



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

MAY 21, 2026

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



OTZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

May 21, 2026

12:00 – 1:30 p.m.

The Board of Directors will convene at the OTO offices.

The online public viewing of the meeting will be available on the OTO YouTube Page:

<https://www.youtube.com/@OzarksTransportation>

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

Call to OrderNOON

I. Administration

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

- B. Public Comment Period for All Agenda ItemsTab 12**

Individuals attending the meeting in person and requesting to speak are asked to fill out a public comment form prior to the meeting. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Individuals attending the meeting online and would like to comment must submit comments in writing by 5:00 p.m. on May 20, 2026, to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting will be included in the agenda packet under **Tab 12**.

- C. Adoption of the Consent AgendaTab 1**
(2 minutes/Cossey)

- 1. March 26, 2026 Minutes..... **Tab 1.A**
- 2. Financial Statements for 3rd Quarter FY2026 Budget Year **Tab 1.B**
- 3. FY 2026-2029 Transportation Improvement Program Amendment 5 **Tab 1.C**
- 4. FY 2026-2029 TIP Administrative Modification 4..... **Tab 1.D**

Any member may request removal of an item from the Consent Agenda at this time. Any item removed from the Consent Agenda will be considered at the end of the agenda. Abstentions may be noted for any item on the Consent Agenda. Adoption of the consent agenda will result in approval of all items included.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ADOPT THE CONSENT AGENDA

- D. Executive Director’s Report**
(5 minutes/Fields)

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

E. MoDOT Update

(5 minutes/MoDOT)

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

F. Legislative Reports

(5 minutes/Cossey)

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

G. Federal Funds Status UpdateTab 2

(2 minutes/Thomas)

Staff will provide an update on FY 2026 obligations.

II. New Business

A. FY 2027-2031 Statewide Transportation Improvement ProgramTab 3

(5 minutes/Fields)

The draft FY 2027-2031 Statewide Transportation Improvement Program (STIP) is included for review.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ENDORSE THE FY 2027-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

B. 2026 MoDOT High Priority Unfunded Needs ListTab 4

(5 minutes/Fields)

Staff will present the recommended 2026 MoDOT Unfunded Needs List which is financially constrained according to MoDOT’s request.

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

C. Wilson’s Creek/Republic Road Trail.....Tab 5

(5 minutes/Parks)

Board approval is requested to approve the OTO partnership with Ozark Greenways for the preliminary engineering of the Wilson’s Creek/Republic Road Trail.

Program Agreement

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE EXECUTIVE DIRECTOR TO ENTER INTO A PROGRAM AGREEMENT WITH MODOT FOR THE WILSON’S CREEK/REPUBLIC ROAD TRAIL ENGINEERING IN THE AMOUNT OF UP TO \$423,465 IN CARBON REDUCTION FUNDS

Memorandum of Agreement

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE EXECUTIVE DIRECTOR TO ENTER INTO A MEMORANDUM OF AGREEMENT WITH OZARK GREENWAYS FOR THE COST SHARE AND PROJECT ADMINISTRATION OF THE WILSON’S CREEK/REPUBLIC ROAD TRAIL ENGINEERING

Engineering Services Contract

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SOLICIT ENGINEERING SERVICES, ENTER INTO NEGOTIATIONS, AND EXECUTE THE CONTRACT FOR CONSULTANT SERVICES NOT TO EXCEED FIVE HUNDRED TWENTY-NINE THOUSAND, THREE HUNDRED THIRTY-ONE DOLLARS

- D. School Flasher Beacon ProcurementTab 6**
(5 minutes/Parks)

Board approval is requested for the procurement of the flashing zone beacon equipment awarded to the Logan-Rogersville R-VIII School District and the City of Republic.

Funding Agreement

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE EXECUTIVE DIRECTOR TO ENTER INTO A PROGRAM AGREEMENT WITH MODOT FOR THE FLASHING SCHOOL ZONE BEACON PROJECT IN THE AMOUNT OF UP TO \$250,000 IN CARBON REDUCTION FUNDS

Procurement

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED RESOLUTION TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ISSUE A FORMAL BID, SELECT THE LOWEST, RESPONSIBLE BIDDER, AND ENTER INTO A CONTRACT FOR FLASHING SCHOOL ZONE EQUIPMENT FOR AN AMOUNT NOT TO EXCEED FIFTY-SIX THOUSAND TWO HUNDRED FIFTY DOLLARS

- E. FY2027 Unified Planning Work Program.....Tab 7**
(5 minutes/Parks)

The Unified Planning Work Program, document that outlines the work that will be completed by OTO during the next fiscal year, is included for review and consideration.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY2027 UNIFIED PLANNING WORK PROGRAM

- F. FY2027 OTO Combined BudgetTab 8**
(5 minutes/Parks)

The draft FY2027 OTO Combined Budget is included for review and consideration.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY2027 OTO COMBINED OPERATIONAL BUDGET

- G. Proposed Bylaw AmendmentTab 9**
(5 minutes/Fields)

A Bylaw Amendment that includes a proposed dues increase is included for review and consideration.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE A BYLAW AMENDMENT TO INCREASE DUES BY 15 CENTS, FROM 47 CENTS TO 62 CENTS, AS RECOMMENDED BY STAFF

H. Destination Safe Streets Annual ReportTab 10
(5 minutes/Longpine)

As part of the Destination Safe Streets Safety Action Plan, the Annual Report provides an update on regional safety performance trends and summarizes progress on implementation.

NO ACTION REQUIRED – INFORMATIONAL ONLY

I. US 60 and US 65 Study UpdateTab 11
(5 minutes/Thomas)

An update will be provided on the US 60 and 65 Study, including timeline and plans for public engagement.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Board of Directors Member Announcements

(2 minutes/Board of Directors Members)

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

B. Transportation Issues for Board of Directors Member Review

(2 minutes/Board of Directors Members)

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

C. Articles for Board of Directors Member InformationTab 13
(Articles attached)

IV. Adjourn Meeting

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

The next Board of Directors regular meeting is scheduled for Thursday, July 16, 2026 at 12:00 p.m. in person. Please note, this is the fourth Thursday of the month.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM I.C.

Consent Agenda

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

AGENDA DESCRIPTION:

Items included on the Consent Agenda:

- 1.A.** March 26, 2026 Minutes
- 1.B.** Financial Statements for 3rd Quarter FY2026 Budget Year
- 1.C.** FY 2026-2029 Transportation Improvement Program Amendment 5
- 1.D.** FY 2026-2029 Transportation Improvement Program Administrative Modification 4

Any member may request removal of an item from the Consent Agenda at this time. Any item removed from the Consent Agenda will be considered at the end of the agenda. Abstentions may be noted for any item on the Consent Agenda.

Adoption of the consent agenda will result in approval of all items included.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to adopt the Consent Agenda.”

OR

“Move to adopt the Consent Agenda with the following changes...”

TAB 1.A.

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM I.C.1.A.

March 26, 2026 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors March 26, 2026 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Board of Directors March 26, 2026 meeting minutes”

OR

“Move to approve the Board of Directors March 26, 2026 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
MARCH 26, 2026**

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

The following members were present:

Steve Bach, Springfield Citizen-at-Large
Cecelie Cochran, FHWA (non-voting)
Jerry Compton, Citizen-at-Large
Travis Cossey, City of Nixa (a) (Chair)
Mark Crabtree, City of Battlefield
R.J. Flores, Christian Co Citizen-at-Large
Eric Franklin, City of Republic
Brandon Jenson, City of Springfield
Eric Johnson, City of Ozark (a)

Marshall Kinne, Springfield Citizen-at-Large
Derek Lee, City of Springfield
Frank Miller, MoDOT (non-voting)
Lynn Morris, Christian County
Dan Smith, City of Springfield (a)
Sandy Strecker, City of Strafford
Kelly Turner, City Utilities
Brian Weiler, Springfield-Branson Airport (a)

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

The following members were not present:

Rusty MacLachlan, Greene County
John Russell, Greene County

Mark Schenkelberg, FAA (non-voting)
Wes Young, City of Willard (a)

Others Present: Michael Ussery, Senator Schmitt's Office; Joseph DiCiolla, MoDOT; Scott Bachman, City of Springfield; Sean Matlock, OWN, Inc.; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, Natasha Longpine, Debbie Parks, and Jen Thomas, Ozarks Transportation Organization.

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

I. Administration

A quorum was present.

A. Approval of Board of Directors Meeting Agenda

Brandon Jenson made a motion to approve the March 26, 2026 agenda. Steve Bach seconded the motion. The motion passed.

B. Approval of January 15, 2026 Minutes

Derek Lee made a motion to approve the January 15, 2025 minutes. Eric Franklin seconded the motion. The motion passed.

C. Public Comment Period for All Agenda Items

The Chair advised there were public comments included in the packet and then asked for comments and questions. There were no in-person or online comments.

D. Executive Director’s Report

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

E. MoDOT Update

Frank Miller provided the MoDOT update.

F. Legislative Reports

Michael Ussery provided a Legislative update.

II. New Business

A. FY2025 Independent Financial Statement Audit Report

Eric Johnson, OTO Treasurer, presented the FY2025 Independent Financial Statement Audit Report. The Auditor’s opinion states that the financial statements were presented fairly in all material aspects. There were no findings included as part of this audit.

Brandon Jenson made a motion to accept the FY2025 Independent Financial Statement Audit Report. Eric Franklin seconded the motion. The motion passed.

B. Financial Statements for 2nd Quarter FY2026 Budget Year

Debbie Parks reviewed the financial statements for the 2nd quarter of the FY2026 budget year.

Derek Lee made a motion to accept the Second Quarter Financial Statements for the FY2026 Budget Year. Dan Smith seconded the motion. The motion passed.

C. FY2026 UPWP Amendment One

Debbie Parks highlighted proposed Amendment One to the FY2026 UPWP.

Marshall Kinne made a motion to approve the FY2026 UPWP Amendment One. Kelly Turner seconded the motion. The motion passed.

D. FY 2026-2029 TIP Amendment Four

Natasha Longpine presented Amendment Four to the FY 2026-2029 Transportation Improvement Program.

1. *NEW* Route D Bridge Improvement (GR2602)
2. *NEW* I-44 and US65 Interchange Improvements (SP2615)

Dan Smith made a motion to approve the FY 2026-2029 Transportation Improvement Program Amendment Four. Steve Bach seconded the motion. The motion passed.

E. Flashing School Zone Beacon Funding Recommendation

David Knaut shared the proposed funding to be awarded to the Logan-Rogersville R-VIII School District and the City of Republic for school zone beacons.

1. Logan-Rogersville R-VIII School District – Four flashing beacon sets on S. State Highway 125 between E. Farm Road 170 and NE Outer Road

2. City of Republic – Two flashing beacons sets on S. State Route N between W. North St and W. State Highway 174

Brandon Jenson made a motion to approve funding for the submitted school zone beacon projects. Jerry Compton seconded the motion. The motion passed.

F. FTA 5310 Non-Traditional Funding Award

David Knaut reviewed the proposed funding award of FTA 5310 funding to City Utilities.

Marshall Kinne made a motion to approve award of FTA 5310 funds for FY 2024-2026 in the amount of \$476,438 to City Utilities Transit. Brian Weiler seconded the motion. The motion passed.

G. FY 2026-2029 Administrative Modification 3

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

1. Finley River Trail Western Expansion Phase I (EN2607)
2. I-44 Safety Project (MO2521)
3. N. Old Orchard Road Improvements (ST2202)

This was informational only. No action was required.

H. Growth Trends Report

Dave Faucett presented the OTO Growth Trends Report.

This was informational only. No action was required.

III. Other Business

A. Board of Directors Member Announcements

Eric Johnson shared the Chadwick Flyer Ribbon Cutting will be May 14th. Invitations will be sent out approximately 2 weeks before.

Sara Fields reported that the Missouri Highways and Transportation Commission will be conducting their June 3rd meeting in Springfield at the White River Conference Center at Bass Pro.

B. Transportation Issues for Board of Directors Member Review

Dan Smith stated the City of Springfield has received a request from southeast Missouri to look at the feasibility of a new interstate, I-66.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

Brandon Jenson made a motion to adjourn. Eric Franklin seconded the motion. The motion passed.

The meeting was adjourned at 1:01 p.m.

DRAFT

TAB 1.B.

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM I.C.1.B.

3rd Quarter FY2026 Financial Statements

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

AGENDA DESCRIPTION:

Included for consideration are the financial statements for the 3rd Quarter FY2026. This period includes July 1, 2025, through March 31, 2026. The agenda packet is divided into several budget financial statements: OTO Combined Financial Statements, Operations, UPWP, Carbon Reduction Multi Trail Projects, and STBG Studies Financial Statements.

Section One – Combined Financial Statements

- Statement of Financial Position
The Current Assets were \$987,219.73 on March 31, 2026. The current assets include Revenue Receivables in the amount of \$340,527.96.
- The Operating Fund Balance Report shows the OTO had a fund balance of \$842,756.24 at the end of March. There is \$441,851 in restricted project match included in the fund balance; the unrestricted fund balance is \$400,851. This balance is within the 6-month range set for expenses. The report shows the available bank balances as of March 31, 2026.
- Statement of Financial Income and Expense
This report shows all income and revenue for all sources broken out by project type. The total OTO revenue from all sources was \$1,579,171. The total OTO expenditures for all projects and operations were \$1,338,500.

Section Two – Operations Financial Statements

- Profit and Loss Statement
During this period, revenues exceeded expenses in the amount of \$1,096 during the fiscal year.
- Budget vs. Actual
The OTO budgeted expenses of \$1,590,383 for the budget year. Actual expenses through the third quarter of FY2026 are \$1,035,999. This is 65.1% of budgeted expenses.

