare improvements and extensions, identifies locations of future major transportation corridors, and serves as a general guide for securing street rights-of-way. Missouri State Statutes and the City of Springfield's (City) Charter provide the City and Greene County (County) with the authority to amend the MTP.

A proposed development, generally located at 3299 N. Vernon Road, Springfield, Missouri 65803, is currently undergoing the rezoning and platting process with the City of Springfield. As a part of this process, the proposed development (hereinafter, "Hawkins Mill") is required to preserve right-of-way for future corridors identified in the MTP. As a part of the due diligence phase for Hawkins Mill, the developer and design team met with City staff to vet proposed roadway layouts and public infrastructure. The discussion surrounding the east-west collector depicted in Exhibit A questioned its feasibility and compatibility with the surrounding transportation network. The design team inquired with the City on whether it made sense for this future east-west collector to exist. This inquiry prompted further investigation, summarized within this memorandum.

It is important to note that although Hawkins Mill was the catalyst which prompted this investigation, the long-range transportation planning and compatibility of the MTP with the City and County's comprehensive plans are the ultimate driver for the proposed amendment.

2. ROADWAY & LAND USE CHARACTERISTICS

The proposed future collector in question extends through tracts of land that are both within City and County jurisdictions. As such, this application is submitted on behalf of and intends to represent the interests of both parties.

The proposed future collector generally runs east-west between Farm Road 151 and Farm Road 159 (Vernon Road). It extends through a current church use property on its west end near Farm Road 151, which is in the County and it extends through current vacant land on its east end, zoned Residential Single-Family within the City. The latter tract is the proposed location of Hawkins Mill. Surrounding land uses in the vicinity of the future proposed east-west collector include residential single-family subdivisions to the northwest, vacant farmland to the northeast, a retirement community to the southwest, and residential single-family subdivisions to the southeast. Mixed use land types exist further to the south along Norton Road and Interstate 44.

A future collector is identified on the MTP as extending east-west through the Huntington Park residential subdivision to the northwest of the area in question. This future proposed collector is not in question, and this application maintains that this street will be a vital component to the overall transportation network. Similarly, there is a north-south secondary arterial that extends through the proposed Hawkins Mill site, which this application maintains is a vital component of the transportation network. These two adjacent future proposed roadways are depicted in Exhibit A and are not the subject of this application.

Due to a future proposed east-west collector less than a quarter mile to the north, which is anticipated to carry the same traffic as the future proposed collector that is the subject of this application, as well as the north-south future proposed secondary arterial that

bisects, eliminating this proposed east-west future collector from the MTP is not anticipated to create traffic circulation or directional distribution issues.

Unforgiving terrain/topography west of Farm Road 151 makes any extension of the future collector in question to the west uneconomical. An existing residential subdivision with driveway access points directly to Redbud Lane or Camorene Street makes connecting this future proposed collector infeasible to comply with the City's current land use plan and transportation plan. For example, City Code prohibits direct residential single family home access to streets classified as a collector and above, which is what the City would be faced with, if this future proposed collector were to tie into either street. Additionally, the area which is currently proposed for the future collector to extend through to tie into National Avenue, is owned by a cemetery. Traversing an area designated as a cemetery presents its own set of challenges which make it infeasible.

3. STAKEHOLDER INVOLVEMENT

At the time of submitting this application and memorandum to OTO, Toth has had discussions with the City, County, and several adjacent property owners, and received feedback on the appropriateness and compatibility of this future proposed collector. An official application will be submitted to the City and County for resolutions which support the elimination of this future proposed east-west collector from the MTP. An assumed final approval and adoption of the recommendation for elimination of this east-west collector from the MTP is expected to accompany this application, and any decision taken by the OTO Board may remain contingent upon the final approval and adoption by Springfield City Council and Greene County Commission.

4. CONCLUSION

As outlined above, the proposed east-west collector, as identified in Exhibit A, does not provide for an adequate system of thoroughfares to ensure logical development of the community, safe and efficient movement of people and goods, and economical expenditure of public funds, and therefore recommends it be removed from the MTP. There is no financial impact to the City or County with the adoption of this updated MTP. The proposed amendment will also allow for thoughtful and compatible land use with the surrounding area.

We appreciate your consideration. If there are any questions or further clarifications needed, please do not hesitate to reach out.

Respectfully,

Derrick J. Estell, P.E.
Civil Project Manager
destell@tothassociates.com
Office: 417.888.0645