Section Three – UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual
The UPWP Financial statements include the amount of in-kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP expenses are 62.3% of the budgeted \$1,629,204. The UPWP expense reports exclude OTO operational expenses that are not eligible for federal reimbursement.

The OTO utilized \$42,067 of in-Kind match income. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

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

Section Four – Carbon Reduction Multi Trail Projects Financial Statements

- *Profit and Loss Statement*
During this period, revenues exceeded expenditures in the amount of \$92,096. Part of the local match came in the prior fiscal year so is not reflected in profit and loss statement.
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$887,172 for the budget year. Actual expenses for the third quarter are \$260,433. Projects remaining for FY2026 include Kali Springs Connector Trail Engineering, Blue Stem Trail Engineering, Ward Branch Trail Engineering and Construction, South Creek Trail Engineering, and Finley River Trail-Western Expansion Engineering.

Section Five – STBG Studies Financial Statements

- This report shows the budgeted funds for the US-60/US-65 Study. The project started during the third quarter with the project match funds being received in the amount of \$200,000. No invoices were received for payment as of March 31, 2026.

BOARD OF DIRECTORS ACTION REQUESTED:

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

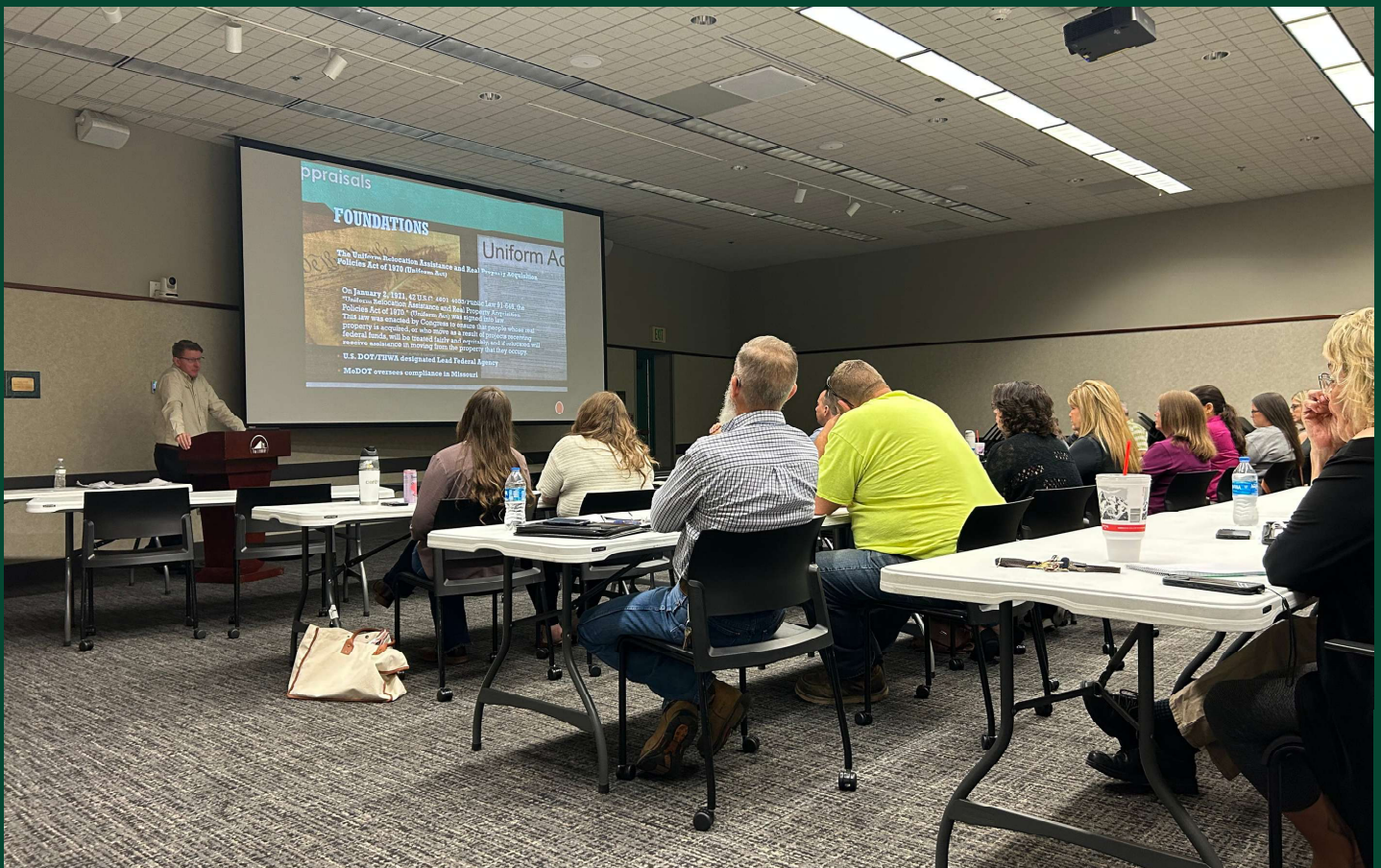
“Move to accept the 3rd Quarter Financial Statements for the FY2026 Budget Year.”

OR

“Move to return to staff the 3rd Quarter Financial Statements for the FY2026 Budget Year in order to...”

Ozarks Transportation Organization

FINANCIAL REPORT



FY2026 3rd Quarter Financial Statements

Prepared by

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

www.ozarkstransportation.org



OTO COMBINED FINANCIAL FINANCIAL STATEMENTS

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



Ozarks Transportation Organization Statement of Financial Position

As of March 31, 2026

	<u>Mar 31, 26</u>	<u>Mar 31, 25</u>	<u>\$ Change</u>	<u>% Change</u>
ASSETS				
Current Assets				
Checking/Savings				
Arvest Bank Operational Checkin	344,499.31	410,353.23	-65,853.92	-16.1%
Arvest Bank Special Projects	88,602.06	35,518.42	53,083.64	149.5%
Arvest COD 378366	106,795.20	103,766.07	3,029.13	2.9%
Arvest COD 378368	106,795.20	103,766.07	3,029.13	2.9%
Total Checking/Savings	<u>646,691.77</u>	<u>653,403.79</u>	<u>-6,712.02</u>	<u>-1.0%</u>
Accounts Receivable	340,527.96	84,052.75	256,475.21	305.1%
Other Current Assets	0.00	19,241.42	-19,241.42	-100.0%
Total Current Assets	<u>987,219.73</u>	<u>756,697.96</u>	<u>230,521.77</u>	<u>30.5%</u>
TOTAL ASSETS	<u>987,219.73</u>	<u>756,697.96</u>	<u>230,521.77</u>	<u>30.5%</u>
LIABILITIES & EQUITY				
Liabilities				
Current Liabilities				
Accounts Payable	4,147.08	77,067.39	-72,920.31	-94.6%
Credit Cards	4,862.22	6,542.89	-1,680.67	-25.7%
Other Current Liabilities	-1,419.68	-3,195.45	1,775.77	55.6%
Total Current Liabilities	<u>7,589.62</u>	<u>80,414.83</u>	<u>-72,825.21</u>	<u>-90.6%</u>
Total Liabilities	7,589.62	80,414.83	-72,825.21	-90.6%
Equity	979,630.11	676,283.13	303,346.98	44.9%
TOTAL LIABILITIES & EQUITY	<u>987,219.73</u>	<u>756,697.96</u>	<u>230,521.77</u>	<u>30.5%</u>

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

Monthly Ending Bank Balance

Date	Arvest Operational	Arvest Special Projects	Arvest CD #1	Arvest CD #2	Total Balance
7/31/2025	\$281,410.75	\$95,192.12	\$104,831.23	\$104,381.23	\$585,815.33
8/31/2025	\$313,716.16	\$74,794.34	\$105,099.22	\$105,099.22	\$598,708.94
9/30/2025	\$345,448.40	\$85,958.90	\$105,367.90	\$105,367.90	\$642,143.10
10/31/2025	\$321,817.67	\$52,351.96	\$105,637.27	\$105,637.27	\$585,444.17
11/30/2025	\$346,424.47	\$25,133.63	\$105,894.77	\$105,894.77	\$583,347.64
12/31/2025	\$324,422.45	\$55,289.10	\$106,139.40	\$106,139.40	\$591,990.35
1/31/2026	\$250,303.21	\$139,841.68	\$106,357.55	\$106,357.55	\$602,859.99
2/28/2026	\$285,887.69	\$111,759.34	\$106,576.15	\$106,576.15	\$610,799.33
3/31/2026	\$354,642.48	\$88,602.06	\$106,795.20	\$106,795.20	\$656,834.94
4/30/2026					\$0.00
5/31/2026					\$0.00
6/30/2026					\$0.00

Balance After Liabilities

OPERATIONAL FUND		SPECIAL PROJECTS FUND		INVESTMENTS	
Arvest Operational Bank Balances 3/31/2026	\$354,642.48	Arvest Special Project Balances 3/31/2026	\$88,602.06	Arvest Certificate of Deposit Balances 3/31/2026	\$213,590.40
Outstanding Checking Withdrawals	(\$10,143.17)	Outstanding Checking Withdrawals	\$0.00	Outstanding Checking Withdrawals	\$0.00
General Ledger Balance	\$344,499.31	General Ledger Balance	\$88,602.06	General Ledger Balance	\$213,590.40
Prior Month Recievables Not Received	\$78,776.79	Prior Month Recievables Not Received	\$0.00	Prior Month Recievables Not Received	\$0.00
Current Month Recievables	\$100,079.62	Current Month Recievables	\$17,208.06	Current Month Recievables	\$0.00
Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00	Other Outstanding Liabilities	\$0.00
Total Equity 3/31/2025	\$523,355.72	Total Equity 3/31/2025	\$105,810.12	Total Equity 3/31/2025	\$213,590.40

All Funds Balance \$842,756.24
 Restricted Balance (\$441,851.00) (CU and Project Match)
 Unrestricted Fund \$400,905.24

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

Ozarks Transportation Organization
Statement of Financial Income and Expense
July 2025 through March 2026

	100 OTO Operations	200 UPWP	610 CRP Trail Projects	630 STBG Studies	TOTAL
Ordinary Income/Expense					
Income					
Other Types of Income					
In-Kind Match	\$ -	\$ 42,067.86	\$ -	\$ -	\$ 42,067.86
Interest Revenue	\$ 10,454.85	\$ -	\$ -	\$ -	\$ 10,454.85
Total Other Types of Income	\$ 10,454.85	\$ 42,067.86	\$ -	\$ -	\$ 52,522.71
OTO Revenue					
Carbon Reduction Program Funds	\$ -	\$ -	\$ 203,156.71	\$ -	\$ 203,156.71
Consolidated Planning Grant CPG	\$ 725,659.30	\$ -	\$ -	\$ -	\$ 725,659.30
Local Jdx Dues/Project Fees	\$ 194,195.76	\$ -	\$ -	\$ -	\$ 194,195.76
Local Jdx Studies Match	\$ 9,910.99	\$ -	\$ -	\$ -	\$ 9,910.99
Project Match	\$ -	\$ -	\$ 149,373.31	\$ 200,000.00	\$ 349,373.31
Surface Trans Block Grant	\$ 96,875.62	\$ -	\$ -	\$ -	\$ 96,875.62
Total OTO Revenue	\$ 1,026,641.67	\$ -	\$ 352,530.02	\$ 200,000.00	\$ 1,579,171.69
Total Income	\$ 1,037,096.52	\$ 42,067.86	\$ 352,530.02	\$ 200,000.00	\$ 1,631,694.40
Gross Profit	\$ 1,037,096.52	\$ 42,067.86	\$ 352,530.02	\$ 200,000.00	\$ 1,631,694.40
Expense					
Building					
Building Lease	\$ 45,500.00	\$ -	\$ -	\$ -	\$ 45,500.00
Common Area Main Exp	\$ 23,778.25	\$ -	\$ -	\$ -	\$ 23,778.25
Maintenance	\$ 784.32	\$ -	\$ -	\$ -	\$ 784.32
Office Cleaning	\$ 6,300.00	\$ -	\$ -	\$ -	\$ 6,300.00
Utilities	\$ 2,467.25	\$ -	\$ -	\$ -	\$ 2,467.25
Total Building	\$ 78,829.82	\$ -	\$ -	\$ -	\$ 78,829.82
Commodities					
Office Supplies/Furniture	\$ 3,370.52	\$ -	\$ -	\$ -	\$ 3,370.52

	100 OTO Operations	200 UPWP	610 CRP Trail Projects	630 STBG Studies	TOTAL
OTO Media/Advertising	\$ 11,000.00	\$ -	\$ -	\$ -	\$ 11,000.00
OTO Promotional Items	\$ 3,313.33	\$ -	\$ -	\$ -	\$ 3,313.33
Public Input Promotional Items	\$ 527.58	\$ -	\$ -	\$ -	\$ 527.58
Public Involvement Advertising	\$ 4,500.00	\$ -	\$ -	\$ -	\$ 4,500.00
Publications	\$ 634.55	\$ -	\$ -	\$ -	\$ 634.55
Total Commodities	\$ 23,345.98	\$ -	\$ -	\$ -	\$ 23,345.98
In-Kind Match Expense					
Direct Cost - MoDOT Salaries	\$ -	\$ 32,402.10	\$ -	\$ -	\$ 32,402.10
Member Attendance at Meetings	\$ -	\$ 9,665.76	\$ -	\$ -	\$ 9,665.76
Total In-Kind Match Expense	\$ -	\$ 42,067.86	\$ -	\$ -	\$ 42,067.86
Information Technology					
Computer Upgrades/Equip Replace	\$ 3,274.34	\$ -	\$ -	\$ -	\$ 3,274.34
GIS Licenses	\$ 4,433.12	\$ -	\$ -	\$ -	\$ 4,433.12
IT Maintenance Contract	\$ 10,362.24	\$ -	\$ -	\$ -	\$ 10,362.24
Software	\$ 4,662.81	\$ -	\$ -	\$ -	\$ 4,662.81
Webhosting	\$ 1,826.52	\$ -	\$ -	\$ -	\$ 1,826.52
Total Information Technology	\$ 24,559.03	\$ -	\$ -	\$ -	\$ 24,559.03
Insurance					
Automobile Insurance	\$ 577.50	\$ -	\$ -	\$ -	\$ 577.50
Errors & Omissions	\$ 5,847.05	\$ -	\$ -	\$ -	\$ 5,847.05
General Liability/Property	\$ 5,891.00	\$ -	\$ -	\$ -	\$ 5,891.00
Workers Compensation	\$ 1,408.00	\$ -	\$ -	\$ -	\$ 1,408.00
Total Insurance	\$ 13,723.55	\$ -	\$ -	\$ -	\$ 13,723.55
Operating					
Bank Fees	\$ 675.46	\$ -	\$ -	\$ -	\$ 675.46
Dues/Memberships	\$ 5,947.92	\$ -	\$ -	\$ -	\$ 5,947.92
Education/Training/Travel	\$ 22,752.49	\$ -	\$ -	\$ -	\$ 22,752.49
Legal/Bid Notices	\$ 326.00	\$ -	\$ -	\$ -	\$ 326.00
Meeting Expense	\$ 5,994.92	\$ -	\$ -	\$ -	\$ 5,994.92
Postage/Postal Services	\$ 419.00	\$ -	\$ -	\$ -	\$ 419.00
Printing/Mapping Services	\$ 879.80	\$ -	\$ -	\$ -	\$ 879.80

	100 OTO Operations	200 UPWP	610 CRP Trail Projects	630 STBG Studies	TOTAL
Staff Mileage Reimbursement	\$ 1,872.79	\$ -	\$ -	\$ -	\$ 1,872.79
Telephone/Internet	\$ 5,977.60	\$ -	\$ -	\$ -	\$ 5,977.60
Vehicle	\$ 35,719.00	\$ -	\$ -	\$ -	\$ 35,719.00
Vehicle Maintenance/Fuel	\$ 1,303.27	\$ -	\$ -	\$ -	\$ 1,303.27
Total Operating	\$ 81,868.25	\$ -	\$ -	\$ -	\$ 81,868.25
Personnel					
Mobile Data Plans	\$ 1,770.93	\$ -	\$ -	\$ -	\$ 1,770.93
Payroll Services	\$ 2,704.50	\$ -	\$ -	\$ -	\$ 2,704.50
Professional Services (Acct, HR)	\$ 27,368.80	\$ -	\$ -	\$ -	\$ 27,368.80
Salaries and Fringe	\$ 739,497.91	\$ -	\$ -	\$ -	\$ 739,497.91
Total Personnel	\$ 771,342.14	\$ -	\$ -	\$ -	\$ 771,342.14
Services					
Data Acquisition	\$ 3,854.99	\$ -	\$ -	\$ -	\$ 3,854.99
Legislative Education	\$ 4,512.22	\$ -	\$ -	\$ -	\$ 4,512.22
TIP Tool Maintenance	\$ 20,053.74	\$ -	\$ -	\$ -	\$ 20,053.74
Trail Counters	\$ 5,610.00	\$ -	\$ -	\$ -	\$ 5,610.00
Trans Consulting Services	\$ 8,300.00	\$ -	\$ 260,433.04	\$ -	\$ 268,733.04
Total Services	\$ 42,330.95	\$ -	\$ 260,433.04	\$ -	\$ 302,763.99
Total Expense	\$ 1,035,999.72	\$ 42,067.86	\$ 260,433.04	\$ -	\$ 1,338,500.62
Net Ordinary Income	\$ 1,096.80	\$ -	\$ 92,096.98	\$ 200,000.00	\$ 293,193.78
Net Income	\$ 1,096.80	\$ -	\$ 92,096.98	\$ 200,000.00	\$ 293,193.78



OPERATIONAL FINANCIAL REPORTS

Excludes the special project grant budgets and in-kind



Ozarks Transportation Organization
Operational Profit & Loss
 July 2025 through March 2026

	Jul '25 - Mar 26
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Revenue	10,454.85
Total Other Types of Income	10,454.85
OTO Revenue	
Consolidated Planning Grant CPG	725,659.30
Local Jdx Dues/Project Fees	194,195.76
Local Jdx Studies Match	9,910.99
Surface Trans Block Grant	96,875.62
Total OTO Revenue	1,026,641.67
Total Income	1,037,096.52
Gross Profit	1,037,096.52
Expense	
Building	
Building Lease	45,500.00
Common Area Main Exp	23,778.25
Maintenance	784.32
Office Cleaning	6,300.00
Utilities	2,467.25
Total Building	78,829.82
Commodities	
Office Supplies/Furniture	3,370.52
OTO Media/Advertising	11,000.00
OTO Promotional Items	3,313.33
Public Input Promotional Items	527.58
Public Involvement Advertising	4,500.00
Publications	634.55
Total Commodities	23,345.98
Information Technology	
Computer Upgrades/Equip Replace	3,274.34
GIS Licenses	4,433.12
IT Maintenance Contract	10,362.24
Software	4,662.81
Webhosting	1,826.52
Total Information Technology	24,559.03
Insurance	
Automobile Insurance	577.50
Errors & Omissions	5,847.05
General Liability/Property	5,891.00
Workers Compensation	1,408.00
Total Insurance	13,723.55
Operating	
Bank Fees	675.46
Dues/Memberships	5,947.92
Education/Training/Travel	22,752.49

	<u>Jul '25 - Mar 26</u>
Legal/Bid Notices	326.00
Meeting Expense	5,994.92
Postage/Postal Services	419.00
Printing/Mapping Services	879.80
Public Input Event Registration	0.00
Staff Mileage Reimbursement	1,872.79
Telephone/Internet	5,977.60
Vehicle	35,719.00
Vehicle Maintenance/Fuel	1,303.27
Total Operating	81,868.25
Personnel	
Mobile Data Plans	1,770.93
Payroll Services	2,704.50
Professional Services (Acct, HR	27,368.80
Salaries and Fringe	739,497.91
Total Personnel	771,342.14
Services	
Data Acquisition	3,854.99
Legislative Education	4,512.22
TIP Tool Maintenance	20,053.74
Trail Counters	5,610.00
Trans Consulting Services	8,300.00
Total Services	42,330.95
Total Expense	1,035,999.72
Net Ordinary Income	1,096.80
Net Income	1,096.80

Ozarks Transportation Organization Operational Budget vs. Actual

July 2025 through March 2026

	Jul '25 - Mar 26	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Revenue	10,454.85	10,000.00	454.85	104.5%
Miscellaneous Revenue	0.00	200.00	-200.00	0.0%
Total Other Types of Income	10,454.85	10,200.00	254.85	102.5%
OTO Revenue				
Consolidated Planning Grant CPG	725,659.30	1,052,050.00	-326,390.70	69.0%
Local Jdx Dues/Project Fees	194,195.76	197,196.00	-3,000.24	98.5%
Local Jdx Studies Match	9,910.99	20,000.00	-10,089.01	49.6%
Surface Trans Block Grant	96,875.62	268,019.00	-171,143.38	36.1%
Total OTO Revenue	1,026,641.67	1,537,265.00	-510,623.33	66.8%
Total Income	1,037,096.52	1,547,465.00	-510,368.48	67.0%
Gross Profit	1,037,096.52	1,547,465.00	-510,368.48	67.0%
Expense				
Building				
Building Lease	45,500.00	54,060.00	-8,560.00	84.2%
Common Area Main Exp	23,778.25	22,000.00	1,778.25	108.1%
Maintenance	784.32	1,000.00	-215.68	78.4%
Office Cleaning	6,300.00	9,000.00	-2,700.00	70.0%
Utilities	2,467.25	3,300.00	-832.75	74.8%
Total Building	78,829.82	89,360.00	-10,530.18	88.2%
Commodities				
Office Supplies/Furniture	3,370.52	5,000.00	-1,629.48	67.4%
OTO Media/Advertising	11,000.00	10,000.00	1,000.00	110.0%
OTO Promotional Items	3,313.33	4,000.00	-686.67	82.8%
Public Input Promotional Items	527.58	1,000.00	-472.42	52.8%
Public Involvement Advertising	4,500.00	10,000.00	-5,500.00	45.0%
Publications	634.55	700.00	-65.45	90.7%
Total Commodities	23,345.98	30,700.00	-7,354.02	76.0%
Information Technology				
Computer Upgrades/Equip Replace	3,274.34	7,000.00	-3,725.66	46.8%
GIS Licenses	4,433.12	7,000.00	-2,566.88	63.3%
IT Maintenance Contract	10,362.24	13,903.00	-3,540.76	74.5%
Software	4,662.81	4,500.00	162.81	103.6%
Webhosting	1,826.52	4,200.00	-2,373.48	43.5%
Total Information Technology	24,559.03	36,603.00	-12,043.97	67.1%
Insurance				
Automobile Insurance	577.50	2,000.00	-1,422.50	28.9%
Errors & Omissions	5,847.05	6,265.00	-417.95	93.3%
General Liability/Property	5,891.00	5,258.00	633.00	112.0%
Network Defender	0.00	1,560.00	-1,560.00	0.0%
Workers Compensation	1,408.00	2,000.00	-592.00	70.4%
Total Insurance	13,723.55	17,083.00	-3,359.45	80.3%
Operating				
Bank Fees	675.46	500.00	175.46	135.1%
Dues/Memberships	5,947.92	8,000.00	-2,052.08	74.3%
Education/Training/Travel	22,752.49	29,000.00	-6,247.51	78.5%
Legal/Bid Notices	326.00	600.00	-274.00	54.3%
Meeting Expense	5,994.92	9,000.00	-3,005.08	66.6%
Postage/Postal Services	419.00	600.00	-181.00	69.8%
Printing/Mapping Services	879.80	2,500.00	-1,620.20	35.2%
Staff Mileage Reimbursement	1,872.79	4,000.00	-2,127.21	46.8%
Telephone/Internet	5,977.60	7,000.00	-1,022.40	85.4%
Vehicle	35,719.00	35,000.00	719.00	102.1%
Vehicle Maintenance/Fuel	1,303.27	2,400.00	-1,096.73	54.3%
Total Operating	81,868.25	98,600.00	-16,731.75	83.0%

	<u>Jul '25 - Mar 26</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Personnel				
Mobile Data Plans	1,770.93	3,240.00	-1,469.07	54.7%
Payroll Services	2,704.50	3,200.00	-495.50	84.5%
Professional Services (Acct, HR)	27,368.80	55,000.00	-27,631.20	49.8%
Salaries and Fringe	739,497.91	1,032,247.00	-292,749.09	71.6%
Total Personnel	<u>771,342.14</u>	<u>1,093,687.00</u>	<u>-322,344.86</u>	<u>70.5%</u>
Services				
Data Acquisition	3,854.99	30,000.00	-26,145.01	12.8%
Legislative Education	4,512.22	9,000.00	-4,487.78	50.1%
Rideshare	0.00	250.00	-250.00	0.0%
TIP Tool Maintenance	20,053.74	24,685.00	-4,631.26	81.2%
Trail Counters	5,610.00	5,415.00	195.00	103.6%
Trans Consulting Services	8,300.00	150,000.00	-141,700.00	5.5%
Travel Demand Model Update	0.00	5,000.00	-5,000.00	0.0%
Total Services	<u>42,330.95</u>	<u>224,350.00</u>	<u>-182,019.05</u>	<u>18.9%</u>
Total Expense	<u>1,035,999.72</u>	<u>1,590,383.00</u>	<u>-554,383.28</u>	<u>65.1%</u>
Net Ordinary Income	<u>1,096.80</u>	<u>-42,918.00</u>	<u>44,014.80</u>	<u>-2.6%</u>
Net Income	<u>1,096.80</u>	<u>-42,918.00</u>	<u>44,014.80</u>	<u>-2.6%</u>



UNIFIED PLANNING WORK PROGRAM (UPWP) FINANCIAL REPORTS

Includes in-kind and excludes OTO only items.