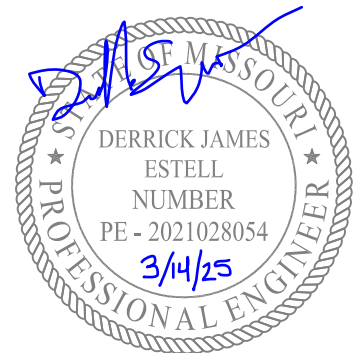
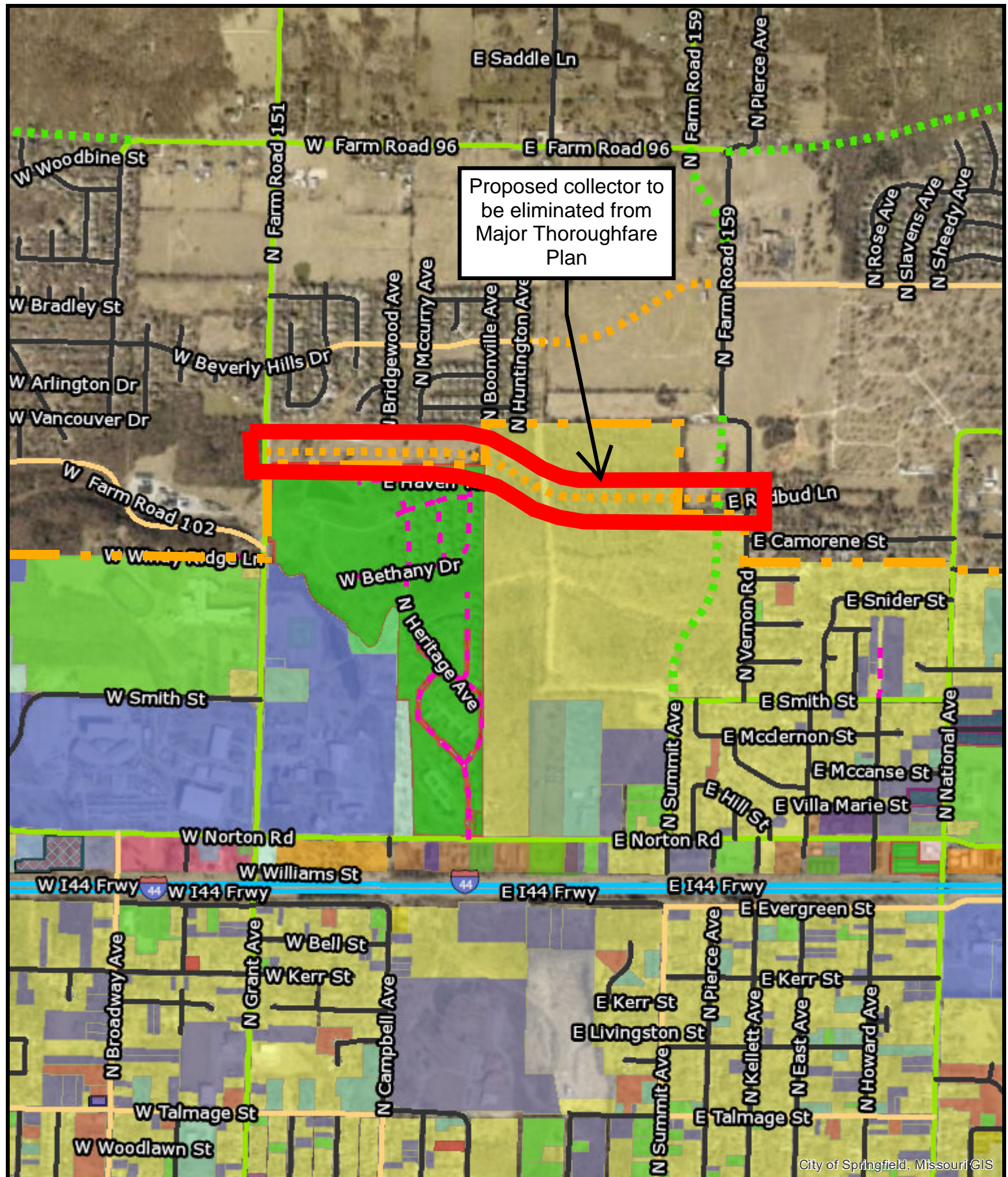


EXHIBIT A: Major Thoroughfare Plan Amendment Overview



City of Springfield, Missouri GIS



OZARKS TRANSPORTATION ORGANIZATION

Memo

To: OTO Board of Directors and Technical Committee

From: Sara Fields, Executive Director

cc: File

Date: 4/9/2025

Re: FF extension removed from Major Thoroughfare Plan

Background:

North South Corridor Study: In 2005, the North South Corridor Study determined the alignment and need for the FF extension, the Kansas extension, the National Avenue extension and the expansion of 160/13. Without these projects, the study indicated extreme delays on US160. The preferred alignment joined the Kansas extension and the FF extension together to have a single intersection with Highway 14 in Christian County.

Kansas Expressway Extension MTP Amendment: In 2015-2016, it was determined that there was insufficient revenue to build a new roadway, and the Kansas extension alignment was moved to Nicolas Road where an existing road was in place. This left the FF extension line on the map. The remaining alignment was no longer appropriate as new homes, and subdivisions were allowed to develop and the intersection with Highway 14 might not be in the appropriate location.

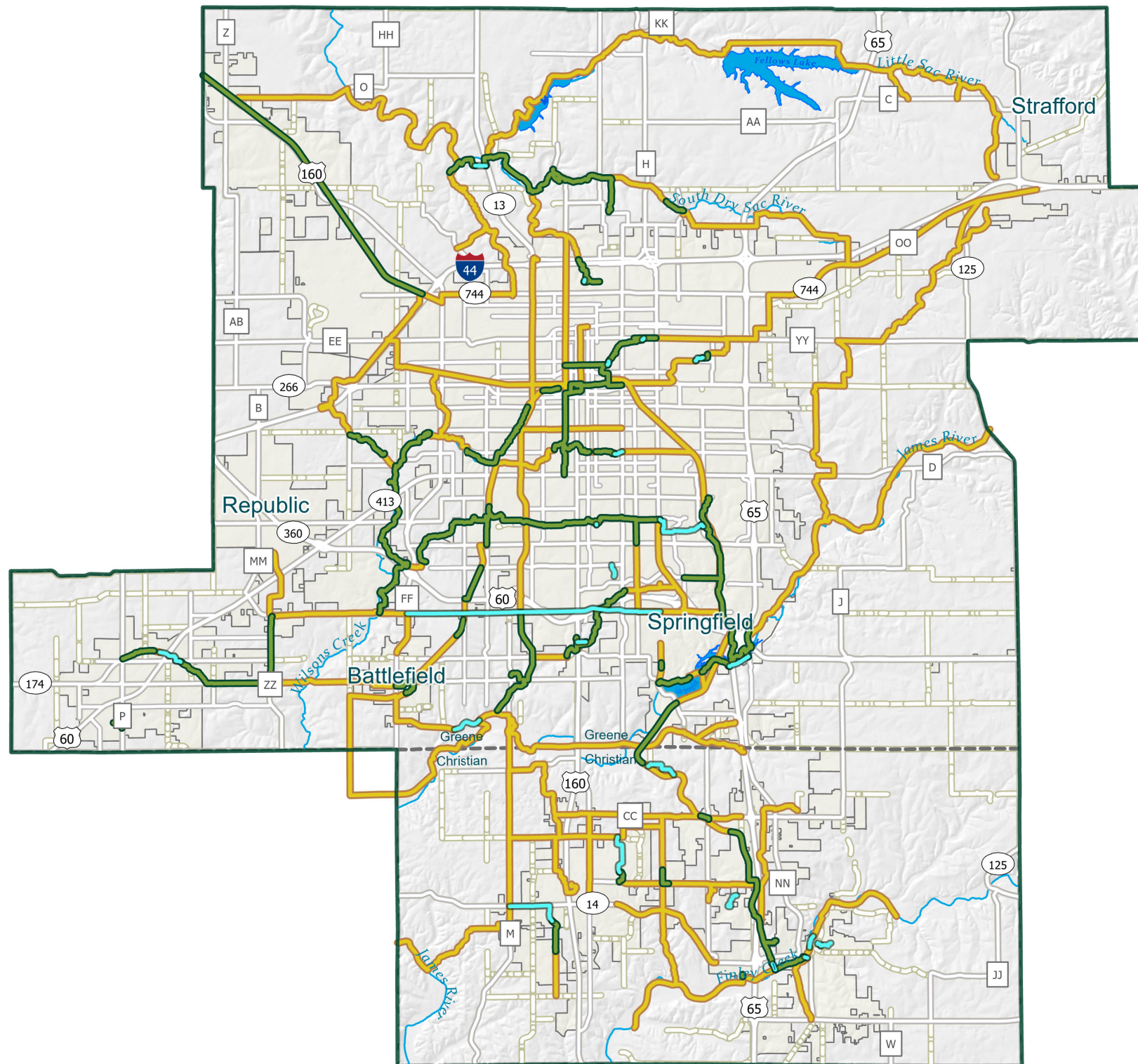
Updated Travel Demand Model (see results): After a public meeting with a large turnout, questions were asked regarding the projections for an FF extension. At this time, OTO staff began working with Olsson to update the travel demand model. Specific scenarios were run to determine the likely volumes along an FF extension. Both the current 2 lanes on Highway 14 and an expanded 4-lane facility were included.