Ozarks Transportation Organization
UPWP Profit & Loss
July 2025 through March 2026

	Jul '25 - Mar 26
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match	42,067.86
Total Other Types of Income	42,067.86
OTO Revenue	
Consolidated Planning Grant CPG	725,659.30
Local Jdx Dues/Project Fees	194,195.76
Local Jdx Studies Match	9,910.99
Surface Trans Block Grant	96,875.62
Total OTO Revenue	1,026,641.67
Total Income	1,068,709.53
Gross Profit	1,068,709.53
Expense	
Building	
Building Lease	45,500.00
Common Area Main Exp	23,778.25
Maintenance	784.32
Office Cleaning	6,300.00
Utilities	2,467.25
Total Building	78,829.82
Commodities	
Office Supplies/Furniture	3,343.52
Public Input Promotional Items	527.58
Public Involvement Advertising	4,500.00
Publications	551.23
Total Commodities	8,922.33
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	32,402.10
Member Attendance at Meetings	9,665.76
Total In-Kind Match Expense	42,067.86
Information Technology	
Computer Upgrades/Equip Replace	3,274.34
GIS Licenses	4,433.12
IT Maintenance Contract	10,362.24
Software	2,005.40
Webhosting	1,567.77
Total Information Technology	21,642.87
Insurance	
Automobile Insurance	577.50
Workers Compensation	1,408.00
Total Insurance	1,985.50
Operating	
Dues/Memberships	4,934.59
Education/Training/Travel	15,150.14

	<u>Jul '25 - Mar 26</u>
Legal/Bid Notices	326.00
Meeting Expense	5,245.31
Postage/Postal Services	89.84
Printing/Mapping Services	879.80
Public Input Event Registration	0.00
Staff Mileage Reimbursement	1,872.79
Telephone/Internet	5,977.60
Vehicle	35,719.00
Vehicle Maintenance/Fuel	1,273.81
Total Operating	71,468.88
Personnel	
Mobile Data Plans	1,770.93
Payroll Services	2,704.50
Professional Services (Acct, HR)	13,868.80
Salaries and Fringe	739,497.91
Total Personnel	757,842.14
Services	
Data Acquisition	600.00
TIP Tool Maintenance	18,066.24
Trail Counters	5,610.00
Trans Consulting Services	8,300.00
Total Services	32,576.24
Total Expense	1,015,335.64
Net Ordinary Income	53,373.89
Net Income	<u>53,373.89</u>

**Ozarks Transportation Organization
UPWP Budget vs. Actual
July 2025 through March 2026**

	Jul '25 - Mar 26	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match	42,067.86	80,321.00	-38,253.14	52.4%
Total Other Types of Income	42,067.86	80,321.00	-38,253.14	52.4%
OTO Revenue				
Consolidated Planning Grant CPG	725,659.30	1,052,051.00	-326,391.70	69.0%
Local Jdx Dues/Project Fees	194,195.76	197,196.00	-3,000.24	98.5%
Local Jdx Studies Match	9,910.99	20,000.00	-10,089.01	49.6%
Surface Trans Block Grant	96,875.62	268,019.00	-171,143.38	36.1%
Total OTO Revenue	1,026,641.67	1,537,266.00	-510,624.33	66.8%
Total Income	1,068,709.53	1,617,587.00	-548,877.47	66.1%
Gross Profit	1,068,709.53	1,617,587.00	-548,877.47	66.1%
Expense				
Building				
Building Lease	45,500.00	54,060.00	-8,560.00	84.2%
Common Area Main Exp	23,778.25	22,000.00	1,778.25	108.1%
Maintenance	784.32	1,000.00	-215.68	78.4%
Office Cleaning	6,300.00	9,000.00	-2,700.00	70.0%
Utilities	2,467.25	3,300.00	-832.75	74.8%
Total Building	78,829.82	89,360.00	-10,530.18	88.2%
Commodities				
Office Supplies/Furniture	3,343.52	5,000.00	-1,656.48	66.9%
Public Input Promotional Items	527.58	1,000.00	-472.42	52.8%
Public Involvement Advertising	4,500.00	10,000.00	-5,500.00	45.0%
Publications	551.23	700.00	-148.77	78.7%
Total Commodities	8,922.33	16,700.00	-7,777.67	53.4%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	32,402.10	50,321.00	-17,918.90	64.4%
Member Attendance at Meetings	9,665.76	30,000.00	-20,334.24	32.2%
Total In-Kind Match Expense	42,067.86	80,321.00	-38,253.14	52.4%
Information Technology				
Computer Upgrades/Equip Replace	3,274.34	7,000.00	-3,725.66	46.8%
GIS Licenses	4,433.12	7,000.00	-2,566.88	63.3%
IT Maintenance Contract	10,362.24	13,903.00	-3,540.76	74.5%
Software	2,005.40	4,500.00	-2,494.60	44.6%
Webhosting	1,567.77	4,200.00	-2,632.23	37.3%
Total Information Technology	21,642.87	36,603.00	-14,960.13	59.1%
Insurance				
Automobile Insurance	577.50	2,000.00	-1,422.50	28.9%
Errors & Omissions	0.00	6,265.00	-6,265.00	0.0%
General Liability/Property	0.00	5,258.00	-5,258.00	0.0%
Network Defender	0.00	1,560.00	-1,560.00	0.0%
Workers Compensation	1,408.00	2,000.00	-592.00	70.4%
Total Insurance	1,985.50	17,083.00	-15,097.50	11.6%
Operating				
Dues/Memberships	4,934.59	8,000.00	-3,065.41	61.7%
Education/Training/Travel	15,150.14	29,000.00	-13,849.86	52.2%
Legal/Bid Notices	326.00	600.00	-274.00	54.3%
Meeting Expense	5,245.31	9,000.00	-3,754.69	58.3%
Postage/Postal Services	89.84	600.00	-510.16	15.0%
Printing/Mapping Services	879.80	2,500.00	-1,620.20	35.2%
Staff Mileage Reimbursement	1,872.79	4,000.00	-2,127.21	46.8%
Telephone/Internet	5,977.60	7,000.00	-1,022.40	85.4%
Vehicle	35,719.00	35,000.00	719.00	102.1%
Vehicle Maintenance/Fuel	1,273.81	2,400.00	-1,126.19	53.1%
Total Operating	71,468.88	98,100.00	-26,631.12	72.9%

	<u>Jul '25 - Mar 26</u>	<u>Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>
Personnel				
Mobile Data Plans	1,770.93	3,240.00	-1,469.07	54.7%
Payroll Services	2,704.50	3,200.00	-495.50	84.5%
Professional Services (Acct, HR)	13,868.80	37,000.00	-23,131.20	37.5%
Salaries and Fringe	739,497.91	1,032,247.00	-292,749.09	71.6%
Total Personnel	<u>757,842.14</u>	<u>1,075,687.00</u>	<u>-317,844.86</u>	<u>70.5%</u>
Services				
Data Acquisition	600.00	30,000.00	-29,400.00	2.0%
Rideshare	0.00	250.00	-250.00	0.0%
TIP Tool Maintenance	18,066.24	24,685.00	-6,618.76	73.2%
Trail Counters	5,610.00	5,415.00	195.00	103.6%
Trans Consulting Services	8,300.00	150,000.00	-141,700.00	5.5%
Travel Demand Model Update	0.00	5,000.00	-5,000.00	0.0%
Total Services	<u>32,576.24</u>	<u>215,350.00</u>	<u>-182,773.76</u>	<u>15.1%</u>
Total Expense	<u>1,015,335.64</u>	<u>1,629,204.00</u>	<u>-613,868.36</u>	<u>62.3%</u>
Net Ordinary Income	<u>53,373.89</u>	<u>-11,617.00</u>	<u>64,990.89</u>	<u>-459.4%</u>
Net Income	<u>53,373.89</u>	<u>-11,617.00</u>	<u>64,990.89</u>	<u>-459.4%</u>

Ozarks Transportation Organization

FY 2026 Unified Planning Work Program Third Quarter Report

Period January 1, 2026 to March 31, 2026

Task 1 – UPWP Program Management and Coordination (67% Complete)

FY 2026 second quarter report. Audit was presented at March 2026 Board meeting. Continued to track and monitor contracts and payments. Finalized and executed the US-60/US-65 Study Intergovernmental Agreements and consultant contract. Added a TEAP project for Christian County through Amendment One to the UPWP. Maintained websites and social media pages, as well as managed network services. Continued monitoring of federal and state planning guidance and certification requirements to ensure ongoing compliance with the metropolitan transportation planning process.

Travel and Training

- MoDOT Annual Planning Partner Meeting
- OSITE Meetings
- OMS APA Meetings
- AMPO Policy Board Meetings
- AMPO Working Groups
- MoDOT 5310 compliance workshop
- Hosted and participated in MoDOT Buy America training
- Miscellaneous workshops and trainings

Task 2 – Planning Coordination and Outreach (67% Complete)

Conducted the following meetings:

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

OTO staff and MoDOT continued to coordinate on planning and programming activities. Staff attended relevant community meetings. Press releases were issued according to the public participation plan for items going before the Board of Directors. Meeting attendance was documented for In-Kind Match reporting. A total of 71.19 committee hours were reported. Completed MoDOT Multimodal annual title VI survey. Conducted new-hire Title VI training.

Task 3 – Planning and Implementation (67% Complete)

Developed draft existing conditions report for long range plan update. Conducted public input with survey and outreach at local event. In January, the Board of Directors approved the targets for the national performance measures and that was shared with MoDOT per the Transportation Performance Management Planning Agreement. Continued to work with members to review and coordinate recommendations to the Major Thoroughfare Plan, design standards, and active transportation facility

maps for Next Stop 2050. Developed draft automated vehicle state of the system report to inform the long range transportation plan. Continued to develop the Congestion Management Process Experience and dashboards using annual performance metrics. Prepared and considered two variances to the Major Thoroughfare Plan. Utilized MoDOT data, Streetlight, and IHSDM reports to provide information to Republic for Benefit-Cost Analysis for the Route MM project. Prepared the OTO 2025 Growth Trends Report with updated population, local building permits, and employment data. Shared GIS data and VMT information as requested. Maintained current MTP by coordinating with members to verify existing data. Supported the Greene County Comprehensive Plan update. Reviewed and provided feedback to MoDOT for their long range plan and state freight and rail plan updates. Performed origin-destination/routing analysis for area top destinations.

Task 4 – Project Selection and Programming (67% Complete)

Processed Administrative Modification 3 and Amendments 3 and 4. Coordinated two meetings to coordinate programming STIP priorities with MoDOT for the FY 2027-2031 STIP. Monitored funds balances and tracked obligations. Developed and held call for projects for Flashing School Zone Beacons. Reviewed and scored received applications and awarded funding at the OTO’s Board meeting in March. Conducted call for projects for draft FY 2027-2030 Transportation Improvement Program, which included updating and providing background information for members regarding public involvement and financial information.

Task 5 – OTO Transit Planning (67% Complete)

Staff continued to work on the FTA 5310 direct recipient setup process. Held one transit operations committee meeting in February. Continued work on Transit Coordination Plan update with review of regional demographic profile and surveys for public and stakeholder input. Conducted call for projects for Section 5310 non-traditional funding, including grant workshop. Reviewed and scored received application at the committee meeting and recommended approval of received application. Worked on updating Program Management Plan and procurement process for future call for projects. Attended MPTA Board Meeting and CU Advisory Committee meetings.

Task 6 – Operations and Demand Management (67% Complete)

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

Task 7 – MoDOT Studies and Data Collection (64% Complete)

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 142.5 staff hours were completed.

2.5% Set Aside Work Program

Task 8 - Safe and Accessible Transportation Options (67% Complete)

Held two Bicycle and Pedestrian Advisory Committee meetings in January and March. Discussed facility updates for long range transportation plan maps, local ADA improvement efforts, and prepared draft bicycle and pedestrian implementation report. Maintained trail dashboard and maps and continued collecting trail count data for the dashboard. Worked with City of Springfield, Ozark Greenways, and Springfield-Greene County Park board on identifying local and regional trail projects and discussed bicycle infrastructure. Attended Ozark Greenways TAC, Let’s Go Smart meetings, and Missouri Coalition for

Roadway Safety Southwest Regional meeting, as well as participated in the statewide Infrastructure Subcommittee. Presented updates on regional trail and bicycle planning to local bicycle group.

Surface Transportation Block Grant Work Program

Task 9 – Studies and Project Administration (53% Complete)

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

Appendix A – Related Planning Activities

FTA 5303 - City Utilities Work Program

Task 10 – CU Transit Planning (75% Complete)

Operational Planning

CU's Open FTA Grants:

MO-2023-005 – In Progress

MO-2024-025 – In Progress

MO-2024-031 – In Progress

MO-2025-008 – In Progress

MO-2025-018 – In Progress

ADA Accessibility Planning

In Spring 2023, CU was awarded FY21-23 years of Section 5310 funding for ADA improvements. These funds will be used to add ADA approved landing pads at bus stops and sidewalks to make the system more accessible, and to continue the shelter replacement plan which removes the plexiglass shelters and replaces them with a more ADA friendly option. CU Transit has received NEPA approval for the new/replacement shelter pads and continues to execute the project with an approximate completion date of Fall 2026. They will also utilize this grant funding to add new mobility securement systems that are safer and provide passengers with more independence. These securements have been delivered and installed.

Transit Fixed Route/Regional Service Analysis Implementation

As a result of the ConnectSGF Fixed Route Study, permanent route modifications were made in Q1 of SFY25. No additional permanent route modifications were made in Q3 SFY26. All fixed routes are consistently evaluated to make improvements as needed.

Service Planning

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

Financial Planning

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually. Transit Project Managers also meet with Finance during the year to discuss the

budget and financials. At the end of Q1, which is City Utilities fiscal year end, Transit completed the necessary documentation for the annual FORVIS/Mazars audit, which includes a single audit of federal grants. This audit is complete and an unmodified opinion.

Competitive Contract Planning

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

Safety, Security, and Drug/Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly. During Q3, continued to have discussions with the Safety Committee about PTASP.

Transit Coordination Plan Implementation

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

Program Management Plan Implementation

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

Data Collection and Analysis

CU collects and analyzes ridership data monthly for transit planning purposes. CU submits monthly National Transit Database reports to the FTA. CU Transit received a Closeout Letter on March 25, 2026, from the National Transit Database for FY 2025 report year.