The data shows that the traffic projected by 2050 will not be sufficient to warrant an expressway. The model indicates a volume of about 7,000 vehicles per day in both directions for an extension of FF, which is the appropriate volume for a collector. Absent the construction of a new road, this traffic will use existing roads. The likely outcome will be increased traffic on Nelson Mill Road, Phillips Road, and Sanders Valley. These roads are all maintained by Christian County.

Please note that the current condition of the roads in the area has not been assessed and may not be constructed in such a manner to handle the increased traffic.

Recommendation:

Remove the FF extension from the Major Thoroughfare Plan and reevaluate the need as the OTO boundaries expand west and population growth continues.

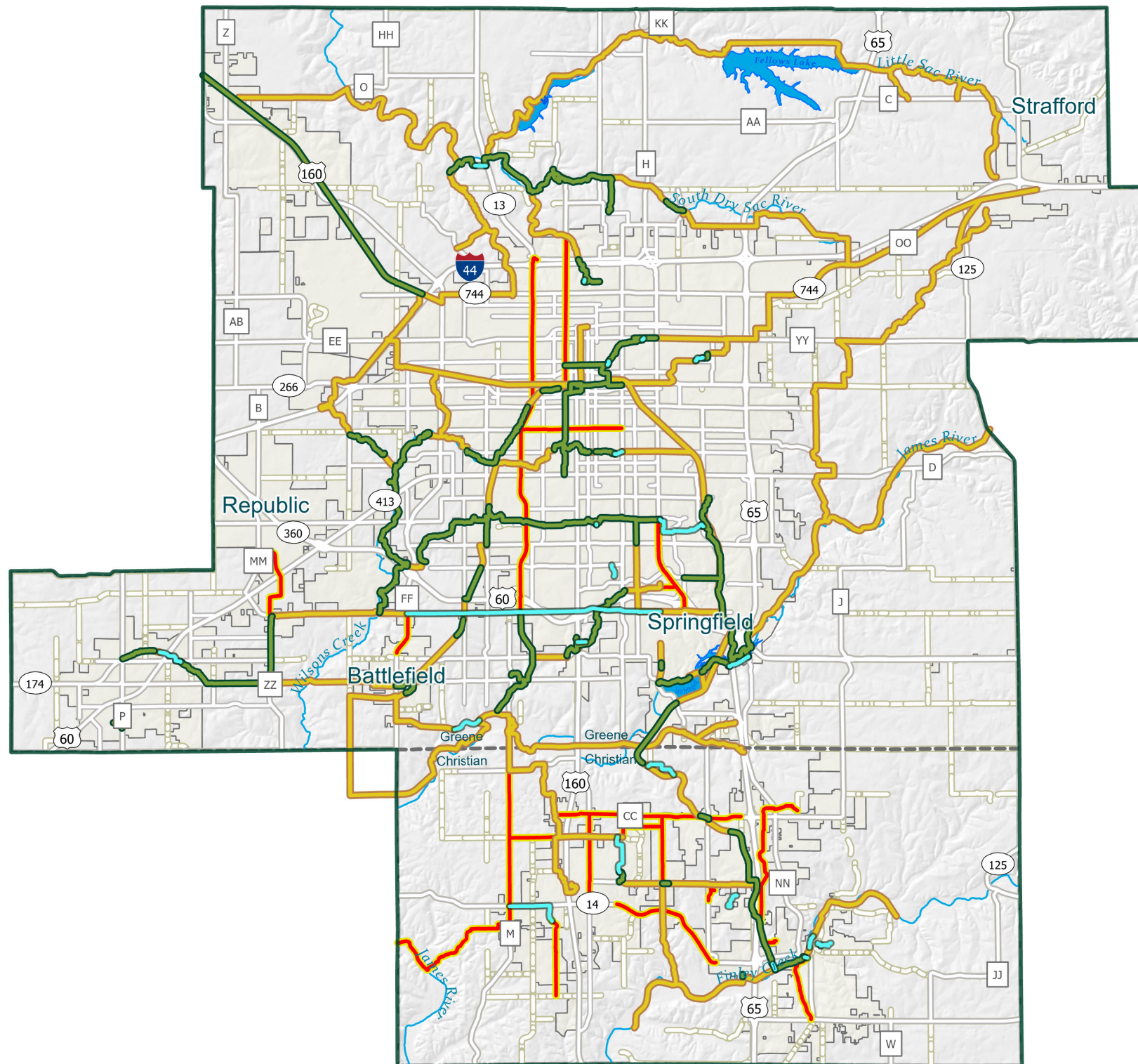


Destination 2045





Trail Status

- Trail Gaps
- Existing Trails & Greenways
- Connector





Trail Status

-  Addition
-  Trail Gaps
-  Existing Trails & Greenways
-  Connector



TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 4/16/2025; ITEM II.C.

March 31, 2025 Federal Funds Balance Report and Status Update

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

AGENDA DESCRIPTION:

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

THE OTO AREA MUST OBLIGATE ANOTHER \$7 MILLION BY SEPTEMBER 30, 2025 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. To meet the 120 percent goal, OTO must obligate another \$8.9 million by September 30, 2025.