CARBON REDUCTION MULTI TRAIL PROJECTS FINANCIAL REPORTS



Ozarks Transportation Organization
Multi-Trail Profit & Loss
 July 2025 through March 2026

	Jul '25 - Mar 26
Ordinary Income/Expense	
Income	
OTO Revenue	
Carbon Reduction Program Funds	203,156.71
Project Match	149,373.31
Total OTO Revenue	352,530.02
Total Income	352,530.02
Gross Profit	352,530.02
Expense	
Services	
Trans Consulting Services	260,433.04
Total Services	260,433.04
Total Expense	260,433.04
Net Ordinary Income	92,096.98
Net Income	92,096.98

Ozarks Transportation Organization
Multi-Trail Budget vs. Actual
July 2025 through March 2026

	Jul '25 - Mar 26	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
Carbon Reduction Program Funds	203,156.71	688,230.00	-485,073.29	29.5%
Project Match	149,373.31	143,801.00	5,572.31	103.9%
Total OTO Revenue	352,530.02	832,031.00	-479,500.98	42.4%
Total Income	352,530.02	832,031.00	-479,500.98	42.4%
Gross Profit	352,530.02	832,031.00	-479,500.98	42.4%
Expense				
Services				
Trans Consulting Services	260,433.04	887,172.00	-626,738.96	29.4%
Total Services	260,433.04	887,172.00	-626,738.96	29.4%
Total Expense	260,433.04	887,172.00	-626,738.96	29.4%
Net Ordinary Income	92,096.98	-55,141.00	147,237.98	-167.0%
Net Income	92,096.98	-55,141.00	147,237.98	-167.0%



STBG STUDIES FINANCIAL REPORTS



Ozarks Transportation Organization
STBG Studies Profit & Loss
July 2025 through March 2026

	<u>Jul '25 - Mar 26</u>
Ordinary Income/Expense	
Income	
OTO Revenue	
Project Match	200,000.00
Total OTO Revenue	<u>200,000.00</u>
Total Income	<u>200,000.00</u>
Gross Profit	<u>200,000.00</u>
Net Ordinary Income	<u>200,000.00</u>
Net Income	<u><u>200,000.00</u></u>

Ozarks Transportation Organization
STBG Studies Budget vs. Actual
July 2025 through March 2026

	Jul '25 - Mar 26	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
OTO Revenue				
MoDOT Project Reimb	0.00	300,000.00	-300,000.00	0.0%
Project Match	200,000.00	200,000.00	0.00	100.0%
Surface Trans Block Grant	0.00	500,000.00	-500,000.00	0.0%
Total OTO Revenue	200,000.00	1,000,000.00	-800,000.00	20.0%
Total Income	200,000.00	1,000,000.00	-800,000.00	20.0%
Gross Profit	200,000.00	1,000,000.00	-800,000.00	20.0%
Expense				
Services				
Trans Consulting Services	0.00	1,000,000.00	-1,000,000.00	0.0%
Total Services	0.00	1,000,000.00	-1,000,000.00	0.0%
Total Expense	0.00	1,000,000.00	-1,000,000.00	0.0%
Net Ordinary Income	200,000.00	0.00	200,000.00	100.0%
Net Income	200,000.00	0.00	200,000.00	100.0%

TAB 1.C.

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM I.C.1.C

Amendment Number Five to the FY 2026-2029 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are multiple items included as part of Amendment Number Five to the FY 2026-2029 Transportation Improvement Program.

1. ***Revised*** FY25 Purchase of (2) Fixed Route Buses (CU2505)
Due to delivery delays, City Utilities is needing to move a project from the FY 2025-2028 TIP to the current FY 2026-2029 TIP, with funding in FY 2026. The total programmed amount for these two buses is \$1,024,925.
2. ***Revised*** FY26 Purchase of (1) Fixed Route Bus (CU2607)
The funding has been updated to reflect the total when combined with the two buses in CU2505. The total programmed amount for this one bus is \$440,805.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting held on April 15, 2026, the Technical Planning Committee recommended the Board of Directors approve Amendment 5 to the FY 2026-2029 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 5 to the FY 2026-2029 Transportation Improvement Program.”

OR

“Move to approve Amendment 5 to the FY 2026-2029 Transportation Improvement Program, with these changes...”

CU2505-26A5 - FY25 PURCHASE OF (2) FIXED ROUTE BUSES

Plan Revision 26A5 Section Transit Project Type Transit Capital Lead Agency City Utilities

County Greene County Municipality Springfield Status Programmed Total Cost \$1,024,925

MoDoT ID - Federal ID - Project From - Project To -

Project Considerations
Bike/Ped Plan

Project Description
Capital replacement of (2) low floor, fixed route, diesel buses.

Funding Source Notes
Federal Funding Source: FY23, FY24, Section 5339 formula funds and FY23 and FY24 MoDOT 5339 funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5339 (FTA)	\$0	\$871,186	\$0	\$0	\$0	\$0	\$871,186
Capital	Local	\$0	\$153,739	\$0	\$0	\$0	\$0	\$153,739
Total Capital		\$0	\$1,024,925	\$0	\$0	\$0	\$0	\$1,024,925
Total Programmed		\$0	\$1,024,925	\$0	\$0	\$0	\$0	\$1,024,925

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving a project into or out of the first four Federal Fiscal Years of a TIP
PROJECT CHANGES	<p>ID changed from "CU2505-23" to "CU2505-26A5"</p> <p>Plan Revision Name changed from "26Adopted" to "26A5"</p> <p>Funding Source Notes changed from "Federal Funding Source: FY22, FY23, FY24, FY25 Section 5339 discretionary funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers" to "Federal Funding Source: FY23, FY24, Section 5339 formula funds and FY23 and FY24 MoDOT 5339 funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers"</p> <p>Status changed from "In Progress" to "Programmed"</p>
FUNDING CHANGES	<p>5339 (FTA)</p> <p>- Decrease funds in FY 2026 in CAP from \$924,662 to \$871,186</p> <p>Local</p> <p>- Decrease funds in FY 2026 in CAP from \$176,974 to \$153,739</p> <p>MoDOT</p> <p>- Decrease funds in FY 2025 in CAP from \$50,000 to \$0</p>
FEDERAL PROJECT COST	Decreased from \$924,662 to \$871,186 (-5.78%)
TOTAL PROJECT COST	Decreased from \$1,151,636 to \$1,024,925 (-11.00%)

CU2607-26A5 - FY26 PURCHASE OF (1) FIXED ROUTE BUS

Plan Revision
26A5

Section
Transit

Project Type
Transit Capital

Lead Agency
City Utilities

County
Greene County

Municipality
Springfield

Status
Programmed

Total Cost
\$440,508

MoDoT ID
-

Federal ID
-

Project From
-

Project To
-

Project Considerations
Bike/Ped Plan

Project Description
Capital replacement of (1) low floor, fixed route bus.

Funding Source Notes

Federal Funding Source: FY25 Section 5339 formula funds; FY25 MoDOT flexed funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Capital	5339 (FTA)	\$0	\$374,432	\$0	\$0	\$0	\$0	\$374,432
Capital	Local	\$0	\$66,076	\$0	\$0	\$0	\$0	\$66,076
Total Capital		\$0	\$440,508	\$0	\$0	\$0	\$0	\$440,508
Total Programmed		\$0	\$440,508	\$0	\$0	\$0	\$0	\$440,508

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000)
PROJECT CHANGES	<p>ID changed from "CU2607-25" to "CU2607-26A5"</p> <p>Plan Revision Name changed from "26Adopted" to "26A5"</p> <p>Funding Source Notes changed from "Federal Funding Source: FY25 & FY26 Section 5339 discretionary funds; FY24 & FY25 MoDOT flexed funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers" to "Federal Funding Source: FY25 Section 5339 formula funds; FY25 MoDOT flexed funds; Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers"</p>
FUNDING CHANGES	<p>5339 (FTA)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CAP from \$385,534 to \$324,432 + Increase funds in FY 2026 in CAP from \$0 to \$50,000 <p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CAP from \$100,000 to \$0 <p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in CAP from \$87,900 to \$66,076
FEDERAL PROJECT COST	Decreased from \$385,534 to \$374,432 (-2.88%)
TOTAL PROJECT COST	Decreased from \$573,434 to \$440,508 (-23.18%)

REVENUE

Revenue Source	Carryover	2026	2027	2028	2029	Total
MoDOT State/Federal	\$23,867,000	\$568,302,000	\$36,997,000	\$45,133,000	\$45,862,000	\$720,161,000
RAISE	\$24,822,313	\$0	\$0	\$0	\$0	\$24,822,313
SS4A	\$1,152,000	\$0	\$0	\$0	\$0	\$1,152,000
Suballocated STBG-U	\$5,628,795	\$8,251,401	\$8,416,429	\$85,848	\$8,756,453	\$31,138,926
Suballocated TAP	\$1,662,371	\$1,786,840	\$1,703,775	\$1,737,851	\$1,772,608	\$8,663,445
Suballocated CRP	\$1,650,174	\$984,404	\$1,004,092	\$1,024,174	\$1,044,657	\$5,707,501
Aviation - FAA	\$0	\$25,474,500	\$11,745,000	\$3,000,000	\$8,051,000	\$48,270,500
FTA 5307	\$2,486,536	\$3,950,171	\$4,029,174	\$4,109,757	\$4,191,952	\$18,767,590
FTA 5310	\$823,914	\$419,117	\$427,499	\$436,049	\$444,771	\$2,551,350
FTA 5339	\$1,245,618	\$330,921	\$3,563,139	\$344,290	\$351,176	\$5,835,144
Transit MO HealthNet Contract	\$0	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
Transit State Operating Funding	\$43,500	\$153,415	\$153,415	\$153,415	\$153,415	\$657,160
CU Transit Utility Ratepayers	\$7,667,560	\$7,284,226	\$8,063,689	\$7,024,039	\$7,722,024	\$37,761,538
CU Transit Farebox, Ads, Rent	\$955,000	\$955,000	\$955,000	\$955,000	\$955,000	\$4,775,000
Human Service Agencies		\$57,629	\$58,781	\$59,957	\$61,156	\$237,523
TOTAL	\$72,004,781	\$617,994,624	\$77,161,993	\$64,108,380	\$79,411,212	\$910,680,990

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2026	2027	2028	2029	Total
CART All Jurisdictions (Projected)	\$21,185,583	\$21,185,583	\$21,185,583	\$21,185,583	\$84,742,330
O&M (637.42 miles * \$6,299/mile)	(\$4,015,109)	(\$4,115,487)	(\$4,218,374)	(\$4,323,833)	(\$16,672,803)
TIP Programmed Funds All Jurisdictions	(\$12,282,012)	(\$4,196,523)	(\$1,149,004)	(\$220,567)	(\$17,848,106)
Other Committed Funds All Jurisdictions	\$57,515,582	\$57,515,582	\$57,515,582	\$57,515,582	\$230,062,328
TOTAL	\$62,404,044	\$70,389,155	\$73,333,787	\$74,156,765	\$280,283,750

	Carryover	2026	2027	2028	2029	Total
System Operations Local	\$7,940,165	\$7,940,165	\$7,732,025	\$7,732,025	\$8,423,720	\$39,768,100
System Maintenance Local	\$411,876	\$41,200	\$195,700	\$195,700	\$201,571	\$1,046,047
Local Programmed O&M	--	(\$16,333,406)	(\$7,927,725)	(\$7,927,725)	(\$8,625,291)	(\$40,814,147)
Carryover	\$8,352,041	\$8,352,041	\$0	\$0	\$0	\$0
Additional O&M Costs	\$0	\$0	\$0	\$0	\$0	\$0

FINANCIAL CONSTRAINT

FTA-Sponsored Projects

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ 2,486,536	\$ 823,914	\$ 1,245,618	\$ 8,622,560	\$ 44,805	\$ 13,223,433
FY 2026						
Funds Anticipated	\$ 3,950,171	\$ 419,117	\$ 330,921	\$ 8,341,855	\$ 153,415	\$13,195,479
Funds Programmed	(\$5,052,500)	(\$1,243,031)	(\$1,245,618)	(\$16,911,236)	(\$88,305)	(\$24,540,690)
Running Balance	\$1,384,207	\$0	\$330,921	\$53,179	\$109,915	\$1,878,222
FY 2027						
Funds Anticipated	\$ 4,029,174	\$ 427,499	\$ 3,563,139	\$ 9,122,470	\$ 153,415	\$17,295,697
Funds Programmed	(\$4,130,114)	(\$427,499)	(\$3,693,279)	(\$8,976,394)	(\$143,500)	(\$17,370,786)
Running Balance	\$1,283,267	\$0	\$200,781	\$199,255	\$119,830	\$1,803,133
FY 2028						
Funds Anticipated	\$ 4,109,757	\$ 436,049	\$ 344,290	\$ 8,083,996	\$ 153,415	\$13,127,507
Funds Programmed	(\$4,296,969)	(\$436,049)	\$0	(\$8,062,840)	(\$43,500)	(\$12,839,358)
Running Balance	\$1,096,055	\$0	\$545,071	\$220,411	\$229,745	\$2,091,282
FY 2029						
Funds Anticipated	\$ 4,191,952	\$ 444,771	\$ 351,176	\$ 8,783,180	\$ 153,415	\$13,924,494
Funds Programmed	(\$4,519,095)	(\$444,771)	\$0	(\$8,762,502)	(\$43,500)	(\$13,769,868)
Running Balance	\$768,912	\$0	\$896,247	\$241,089	\$339,660	\$2,245,908

TAB 1.D.

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM I.C.1.D.

Administrative Modification 4 to the FY 2026-2029 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one change included as part of Administrative Modification 4 to the FY 2026-2029 Transportation Improvement Program. This change does not affect Fiscal Constraint.

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

1. South Creek Greenway – Posenke Gap (EN2602)
Moved funding from Construction to Engineering with no changes to the overall programmed amount.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

20 March 2026


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

Dear Ms. Barch:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2026-2029 Transportation Improvement Program (TIP) on March 20, 2026. Please find enclosed the administrative modification, which is outlined on the following pages. These changes did not affect Fiscal Constraint.

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

Sincerely,

A handwritten signature in black ink that reads "Natasha Longpine". The signature is written in a cursive style with a large initial "N" and "L".

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure

Administrative Modification 4 to the FY 2026-2029 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

There is one change included as part of Administrative Modification 4 to the FY 2026-2029 Transportation Improvement Program. This change does not affect Fiscal Constraint.

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

1. South Creek Greenway – Posenke Gap (EN2602)
Moved funding from Construction to Engineering with no changes to the overall programmed amount.