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

To be sent under separate cover, OTO will also present the March 31, 2025 Semi-Annual Federal Funds Balance Report showing the impact of programming on the region's fund balances.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

Federal Funds Balance Report

FY 2025 Status

FY 2024 Ending Balance inc. Correction	All Funds	1,324,458.98
FY 2025 Allocations (100%)	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(3,664,162.49)
Balance as of 4/9/2025	All Funds	8,350,991.61
Pending Obligations/Deobligations		393,985.76
Pending Balance		8,744,977.37
Percent Obligated	All Funds	34.27%

List of FY 2025 Obligations/Deobligations

9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)
5900851 Pavement Resurfacing	STBG-U	476,268.40
9901849 Chadwick Flyer Overpass	STBG-U	(208,093.28)
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)
00FY823 OTO Operations	STBG-U	62,359.47
5910811 TMC Salaries 2024	STBG-U	(23,461.33)
9901878 Finley River Trail West	CRP	(89,714.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(158,369.50)
0442344 I-44 Kansas to Glenstone	STBG-U	50,000.01
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)
1602076 Kearney and West Bypass	STBG-U	26,449.00
1602076 Kearney and West Bypass	STBG-U	(49,295.35)
S604089 Melville over I-44	STBG-U	(409,721.11)
9901837 Chadwick Flyer Phase II	STBG-U	(29,920.27)
9901862 Chadwick Phase V	CRP	34,682.77
S603067 E. Sunshine SW	STBG-U	(125,200.00)
5900852 ADA Improvements	STBG-U	(1,144,400.00)
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.00)
0652084/S603067 E. Sunshine SW	TAP	(626,000.00)
0141029 Jackson and NN	STBG-U	55,988.58
9901849 Chadwick Flyer Overpass	TAP	(668,256.26)
5901824 TMC Signal Replacements	STBG-U	(1,074,771.00)
5901832 EV Chargers	CRP	592,800.00
S603067 E. Sunshine SW	STBG-U	125,200.00
S603067 E. Sunshine SW	TAP	178,689.86
5901834 South Creek ESC	CRP	(4,346.55)
5901836 Fassnight ESC	CRP	(36,421.83)
5901827 Jordan Creek Smith Park	TAP	(79,725.61)
Amount subtracted from balance		(3,664,162.49)

MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,690,695.12
FY 2025 Obligations/Deobligations	All Funds	(3,664,162.49)
100% Goal Obligations Remaining	All Funds	7,026,532.63

MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
FY 2025 Obligations/Deobligations	All Funds	(3,664,162.49)
120% Goal Obligations Remaining	All Funds	8,913,125.11

Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
PENDING (DE)OBLIGATIONS			
S604064 Strafford 125 West SW	Strafford	(32,041.60)	(32,041.60)
5901822 Chadwick Flyer Phase III	OTO	189,843.63	157,802.03
1602076 Kearney/West Bypass	MoDOT	26,449.00	184,251.03
7441012 Kearney/Packer	MoDOT	69,522.96	253,773.99
9901827 ChadwickFlyr Jackson/Clay	Ozark	41.57	253,815.56
00FY824 OTO Operations/Planning	OTO	140,170.20	393,985.76
PLANNED CRITICAL OBLIGATIONS			
S602092 MM Shared Use Path/Underpass	Republic	(496,697.00)	(102,711.24)
5936804 Ward Branch ESC	Springfield	(41,799.00)	(144,510.24)
9901881 US 160 Trail Underpass	Willard	(108,000.00)	(252,510.24)
9901884 Route 66 Trail Phase 3	Strafford	(236,569.00)	(489,079.24)
9901867 Lost Hill Park Bridge ENG	Greene Parks	(14,800.00)	(503,879.24)
9901883 WC Trail and FF Phase 2	Battlefield	(186,537.00)	(690,416.24)
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)	(916,581.24)
5901839 South Crk at Glenstone	Springfield	(46,633.00)	(963,214.24)
9901858 Route OO East Sidewalks	Strafford	(175,223.35)	(1,138,437.59)
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(869,236.00)	(2,007,673.59)
9901860 Nixa Multi-Use Path	Nixa	(602,134.00)	(2,609,807.59)
S605047 Weaver Road Improvements	Battlefield	136,518.00	(2,473,289.59)
MO2604 FY 2026 TMC Staff	Springfield	(496,000.00)	(2,969,289.59)
OT1901-19A5 (UPWP FY 2026)	OTO	(268,019.00)	(3,237,308.59)
9901838 N. Old Orchard	Strafford	(481,362.00)	(3,718,670.59)
9901864 Finley River Trail Extension	Ozark	(114,175.54)	(3,832,846.13)
5919806 Grant Avenue Viaduct	Springfield	(2,022,339.00)	(5,855,185.13)
5901838 MLK Jr. Bridge	Springfield	(935,284.00)	(6,790,469.13)
5901826 LeCompte Trail	Springfield	(383,160.00)	(7,173,629.13)
Total Critical Obligations			(7,173,629.13)

MODOT MANDATED MINIMUM

100% Goal Obligations Remaining	All Funds	7,026,532.63
Critical Obligations	All Funds	(7,173,629.13)
Obligations over MoDOT Mandated Minimum		(147,096.50)

MODOT MANDATED GOAL

120% Goal Obligations Remaining	All Funds	8,913,125.11
Critical Obligations	All Funds	(7,173,629.13)
Obligations over MoDOT Mandated Goal		1,739,495.98

At-Risk Projects

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

Name	Responsible Agency	Programmed	TOTAL
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(411,207.14)
9901867 Lost Hill Park Bridge CON	Greene Parks	(92,200.00)	(503,407.14)
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(788,125.14)
5901830 South Ck Fremont/Glenstone	Springfield	(644,270.00)	(1,432,395.14)
Total FY 2025 At-Risk Projects			(1,432,395.14)

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 4/16/2025; ITEM II.D.