EN2602-26AM4 - SOUTH CREEK GREENWAY - POSENKE GAP

Plan Revision 26AM4	Section Sponsored by Local Public Agencies	Project Type Bicycle and Pedestrian	Lead Agency Ozark Greenways
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County Greene County	Municipality Springfield	Status Programmed	Total Cost \$840,317
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MoDoT ID -	Federal ID 5901834	Project From -	Project To -
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Project
Considerations
**Advance
Construction,
Bike/Ped Plan,
Regional Trail Plan
Priority**

Project Description

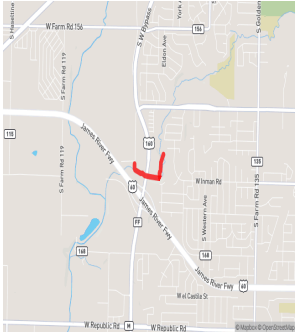
Approximately .5 miles of greenway trail (10' wide concrete) with a bridge over South creek connecting the South Creek Greenway trail west to the Wilsons Creek Greenway Trail at Tal's Trailhead.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$0	\$1,674	\$0	\$0	\$0	\$0	\$1,674
Engineering	Local-AC	\$0	\$6,695	\$0	\$0	\$0	\$0	\$6,695
Total Engineering		\$0	\$8,369	\$0	\$0	\$0	\$0	\$8,369
Construction	Local	\$0	\$166,389	\$0	\$0	\$0	\$0	\$166,389
Construction	Local-AC	\$0	\$665,559	\$0	\$0	\$0	\$0	\$665,559
Total Construction		\$0	\$831,948	\$0	\$0	\$0	\$0	\$831,948
Total Programmed		\$0	\$840,317	\$0	\$0	\$0	\$0	\$840,317

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Moving funds between development phases of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project
PROJECT CHANGES	ID changed from "EN2602-26" to "EN2602-26AM4" Plan Revision Name changed from "26Adopted" to "26AM4"
FUNDING CHANGES	<p>Local-AC</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in ENG from \$0 to \$6,695 - Decrease funds in FY 2026 in CON from \$672,254 to \$665,559 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in ENG from \$0 to \$1,674 - Decrease funds in FY 2026 in CON from \$168,063 to \$166,389
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Stays the same \$840,317



TAB 2

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM I.G.

Federal Funds Obligation Status – March 2026

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

AGENDA DESCRIPTION:

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

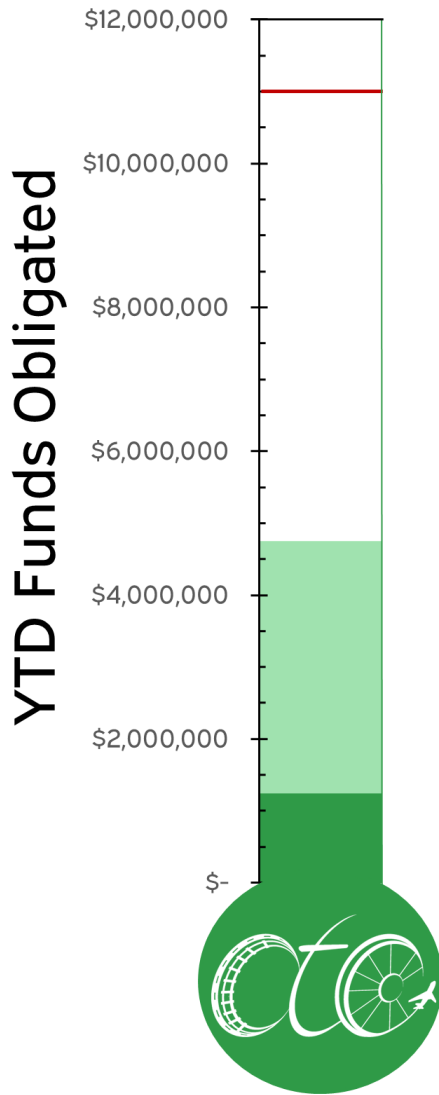
THE OTO AREA MUST OBLIGATE ANOTHER \$10 MILLION BY SEPTEMBER 30, 2026 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS. In the past, MoDOT has limited OTO to no more than three years of accumulated funding as a balance. To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 100 percent of allocated funds are obligated each year. To meet the 100 percent goal, OTO must obligate another \$10 million by September 30, 2026.

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

BOARD OF DIRECTORS ACTION REQUESTED:

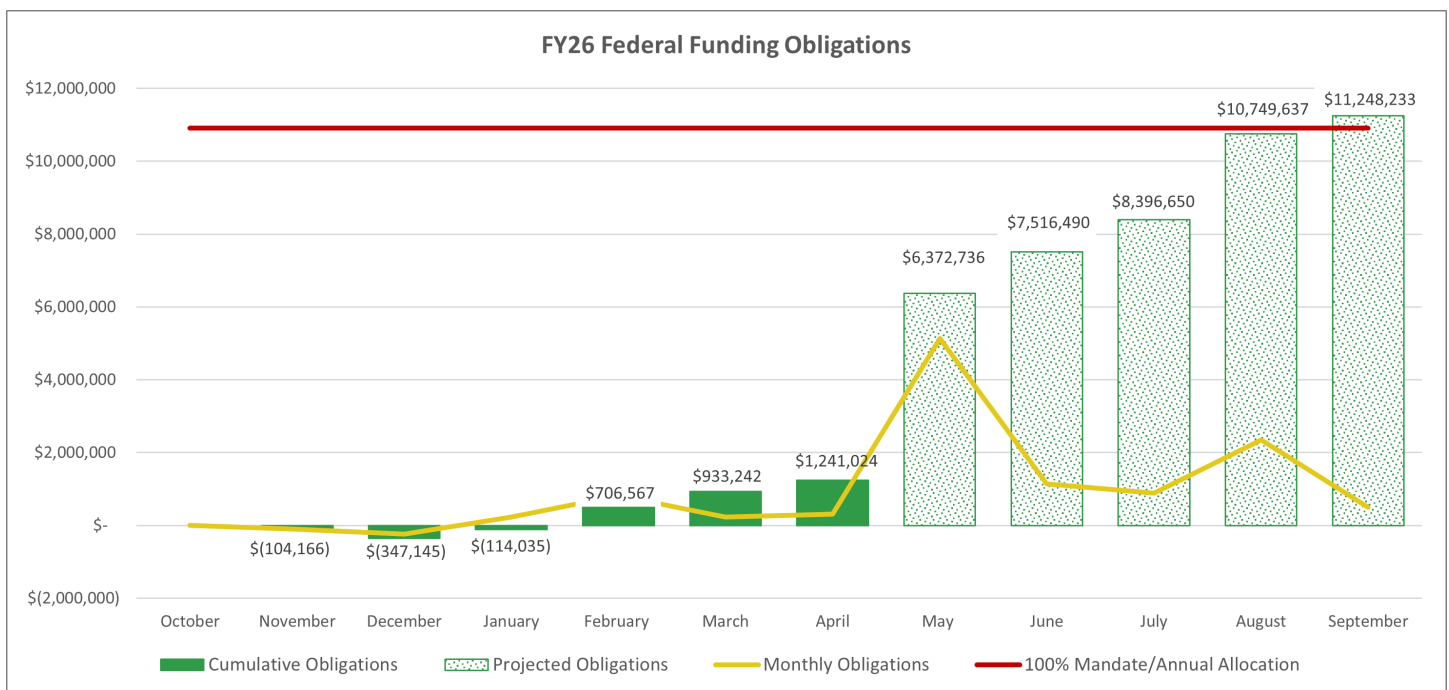
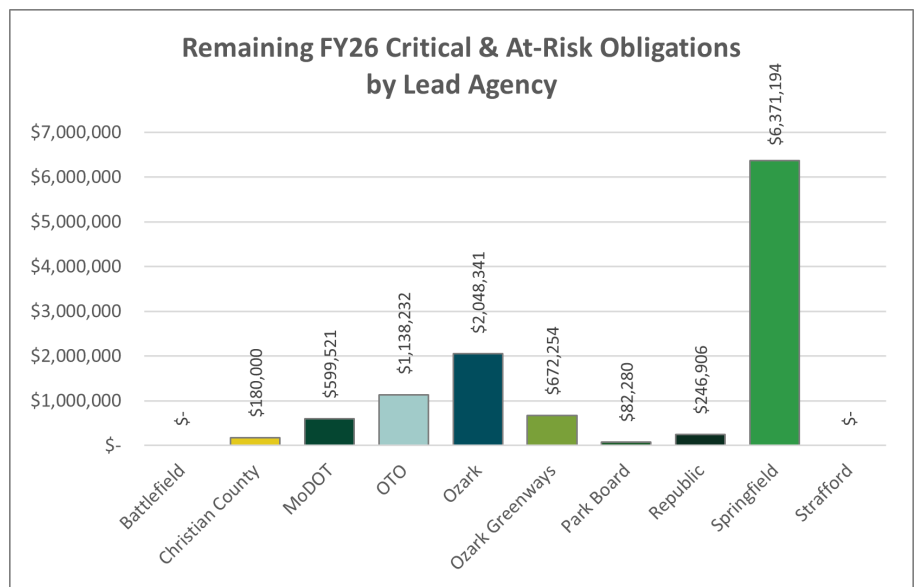
No official action is requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

FY 2026 Project Tracking



FY 26 Beginning Balance	\$13,329,147
100% Mandate/Annual Allocation	\$10,907,804
YTD Obligations	\$1,241,024
Amount Needed to 100% Mandate	\$9,666,780
Remaining Critical Obligations	\$10,233,411

■ YTD Obligation & Pending
■ YTD Obligation



Balance Report

FY 2026 Status

Name	Responsible Agency	Planned Obligations	Total Obligations
OBLIGATIONS			
5901826 LeCompte Trail	Springfield	127,240.00	127,240.00
5901829 Mt. Vernon/Miller Sidewalks	Springfield	(22,141.81)	105,098.19
0141028 14-Fort to Ridgecrest	Nixa	(931.92)	104,166.27
9901864 Finley River Trail Extension	Ozark	97,478.13	201,644.40
9901837 Chadwick Flyer Phase II	Ozark	(8,811.47)	192,832.93
5901829 Mt. Vernon/Miller Sidewalks	Springfield	154,312.00	347,144.93
5901839 South Creek at Glenstone	Springfield	(23,310.35)	323,834.58
9900905 N. 21st and N. 22nd	Ozark	(209,800.00)	114,034.58
5901846 60/65 Study	OTO	(393,429.90)	(279,395.32)
5901828 Sherman Parkway Link	Springfield	(392,171.20)	(671,566.52)
9901868 N. Old Orchard Road	Strafford	(35,000.00)	(706,566.52)
5920842 Campbell Ave ROW	Springfield	(360,000.00)	(1,066,566.52)
9901860 Cheyenne Trail	Nixa	(4,501.74)	(1,071,068.26)
5901824 TMC Signal Replacements	Springfield	137,825.96	(933,242.30)
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(1,217,960.30)
S603067 E. Sunshine SW	Springfield	(23,063.56)	(1,241,023.86)
PENDING OBLIGATIONS			
5901824 TMC Signal Replacements	Springfield	(437,363.65)	(1,678,387.51)
5901846 60/65 Study	OTO	(14,312.67)	(1,692,700.18)
5901837 Bennett St. Fassnight Creek ROW	Springfield	(2,652,000.00)	(4,344,700.18)
PLANNED CRITICAL OBLIGATIONS			
CC2504 - Tracker/Nicholas PE	Christian County	(100,000.00)	(4,444,700.18)
MO2521 I-44 Aesthetics/Safety	MoDOT	(407,967.88)	(4,852,668.06)
SP2509 Division RR	MoDOT	(300,000.00)	(5,152,668.06)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(5,550,016.06)
OT1901-19A5 (UPWP FY 2027)	OTO	(281,419.00)	(5,831,435.06)
EN2612 Area wide School Flashing Beacons	OTO	(36,000.00)	(5,867,435.06)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(6,122,354.06)
9900905 N. 21st and N. 22nd	Ozark	(901,432.00)	(7,023,786.06)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(7,696,039.66)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(7,778,319.66)
EN2610 Hines Street Ped Project	Republic	(246,906.40)	(8,025,226.06)
MO2701 FY 2027 TMC Staff	Springfield	(512,000.00)	(8,537,226.06)
5901844 Springfield Resurfacing	Springfield	(2,400,000.00)	(10,937,226.06)
SP2614 Flashing Beacon Equipment	Springfield	(545,608.00)	(11,482,834.06)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B.field		915.20	(11,481,918.86)
00FY824 OTO Operations/Planning		140,170.20	(11,341,748.66)
7441012 Kearney/Packer		69,522.96	(11,272,225.70)
9901827 ChadwickFlyr Jackson/Clay		41.57	(11,272,184.13)
5944805 Jackson Street Resurfacing		24,993.47	(11,247,190.66)
AT-RISK TO OBLIGATE			
CC2504 - Tracker/Nicholas ROW	Christian County	(80,000.00)	(80,000.00)
S604083 South Sidewalks 6th-14th	MoDOT	(134,836.00)	(214,836.00)
EN2604 Wilson's Creek Republic Rd Trail	OTO	(423,464.80)	(638,300.80)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(1,530,290.40)
SP2611 Regional Transportation Planning	Springfield	(100,000.00)	(1,630,290.40)
5901845 Kansas Ave ROW	Springfield	(400,000.00)	(2,030,290.40)
5901849 FY26 ADA Improvements	Springfield	(743,760.00)	(2,774,050.40)
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(3,126,050.40)
SP2612 Fremont ROW	Springfield	(880,000.00)	(4,006,050.40)
0652084/S603067 E. Sunshine SW	MoDOT	(164,685.00)	(4,170,735.40)

TAB 3

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM II.A.

Draft FY 2027-2031 Statewide Transportation Improvement Program

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

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2027-2031 STIP is available for public comment through June 5th and will be considered for adoption by the Missouri Highways and Transportation Commission at their July 1, 2026 meeting. Included for member information is the 2027-2031 Scoping and Design Projects and the 2027-2031 Highway and Bridge Construction Schedule. The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP.

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the draft OTO 2027-2031 Transportation Improvement Program.

The entire adopted STIP can be viewed on MoDOT's website:

<https://www.modot.org/DRAFTSTIP>

No New Projects Added

Projects that stayed in the same fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- AB/B/266 Roundabouts (FY27)
- Route MM - add lanes from I-44 to MO 360 (FY27)
- MO13 - Capital Improvements from Grand to Sunshine (FY28)
- US 60 - Capital Improvements from Farm Road 103 to James River Freeway (FY28)
- Glenstone PH II Operational Improvements (FY 29)
- Kearney/US65 Interchange Improvements and Bridge Replacement (FY30)

Projects accelerated a fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- FF/Weaver (from FY28 to FY27)

Projects delayed a fiscal year between the FY 2026-2030 STIP and the Draft FY 2027-2031 STIP:

- Route CC/22nd Intersection Improvements (from FY26 to FY27)
- Highway 14 - add lanes and sidewalks from 6th to 14th (from FY26 to FY27)
- Sunshine/Rte D Improvements (from FY26 to FY27)
- MO 744 - Signal replacements (from FY26 to FY28)
- US 60 - Capital Improvements from US65 to NN/J (from FY29 to FY31)

Asset Management Projects:

- Route 14 Pavement Improvements from NN to Selmore and from 6th to Route W (FY29)
- Route 14 Pavement Improvements from Route M to Finley River Bridge (FY29)

- US 160 Pavement Improvements from Route 14 to north of the Finley River (FY28)
- Route W Pavement Resurfacing from Route 14 to Timbercrest Road (FY31)
- MO 125 Bridge Rehabilitation of I-44 (FY27)
- MO 13 Rehabilitate and Widen Bridge over Fassnight Creek (FY28)
- Bridge Painting – Route 160 over Route 60, Republic Street over Route 60, Route 266 over I-44 (FY27)
- US 160 Pavement Improvement from Republic Street to Route 14 (FY27)
- US 160 Pavement Improvement from Route AB to I-44 (FY29)
- US 160 Pavement Rebuild from west of I-44 to I-44 (FY27)
- MO 360 Pavement Resurfacing and Rumble Stripe Replacement from I-44 to Route 60 (FY31)
- MO 413 Pavement Resurfacing from Route 360 to Route 13 (FY29)
- I-44 Pavement Improvement from Route 360 to west of Route 266 (FY27)
- US 60 Pavement Improvement from Route 65 to west of Highland Springs Boulevard (FY29)
- US 60 Pavement Improvement from west of Illinois Street to Route 174 (FY29)
- US 60 Pavement Improvement from Route 13 to east of Glenstone (FY29)
- US 60 Pavement Improvement from Route 174 to Routes 413/60/360 (FY29)
- US 65 Pavement Improvement from James River to Route CC (FY27)
- Route D Pavement Resurfacing from Glenstone to Blackman (FY27)
- Route D Pavement Resurfacing and Replace Guardrail from Blackman to Route 125 (FY27)
- Route D Signal Replacement at Oak Grove and Ventura (FY31)
- Route FF Pavement Improvement from Weaver to Haseltine (FY27)
- Bridge Rehabilitation – Gasconade over Route 65, Route H over I-44, Route 125 over BNSF Railway (FY27)
- Route J Pavement Resurfacing and Add Rumble Stripes from Route D to Route 60 (FY27)
- Route J Replace Box Culverts south of Farm Road 150 and Farm Road 168 (FY27)
- US 65/I-44 Ramp Bridge Rehabilitation (FY27)
- Bridge Painting - US 65/US 60 Ramp and US 65/I-44 Ramp; Bridge Rehabilitation on US 60/US 65 Ramp (FY29)

We appreciate the partnership with MoDOT and are pleased to see the projects recommended by OTO in the annual STIP.

BOARD OF DIRECTORS ACTION REQUESTED:

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

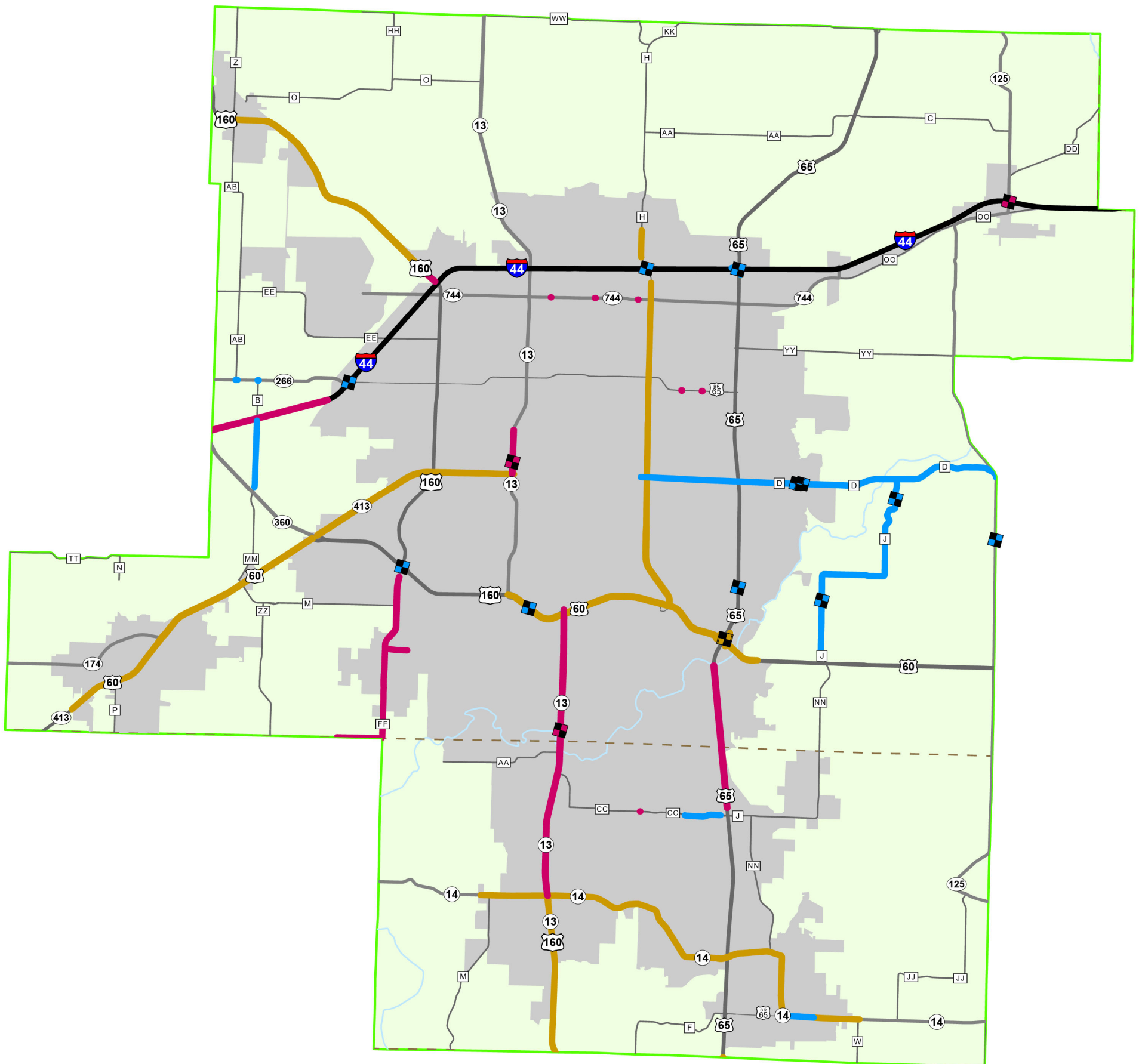
“Move to endorse the FY 2027-2031 Statewide Transportation Improvement Program.”

Statewide Transportation Improvement Program 2027-2031 Southwest District Ozark Transportation Organization Highway and Bridge Construction Projects

Only SFY 2027-2029
projects are displayed on maps.

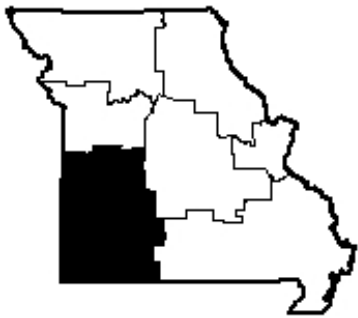
State Fiscal Year		(July 1-June 30)	
— 2027		2027 Bridge	
— 2028		2028 Bridge	
— 2029		2029 Bridge	
Missouri Major Roads		Ozark Transportation Organization	
Urban Areas			

Note: Bridge projects are displayed first.
Other project overlaps will follow the order shown in the legend.

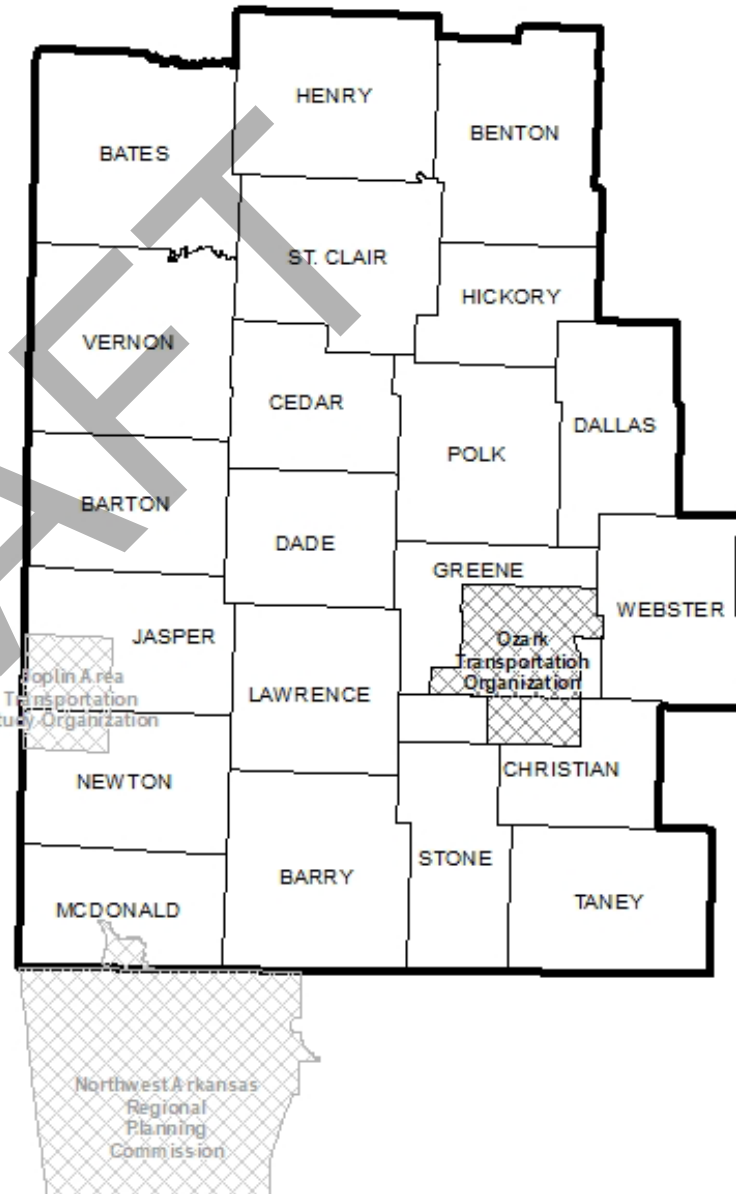


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**MoDOT's Southwest District
TMA: Ozarks Transportation Organization**

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

PROJECT DESCRIPTION KEY

2027-2031 Highway and Bridge Construction Schedule						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior Prog.	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029	7/2029 6/2030	7/2030 6/2031	
County:	XX					Engineering:	99	9	0	0	0	0
Route:	Federal:	State:	Local:	Estimated Total:	Award Date:	R/W:	0	0	99	0	0	0
Project No.:	Anticipated Federal Funds*:					Construction:	0	0	0	999	0	0
Length:	Let With:				Future Cost:	FFOS:	0	0	0	99	0	0
MPO:	TIP No.:					Payback:	0	99	0	0	0	0

Total project cost estimate.

Federal, Adv CN, State and Local share of project costs.

Year project is to be awarded to begin construction (Month and year shown for 2027. Calendar year only beyond 2027.)

Dollars programmed in previous STIPs.

Dollars funded from other sources.

Dollars for construction, contingency & other non-contractuals.

Dollars for right of way (land acquisition).

Dollars to be paid back for accelerating the project.

Dollars for engineering that include preliminary engineering, construction engineering and right of way incidentals.

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right of way and construction costs in program years 2, 3, 4 and 5.

No inflation is applied to the Funding From Other Sources (FFOS), Payments or Paybacks.

Anticipated Federal Funding Category*

Projects let in combination.
Transportation Improvement Program number (Subject to the approval of the governing Metropolitan Planning Organizational.)

Project description and location.

County location of project

Route location of project

Project number used to track project costs.

Total length in 1/100 miles.

Metropolitan Planning Organization (Y/N)

***Anticipated Federal Funding Category:**

CMAQ - Congestion Mitigation and Air Quality.
* Usually 80% Federal & 20% State funds.

Other - usually 80% Federal & 20% State funds.

NHFP - National Highway Freight Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.

NHPP - National Highway Performance Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.

Safety - usually 90% Federal & 10% State funds.

State - No federal funds, state only funded.

STBG - Surface Transportation Block Grant.
* Usually 80% Federal & 20% State funds.

Protect - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program.
* Usually 80% Federal & 20% State funds.

CRP - Carbon Reduction Program.
* Usually 80% Federal & 20% State funds.