Public Participation Plan Annual Evaluation

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

AGENDA DESCRIPTION:

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

Public Participation Plan 2024 Annual Evaluation



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 7, 2025

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

Introduction

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

Goal

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

Previously Designated Action Items

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

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

Performance Measures

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

Facebook Participation

Date	Followers	Men/Women (%)
August 2013	51	Not Available
August 2014	108	56/43
July 2016	175	54/43
March 2018	220	56/43
March 2020	437	44/55
March 2021	541	43/56
March 2022	550	44.5/55.5
March 2023	744	40/48
March 2024	776	56/44
March 2025	838	54/46

Facebook Participation by Location

Date	Battlefield	Nixa	Ozark	Republic	Springfield	Willard	Strafford
August 2014	-	4	2	2	60	-	-
July 2016	15	5	11	7	72	-	-
March 2018	3	8	13	4	117	-	-
March 2020	3	21	41	13	207	-	-
March 2021	4	23	46	9	212	-	-
March 2022	20	30	47	38	208	-	-
March 2023	23	42	57	37	250	12	9
March 2024	29	57	57	38	259	14	11
March 2025	26	52	69	35	290	18	10

Twitter/X Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
July 2016	149	216	1,503
March 2018	185	219	1,712
March 2020	264	308	1,881
March 2021	264	309	1,964

Date	Followers	Following	Tweets
March 2022	286	351	2,052
March 2023	280	344	2,137
March 2024	290	340	2,245
March 2025	284	332	2,401

Number of Meetings Open to the Public

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

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

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9*†	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2
2020	6	7*	4	6
2021	6	8*	4*	6
2022	6	8*	3	4
2023	7	7*	4	7*
2024	7	7	5*	8

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

Press Releases Sent

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

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

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

Press releases sent out for **2014 - 41**
Press releases sent out for **2015 - 57**
Press releases sent out for **2016 - 53**
Press releases sent out for **2017 - 56**
Press releases sent out for **2018 - 54**
Press releases sent out for **2019 - 34**
Press releases sent out for **2020 – 45**
Press releases sent out for **2021 – 23**
Press releases sent out for **2022 – 43**
Press releases sent out for **2023 – 13**
Press releases sent out for **2024 - 24**

Media Coverage of OTO

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

- Media coverage from October 2014 to December 31, **2014 – 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 – 13**
- Media Coverage from January 1, 2020 to December 31, **2020 – 15**
- Media Coverage from January 1, 2021 to December 31, **2021 – 20**
- Media Coverage from January 1, 2022 to December 31, **2022 – 23**
- Media Coverage from January 1, 2023 to December 31, **2023 – 12**
- Media Coverage from January 1, 2024 to December 31, **2024 – 18**

Website Statistics

The OTO has been tracking website activity utilizing Google Analytics to document usage since 2015. Below are the Google Analytics for ozarkstransportation.org from 2015 to 2023. In 2023 the analytic reports added a new metric, showing engaged sessions, which will be used moving

forward. An engaged session is a session that lasts longer than ten seconds and results in other engagement like more than two page or screen views.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	Male/Female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8
2020	7,558	5,000	19,160	2:25	N/A	98
2021	14,171	9,987	28,128	1:24	N/A	100
2022	17,623	13,041	33,562	1:24	N/A	90.2
2023	7,491*	8,938	34,193	1:14	N/A	100
2024	7,313*	9,960	34,193	1:23	N/A	100

* Engaged sessions

Legal Ads

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

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3
2019	4
2020	1
2021	4
2022	3
2023	4
2024	2

Public Comment Log

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

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

OTO Logged Comments

Year	Comments Received
2013	70
2014	195
2015	63
2016	22
2017	40
2018	16
2019	20
2020	37
2021	187
2022	255
2023	86
2024	132

Destination Safe Streets' Public Engagement

In 2024, OTO had additional public participation through its Destination Safe Streets planning efforts. The public engagement included two surveys utilizing different methods like online surveys, open houses, intercept surveys, and an online map for input and discussion. Over the time of the project, OTO engaged over 1,000 participants, gathered over 700 survey responses and received an additional 108 comments and 524 interactions through the online map. OTO attended several public events like the Juneteenth Celebration, PrideFest, Route 66 Festival, Ozark Expo, and more, to keep the public informed about the process, as well as holding a Pop-Up demonstration event with 50 to 75 attendees.

OTO also utilized targeted advertisement through social media, which reached 18,701 people and increased participation on the OTO website. Utilizing different methods throughout this process proved to engage a large number of people with different perspectives and from different areas of the OTO region.

Action Items for 2025

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

- Boost public awareness of OTO's work through an increased marketing approach that reaches broad audiences across various media platforms.
- Increase engagement with younger groups, such as college students, by using creative virtual and in-person methods that appeal to their interests and communication styles.
- Continue tracking public participation in engagement efforts, like surveys, to ensure that community input represents the region or study area fairly.
- Use interactive tools—like maps and visual aids—during public engagement to make information clearer and easier for people to understand.

Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2025 calendar year. The performance measures produce data for understanding how the public are utilizing tools that the OTO provides for keeping them informed and the methods that the OTO employs to solicit public engagement. A summary of conclusions from the performance measures include:

- In 2024, 132 comments were logged compared to 86 in 2023. The majority was received via email or the comment form on OTO's website, followed by comments through the "Map It" feature and comments on Facebook.
- The OTO Website continues to have high page views and a high number of users in the period from 2015 to 2024 using Google analytics.
- The OTO sent out 24 press releases in 2024, resulting in 18 news articles which represents a 75% rate comparing releases to news articles. This is way above the average of 45% since the start of tracking.
- The number of followers on the OTO Facebook page has steadily increased over the years and is currently the highest since 2013. The Twitter/ X account following has plateaued since 2022, although OTO keeps increasing the outreach on this platform. Facebook has proven to be a more effective platform to communicate with the public. The OTO Technical Planning Committee and Board of Director meetings are broadcasted on Facebook Live to conform with the Sunshine Law.

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

TAB 7

SPRINGFIELD & GREENE COUNTY

Groundbreaking kicks off monumental I-44 widening project

The project, dubbed “Forward 44,” will widen the interstate to six lanes between Kansas Expressway and Highway 65



by Ryan Collins
April 4, 2025



Greene County commissioner John Russell, left, Missouri Highway and Transportation commissioner Ann Marie Baker, Springfield Mayor Ken McClure, Greene County commissioner, Rusty MacLachlan and Ozarks Transportation executive director Sara Fields toss a little dirt at an indoor groundbreaking ceremony to mark the start of construction of Interstate 44 corridor upgrades in Springfield. The event was moved indoors during a thunderstorm on Friday, April 4, 2025. (Photo by Jym Wilson)

The shovels were placed in the dirt, but the torrential downpour Friday morning brought the official Interstate 44 widening groundbreaking ceremony inside.

City of Springfield officials, state and national politicians and bureaucrats gathered April 4 at Crossway Baptist Church, located at 2900 N. Barnes Ave. to kick off the monumental I-44 widening project in Springfield. The project, dubbed “Forward 44,” will widen the interstate to six lanes between Missouri Route 13 (Kansas Expressway) and Highway 65.

“We all know how important I-44 is, not only to this region, but to the country,” Congressman Eric Burlison said during prepared remarks at the ceremony. “This is a main artery.”

The ceremony officially kicked off phase one of the project, which on top of widening the interstate will also resurface a good portion of the thoroughfare. “Forward 44” also will build a pedestrian underpass and trail improvements east of Grant Avenue as well as construct a more than 2,500-foot-long sound wall from the National Avenue bridge west.

\$70.7 million project will be a monumental project for region, but come with some headaches



Congressman Eric Burlison speaks at a groundbreaking ceremony to mark the start of construction of Interstate 44 corridor upgrades in Springfield. (Photo by Jym Wilson)

Burlison was quick to give credit to politicians who came before him, including Sen. Roy Blunt and Congressman Billy Long

“I stand on the shoulders of giants like Senator Blunt and Billy Long, who got the money done, got this project done today,” Burlison said.

Other politicians, including State Sen. Lincoln Hough, gave a nod to members of the Missouri General Assembly and former Missouri Gov. Mike Parson for raising \$13.4 million in General Revenue funding for the project.

“This is what you see when the state and local communities come together and cooperate,” Hough said. “And not to throw too many barbs at our friends in D.C., but you guys can take some hints from the way we get stuff done here.”

Traffic impacts began in March, construction to continue through 2027



State Rep. Bill Owen speaks at a groundbreaking ceremony to mark the start of construction of Interstate 44 corridor upgrades in Springfield.
(Photo by Jym Wilson)

Construction on the \$70.7 million I-44 widening project is expected to last through 2027, according to the Missouri Department of Transportation. **Traffic impacts are already beginning** and will include lane closures on the interstate and road and bridge closures for up to 140 days. The interstate will maintain two lanes of traffic in each direction during construction, except for brief night-time closures.

State Rep. Bill Owen made a quip about the calls he will get about traffic impacts in the years to come, but ended his remarks speaking on the legacy of the I-44 widening project.

“This is generational impacts,” Owen said.



Ryan Collins

Ryan Collins is the business and economic development reporter for the Springfield Daily Citizen. Collins graduated from Glendale High School in 2011 before studying journalism and economics at the University of Missouri-Columbia. He previously worked for Bloomberg News. Contact him at (417) 849-2570 or rcollins@sgfcitizen.org. **[More by Ryan Collins](#)**



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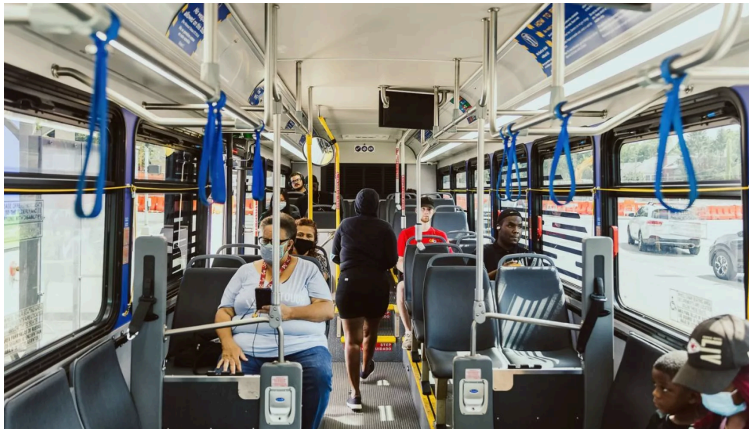
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Kansas City will reinstate bus fares and reduce route frequency under new funding plan

KCUR | By [Savannah Hawley-Bates](#)

Published April 4, 2025 at 3:00 AM CDT



Chase Castor / Kansas City Beacon

Kansas City's six-month funding plan for the KCATA would bring back \$2 fares, with exceptions, and could end the rideshare program, IRIS.

The ordinance passed by Kansas City Council this week, meant to prevent drastic service cuts and increase oversight, would bring back fares and could end the city's rideshare service. But KCATA said service reductions are still necessary.

Kansas City will fully fund the Kansas City Area Transportation Authority through October. The plan, which the Kansas City Council voted unanimously to approve Thursday, is an effort to avoid [drastic service cuts](#) and preserve existing bus routes while the KCATA works to secure other forms of funding.

The plan will reinstate \$2 fares for most people — Kansas City was the first major U.S. city to [end fares in 2020](#). Under KCATA's proposed "functionally free" fare model, low-income riders and people receiving aid from social service agencies, such as veterans or unhoused people, won't be charged fares.

The ordinance gives \$46.7 million, or about two-thirds of the nearly [\\$78 million](#) the city

KCUR

All Things Considered

the money will be set aside for the transit agency in an escrow account.

The city's stopgap funding will prevent the most serious cost-saving measures from KCATA, which had included [cutting 13 of its 29 routes](#). But it's still not enough funding to prevent all service cuts.

Even with the six-month plan, the transit agency said it would reduce frequency on most of its routes and shorten its operating hours.



Politics, Elections and Government

Kansas City will lose nearly half its bus routes under transit agency's drastic cost-cutting plan

LISTEN • 4:33

"The goal of this ordinance is to ensure accountability, right sizing and streamlining processes so that we can create a regional solution that other jurisdictions in this region also want to partner in," said Mayor Pro Tem Ryana Parks-Shaw, who championed the measure. "Because we know it's not sustainable as it is today."

The agency is supposed to use the next six months to find more sources of funding, like getting regional municipalities to participate and securing more money from the state and federal governments.

The ordinance also gives the city more oversight and control over KCATA. Under the plan, the agency has to meet specific performance standards, such as adhering to a certain amount of missed trips and prompt invoices and improving its financial structure.

KCATA will also have to report its progress to the city council every two months and allow complete audits of the agency.

The city could also end its rideshare service, IRIS, which costs about \$7.6 million annually to run, to reduce costs. If it did, that would [eliminate more than 100 driver jobs](#).

*Carlos Moreno / KCUR 89.3*

Even with the six-month funding plan, KCATA says it would need to reduce the frequency of most of its routes.

Expected service changes

The city and KCATA should approve their contract by May. This ordinance will guide the city's negotiations for the next contract.

While the six-month funding plan would prevent any weekday route cuts, there would still be changes that would most likely go into effect in May. Buses would run from 5 a.m. to 11 p.m., limiting operating hours from the previous 3:30 a.m. to 1 a.m.

Buses would also come less often. The Main Max, Troost Max, Prospect Max and #24 would run at 15-20 minute headways from 6 a.m. to 6 p.m. Outside of that window, they would run every 30 minutes. Every other route in Kansas City would be reduced to hourly headways.

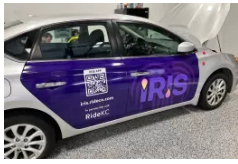
A representative for the KCATA was not available to comment on the ordinance by the time of publication.

Changes to the plan

IRIS drivers are currently classified as independent contractors, which means they [can't receive severance or unemployment](#). The council amended the ordinance Thursday to require the city to hold a job fair for the drivers if the city does end the rideshare service.

Bakar Mohamed, an IRIS driver, said the change gives him and his colleagues a safety net if the city ends the program. He said in the meantime they will work to [negotiate a union contract](#) that reclassifies them as employees.

a big difference,” he said. “Six months is plenty of time for us to be part of that discussion and help the city find solutions other than terminating the program.”



Housing & Development

Kansas City's rideshare helps people travel where buses don't. Budget cuts may end both

Transit activists led by climate group Sunrise Movement KC, low-wage workers organization Stand Up KC and bus drivers represented by the Amalgamated Transit Union have been [fighting for months](#) for the city to increase funding to the agency.

The groups wanted the city council to amend and even hold the ordinance to allow more changes for preserving the zero-fare structure and maintaining current levels of service without any reductions. While the city still plans to implement fares, council members included a requirement that KCATA has to consult the city before making any service changes.

About 60 people attended the meeting and more than 85 people submitted public testimony online, urging council members to amend the ordinance. Many of the public testimonies, part of a strategy by Sunrise Movement KC, urged the council to provide adequate funding to KCATA and called budget cuts unfair, unjust and unethical.



Stand Up KC

About 60 transit activists attended the April 3 city council meeting. They wanted council members to amend and even hold the ordinance to prevent service cuts.

In a submitted public testimony, Fray Patton wrote about being unable to use many of

possible service reductions. Once, it took Patton two hours to get to the health department — a trip that was around five miles.

“I use the bus lines to socialize with friends, get to doctor's appointments, volunteer in the community, and even get groceries,” Patton wrote. “This ordinance would make situations like that increasingly more common or worse for people who just want to live in the KC Metro and don't have access to a car.”

Council member Melissa Robinson, who represents the 3rd District, tried to ensure the city has a plan for how to fund the KCATA after October, including giving more money to the agency than is budgeted if it still needed it after making all the changes. That change was struck down by the rest of the council.

“Bus service is critical for our residents,” Robinson said. “To be left to chance, I think, puts us in a very challenging place. I do think it's important that we let the KCATA and bus riders know that we expect to fully fund this with the changes that they're implementing.”

In a statement, Sunrise Movement KC said the six-month plan was the result of massive pressure from their organization and other transit activists. The group criticized the city's decision to bring back bus fares and said the KCATA and city have yet to create a long-term plan.

“This did not happen because the council made transit a priority,” the statement said. “This happened because thousands of people came out to defend a critical public service while our leaders were asleep at the wheel. City and KCATA officials have floundered with no long-term vision for transit. Bus riders and young people have a vision for a robust transit system, because our livelihoods and futures depend on it.”



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Savannah Hawley-Bates

As KCUR's local government reporter, I'll hold our leaders accountable and show how their decisions about development, transit and the economy shape your life. I meet with people at city council meetings, on the picket lines and in their community to break down how power and inequities change our community. Email me at savannahhawley@kcur.org.

[See stories by Savannah Hawley-Bates](#)

AASHTO's Board Adopts Core Reauthorization Principles

April 8, 2025



The board of directors for the American Association of State Highway and Transportation Officials unanimously adopted its vision statement and three [core policy principles](#) as Congress begins drafting a surface transportation reauthorization package for when current reauthorization legislation – contained within the Infrastructure Investment and Jobs Act or IIJA – expires in September 2026.

[Above photo by AASHTO]

The vision for reauthorization calls for “a world-class transportation system that supports and strengthens the nation’s transportation infrastructure for a strong economy with improved safety and mobility.”

AASHTO stressed that the following pillars were necessary to achieve that vision: federal funding stability, formula-based federal funding paired with state contributions, current funding levels plus inflation as the baseline, and “user pay” principles for all vehicles.

“AASHTO stands ready to support Congress in meeting this deadline through our comprehensive policy development process, which is informed by state departments of transportation and their partner organizations,” explained Jim Tymon, AASHTO’s executive director.

“The well-established approach of distributing federal transportation funds to states via formula ensures each state can best meet its unique investment needs and deliver safety and mobility benefits efficiently to all of their residents,” he said.

Those three key core policy principles are:

- Prioritize formula-based federal funding to states;
- Improve project delivery and program administration by increasing flexibility, simplifying environmental regulations, and reducing program burdens, and;
- Create a more safe, resilient, and efficient future by supporting the ability of state DOTs to harness innovation and technology.

“These core reauthorization policy principles unanimously adopted by AASHTO’s board of directors will help support this optimal approach as well as highlight other critical requirements for the next surface transportation legislation so it can effectively serve all corners of our nation,” noted AASHTO’s Tymon.

“State DOTs are committed to assisting this Congress in the development of a surface transportation reauthorization package that will ensure the nation’s transportation systems are safe for all users, provide for long-term economic growth, and enhance the quality of life for all of our country’s residents,” he added. “These core policy principles will help develop reauthorization legislation that can achieve those goals.”



AASHTO's Jim Tymon. Photo by AASHTO.

State DOTs Responding to Nationwide Tolling Scams

April 4, 2025



Over the last several months, scammers have used what appear to be automated text messages – as well as live phone calls and “spoofed” websites – to harass residents across several states with fraudulent claims of unpaid toll bills; even in states such as Arizona, Connecticut, Missouri, and Mississippi, which do not collect tolls.

[Above image by Alabama DOT]

As a result, state departments of transportation have been sending out a variety of “scam warning” information via social media channels and their websites to warn residents that their toll claims are fraudulent. Most are also working with fellow state agencies to track down the fraudsters; even partnering with local reporters to alert their audiences of this tolling scam.

“We first became aware of these toll text scams in November 2024 and they have continued to persist,” noted Jennifer Lane, chief communications officer for the New Hampshire Department of Transportation, in an email to the AASHTO Journal.

“Initially, many of these messages contained noticeable spelling and grammatical errors, making them appear suspicious,” she said. “However, over time, the scams have become more sophisticated —some now closely mimic our official website, while others use more aggressive and threatening language to deceive recipients.”

Josh Morgan, communications director for the Connecticut Department of Transportation, reported a similar “tolling scam” trajectory that started in January of this year.

“Those initial texts were pretty broad in nature and most residents were able to correctly recognize them as spam,” he said.

“However, several weeks later there was a surge of these unwanted messages and calls that included a new level of sophistication. The scammers began using the name of our agency and other state agencies in the messages and included

screenshots that closely mimicked the State of Connecticut website. This led to an increased number of concerned calls and emails to our agency from residents.”

Morgan noted that, since Connecticut does not have toll roads, CTDOT would never ask the public for toll payment.

“That is the first clue for someone who is just travelling locally in our state that someone is trying to scam them,” he explained. “However, some of our neighboring states, such as New York and Massachusetts, have toll roads where our residents may have traveled. We are reminding people to double check the message’s phone number to see if it looks legitimate. Often, the ‘sender’ is using a nonsensical string of characters and numbers and that message should be reported as junk/spam and deleted. If someone did travel a toll road and has a

concern about an unpaid bill, it is always best to call the agency directly – such as E-Z Pass – to confirm.”

John Gleason, public relations director for the Utah Department of Transportation, said that while Utah does have toll roads, his agency never asks for payment via text message.



Image via CTDOT



Image via Utah DOT

“Many of the scammers are threatening negative consequences if the tolls go unpaid, but Utah DOT does not enforce penalties or seek legal action for individuals who have unpaid tolls,” he stressed. Some additional details gathered by Utah DOT through informal reports indicate that these toll scam texts are often sent by an international number.

“Additionally, the scam texts often have grammatical errors, repetitive or incomplete sentences, and an unusual usage of spacing between words or sentences,” he added.

“Finally, the link that texts often reference doesn’t make sense, as our main website and pages use ‘udot.utah.gov,’ not just ‘utah.gov.’”

Utah DOT also issued a [detailed news release](#) outlining to state residents how they can identify scam messages, how to block them, and where to go for help.

Other state DOTs – including the [Alabama Department of Transportation](#) and the [Arizona Department of Transportation](#) – have issued similar news releases.

Gleason added that Utah DOT is also requesting that anyone who receives a toll-claim message to submit reports to the FBI’s Internet Crime Complaint Center at <https://www.ic3.gov/>.

His agency is also working with the [International Bridge, Tunnel, and Turnpike Association](#), where fellow state DOTs and other transportation members warn each other about developing scams of this nature and craft strategies for responding to such events.

Meanwhile, New Hampshire DOT’s Lane said her agency is actively working to combat these toll text scams by collaborating with key partners at the state and national levels, such as the E-Z Pass Interagency Group – a nationwide coalition of toll

agencies – as well as the New Hampshire Governor’s Office and law enforcement partners, including the New Hampshire Department of Justice Consumer Protection and Antitrust Bureau.

CTDOT’s Morgan said his agency quickly opened communication channels with fellow state DOTs across the country to see if this toll scamming issue was isolated to Connecticut or was more widespread. “Based on our conversations, virtually every state is being impacted by these scams,” he said. “So, we continue to share information and resources with other state agencies, including the Connecticut State Police, to try to stop our residents from falling victim to this scam.”



Image via New Hampshire DOT

Universities Working on Rural Automated Vehicle Study

March 14, 2025



Researchers at several universities across the country are studying how autonomous vehicles or AVs could benefit rural communities; areas of nation where transportation services are often limited.

[Above photo by UW-Madison]

The University of Wisconsin-Madison (UW-Madison) and Oklahoma State University (OSU) are the lead schools sharing a \$15 million grant from U.S. Department of Transportation as part of a six-year project to develop AV solutions to improve mobility, such as enabling nondrivers to better access health care, groceries and other amenities, as well as helping people without vehicles commute to work.

That project – entitled “Tribal & Rural Autonomous Vehicles for Equity, Livability, and Safety” or TRAVELS – is divided into three phases, each lasting two years. The first focuses on identifying unique rural transportation needs, developing AV technology for rural environments and testing these technologies in rural areas. The second involves demonstrating and piloting solutions identified during the first phase. The final phase aims to deploy these solutions with private-sector partners.

“In addition to enabling AVs for passenger transport, we’re also working on critical technologies like high-precision mapping, communication between physical and digital infrastructure, and evaluating the policy impacts of AV adoption,” explained Tom Shi, an assistant professor leading the UW-Madison AV research team, in a [statement](#).

He added that while only 19 percent of the U.S. population and a quarter of all Americans aged 65 and older reside in rural communities, roughly 47 percent of all roadway fatalities occur on rural roads – a safety issue AVs could also help address.

"There are many rural and tribal residents around the country who are unable to access medical and health resources due to lack of reliable transportation to community centers," said Ed Kirtley, OSU's associate dean of engineering extension, in a [separate statement](#). "The project will result in tangible products, including the demonstration and deployment of AV services that directly benefit these communities."

The success of this project is attributed to the significant support from various stakeholders, added Joshua Li, the associate professor leading the OSU AV research team – noting that the TRAVELS consortium includes seven academic institutions, five industry leaders in multi-modal AV technologies, and 34 transportation agencies.

Li's team will play a key role in this project by focusing on infrastructure preparedness, along with the operational aspects of autonomous transportation.

"This includes physical infrastructure, such as roadways, lane markings and traffic signage, as well as communication infrastructure networks, such as V2X applications and connected vehicle systems," he noted. Additionally, the team will contribute to developing digital twins and high-definition maps, which are critical for AV deployment in rural and tribal areas that often lack such resources.

"This has been a team effort and we received significant support from our federal delegates, the Oklahoma Department of Transportation, several regional transportation planning organizations, and tribal nations such as the Choctaw and Cherokee, among others," Li said.



Prof. Tom Shi. Photo by UW-Madison.