(All Costs in Thousands)

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	CHRISTIAN	Add lanes and add sidewalk on South Street west of 6th Avenue to 14th Avenue in Ozark. STBG-Urban \$171,523, Transportation Alternatives \$134,836, Ozark \$110,299.				Engineering:	1,213	1,137	0	0	0	0
Route:	MO 14	Adv. CN:	4,374	State :	983	Local :	110	Estimated Total: 7,228				
Project No.:	8P0583B	Anticipated Federal Funds : AC-STBG				Award Date :	11/2026					
Length:	0.56	Let With :				Future Cost : 0						
MPO:	Y	Tip No. :	OK2201-24A									
County:	CHRISTIAN	Pavement improvement from 0.2 mile east of Rte. NN to north of Selmore Boulevard and from 6th Avenue to Rte. W in Ozark.				Engineering:	4	10	154	332	0	0
Route:	MO 14	Adv. CN:	2,516	State :	629	Local :	0	Estimated Total: 3,149				
Project No.:	SU0287	Anticipated Federal Funds : AC-STBG				Award Date :	2029					
Length:	2.92	Let With :				Future Cost : 0						
MPO:	Y	Tip No. :	OK2502									
County:	CHRISTIAN	Pavement improvement from 0.2 mile west of Rte. M in Nixa to Finley River Bridge in Ozark.				Engineering:	10	10	108	425	0	0
Route:	MO 14	Federal:	3,426	State :	856	Local :	0	Estimated Total: 4,292				
Project No.:	SU0288	Anticipated Federal Funds : NHPP				Award Date :	2029					
Length:	7.51	Let With :				Future Cost : 0						
MPO:	Y	Tip No. :	CC2502									
County:	CHRISTIAN	Pavement improvement from Rte. 14 in Nixa to 0.4 mile north of Finley River.				Engineering:	4	6	2	98	0	0
Route:	US 160	Federal:	525	State :	131	Local :	0	Estimated Total: 660				
Project No.:	SU0264	Anticipated Federal Funds : NHPP				Award Date :	2028					
Length:	3.60	Let With : SR0129				Future Cost : 0						
MPO:	Y	Tip No. :	CC2501									
County:	CHRISTIAN	Add lanes, sidewalk, and shared use path from Fremont Road to east of 22nd Street in Ozark. Design, right of way acquisition, and utility relocation by Ozark. \$2,021,449 Cost Share, \$2,128,397 STBG-Urban and \$532,099 Ozark funds.				Engineering:	145	475	0	0	0	0
Route:	RT CC	Adv. CN:	4,126	State :	499	Local :	532	Estimated Total: 5,302				
Project No.:	8S0736D	Anticipated Federal Funds : AC-STBG				Award Date :	6/2027					
Length:	0.80	Let With :				Future Cost : 0						
MPO:	Y	Tip No. :	OK2102-23A									
						FFOS:	0	417	0	0	0	
						Payback:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	
						FFOS:	0	0	0	0	0	
						Payback:	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING					
Prior	7/2026	7/2027	7/2028	7/2029	7/2030
Prog	6/2027	6/2028	6/2029	6/2030	6/2031

County:	CHRISTIAN	Pavement resurfacing from Rte. 14 to south of Timbercrest Road near Ozark.				Engineering:	6	1	2	1	1	22
Route:	RT W	Adv. CN: 180	State : 45	Local : 0	Estimated Total: 231	R/W:	0	0	0	0	0	
Project No.:	SU0012	Anticipated Federal Funds : AC-STBG			Award Date : 2031	Construction:	0	0	0	0	198	
Length:	1.00	Let With : SR0041			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : CC2302-23				Payback:	0	0	0	0	0	
County:	GREENE	Bridge rehabilitation over I-44 in Strafford. Project involves bridge A5400.				Engineering:	255	2	148	0	0	0
Route:	MO 125	Federal: 844	State : 211	Local : 0	Estimated Total: 1,310	R/W:	0	0	0	0	0	
Project No.:	SU0174	Anticipated Federal Funds : NHPP			Award Date : 2027	Construction:	0	0	905	0	0	
Length:	0.04	Let With :			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : ST2401-24				Payback:	0	0	0	0	0	
County:	GREENE	Capital improvement on Kansas Expressway from Grand Street to Rte. 413 (Sunshine Street) in Springfield.				Engineering:	780	2	1,195	0	0	0
Route:	MO 13	Federal: 6,624	State : 1,656	Local : 0	Estimated Total: 9,060	R/W:	0	15	0	0	0	
Project No.:	SU0093	Anticipated Federal Funds : NHPP			Award Date : 2028	Construction:	0	0	7,068	0	0	
Length:	1.01	Let With : SU0432			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : SP2302-23				Payback:	0	0	0	0	0	
County:	GREENE	Rehabilitate and widen bridge over Fassnight Creek. Project involves bridge A3259.				Engineering:	0	30	155	0	0	0
Route:	MO 13	Federal: 1,169	State : 292	Local : 0	Estimated Total: 1,461	R/W:	0	5	0	0	0	
Project No.:	SU0432	Anticipated Federal Funds : NHPP			Award Date : 2028	Construction:	0	0	1,271	0	0	
Length:	0.14	Let With : SU0093			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. :				Payback:	0	0	0	0	0	
County:	GREENE	Bridge painting over Rte. 60 (James River Freeway), on Republic Street over Rte. 60, and on Rte. 266 (Chestnut Expressway) over I-44 in Springfield. Project involves bridges A4146, A4184, and A0598.				Engineering:	84	384	0	0	0	0
Route:	US 160	Federal: 1,835	State : 459	Local : 0	Estimated Total: 2,378	R/W:	0	0	0	0	0	
Project No.:	SU0051	Anticipated Federal Funds : NHPP			Award Date : 4/2027	Construction:	0	1,910	0	0	0	
Length:	0.25	Let With : SR0050			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : SP2304-23				Payback:	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING								
							Prior	7/2026	7/2027	7/2028	7/2029	7/2030			
							Prog	6/2027	6/2028	6/2029	6/2030	6/2031			
County:	GREENE	Pavement improvement from Republic Street in Springfield to Rte. 14 in Nixa. Project involves bridge J0930.				Engineering:	104	2	325	0	0	0			
Route:	US 160	Federal:	2,521	State :	630	Local :	0	Estimated Total:	3,255	R/W:	0	0	0	0	0
Project No.:	SU0156	Anticipated Federal Funds : NHPP				Construction:	0	0	2,824	0	0	0			
Length:	6.52	Let With :				Future Cost :	0								
MPO:	Y	Tip No. :	MO2507-25												
County:	GREENE	Pavement improvement 0.3 mile west of Rte. AB to 0.4 mile west of I-44.				Engineering:	4	10	125	271	0	0			
Route:	US 160	Federal:	2,208	State :	552	Local :	0	Estimated Total:	2,764	R/W:	0	0	0	0	
Project No.:	SU0289	Anticipated Federal Funds : NHPP				Construction:	0	0	0	2,354	0	0			
Length:	6.02	Let With :				Future Cost :	0								
MPO:	Y	Tip No. :	SP2506												
County:	GREENE	Rebuild pavement from 0.4 mile west of I-44 to I-44.				Engineering:	100	40	203	0	0	0			
Route:	US 160	Federal:	1,546	State :	386	Local :	0	Estimated Total:	2,032	R/W:	0	0	0	0	
Project No.:	SU0373	Anticipated Federal Funds : STBG				Construction:	0	0	1,689	0	0	0			
Length:	0.30	Let With :				Future Cost :	0								
MPO:	Y	Tip No. :													
County:	GREENE	Add roundabouts at Rte. AB and at Rte. B west of Springfield. \$919,000 Open Container funds.				Engineering:	579	531	0	0	0	0			
Route:	MO 266	Adv. CN:	3,346	State :	836	Local :	0	Estimated Total:	4,862	R/W:	101	0	0	0	
Project No.:	SU0080	Anticipated Federal Funds : AC-STBG				Construction:	0	3,651	0	0	0	0			
Length:	0.10	Let With :				Future Cost :	0								
MPO:	Y	Tip No. :	SP2306-23												
County:	GREENE	Pavement resurfacing and replacement of rumble stripes from I-44 to Rte. 60 in Springfield.				Engineering:	20	1	1	1	1	177			
Route:	MO 360	Federal:	649	State :	162	Local :	0	Estimated Total:	831	R/W:	0	0	0	0	
Project No.:	SU0014	Anticipated Federal Funds : NHPP				Construction:	0	0	0	0	0	630			
Length:	3.68	Let With :				Future Cost :	0								
MPO:	Y	Tip No. :	SP2309-23												

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	GREENE	Pavement resurfacing on Sunshine Street from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.				Engineering:	10	10	85	355	0	0
Route:	MO 413	Federal:	2,847	State :	712	Local :	0	Estimated Total: 3,569		R/W:	0	
Project No.:	SU0292	Anticipated Federal Funds : NHPP			Award Date :	2029	Construction:	0	0	0	3,109	
Length:	4.86	Let With :		Future Cost :		0	FFOS:	0	0	0	0	
MPO:	Y	Tip No. :		SP2513		Payback:	0	0	0	0	0	
County:	GREENE	Pavement improvement from 0.2 mile east of Rte. 360 to 0.6 mile west of Rte. 266 in Springfield.				Engineering:	10	67	271	0	0	
Route:	IS 44	Federal:	2,358	State :	262	Local :	0	Estimated Total: 2,630		R/W:	0	
Project No.:	SU0253	Anticipated Federal Funds : NHPP			Award Date :	2027	Construction:	0	0	2,282	0	
Length:	2.71	Let With : SR0023 SR0244		Future Cost :		0	FFOS:	0	0	0	0	
MPO:	Y	Tip No. :		SP2504		Payback:	0	0	0	0	0	
County:	GREENE	Job Order Contracting for pavement repair on I-44, Rte. 65, Rte. 60, Rte. 160, and Rte. 13 in the urban Southwest District.				Engineering:	0	10	85	0	0	
Route:	IS 44	Adv. CN:	549	State :	61	Local :	0	Estimated Total: 610		R/W:	0	
Project No.:	SU0452	Anticipated Federal Funds : AC-NHPP			Award Date :	2028	Construction:	0	0	515	0	
Length:	69.26	Let With :		Future Cost :		0	FFOS:	0	0	0	0	
MPO:	Y	Tip No. :		MO2513-25		Payback:	0	0	0	0	0	
County:	GREENE	Capital improvement from 0.5 mile east of Rte. 65 to Rtes. NN and J.				Engineering:	1,651	100	100	200	415	
Route:	US 60	Federal:	27,204	State :	6,801	Local :	0	Estimated Total: 35,656		R/W:	0	
Project No.:	8P0683G	Anticipated Federal Funds : NHPP			Award Date :	2031	Construction:	0	0	0	0	
Length:	1.95	Let With :		Future Cost :		0	FFOS:	0	0	0	0	
MPO:	Y	Tip No. :		GR140318A1		Payback:	0	0	0	0	0	
County:	GREENE	Capital improvement from west of County Road 103 to Rte. 360 (James River Freeway) in Republic.				Engineering:	1,150	72	20	1,443	0	
Route:	US 60	Federal:	13,361	State :	3,340	Local :	0	Estimated Total: 17,851		R/W:	0	
Project No.:	SU0078	Anticipated Federal Funds : NHPP			Award Date :	2028	Construction:	0	0	7,083	0	
Length:	1.06	Let With :		Future Cost :		0	FFOS:	0	0	0	0	
MPO:	Y	Tip No. :		RP2303-23		Payback:	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030		
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031		
County:	GREENE	Pavement improvement from Rte. 65 to west of Highland Springs Boulevard in Springfield.				Engineering:	8	2	6	74	0	0	
Route:	US 60	Federal:	578	State :	145	R/W:	0	0	0	0	0		
Project No.:	SU0291	Anticipated Federal Funds : NHPP			Award Date :	2029	Construction:	0	0	0	641	0	0
Length:	0.95	Let With : SU0294			Future Cost :	0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : SP2508				Payback:	0	0	0	0	0	0	
County:	GREENE	Pavement improvement from 0.3 mile west of Illinois Street to Rte. 174 in Republic.				Engineering:	10	10	28	184	0	0	
Route:	US 60	Federal:	1,431	State :	358	R/W:	0	0	0	0	0		
Project No.:	SU0293	Anticipated Federal Funds : NHPP			Award Date :	2029	Construction:	0	0	0	1,567	0	0
Length:	2.61	Let With :			Future Cost :	0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : RP2501				Payback:	0	0	0	0	0	0	
County:	GREENE	Pavement improvement from Rte. 13 (Kansas Expressway) to 1.4 miles east of Bus. 65 (Glenstone Avenue) in Springfield.				Engineering:	20	10	96	416	0	0	
Route:	US 60	Federal:	2,602	State :	651	R/W:	0	0	0	0	0		
Project No.:	SU0294	Anticipated Federal Funds : NHPP			Award Date :	2029	Construction:	0	0	0	2,731	0	0
Length:	5.16	Let With : SU0291			Future Cost :	0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : SP2507				Payback:	0	0	0	0	0	0	
County:	GREENE	Pavement improvement from Rte. 174 in Republic to Rtes. 413/60/360.				Engineering:	4	10	69	290	0	0	
Route:	US 60	Federal:	2,317	State :	579	R/W:	0	0	0	0	0		
Project No.:	SU0295	Anticipated Federal Funds : NHPP			Award Date :	2029	Construction:	0	0	0	2,527	0	0
Length:	4.17	Let With :			Future Cost :	0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : RP2502				Payback:	0	0	0	0	0	0	
County:	GREENE	Operational and pedestrian improvements on Glenstone Avenue from Valley Water Mill Road to McClernon Street and from Stewart Avenue to Rte. 60 (James River Freeway) in Springfield. \$910,000 Open Container funds.				Engineering:	986	2	5	470	0	0	
Route:	BU 65	Federal:	2,903	State :	323	R/W:	0	0	200	0	0		
Project No.:	SU0003	Anticipated Federal Funds : SAFETY			Award Date :	2029	Construction:	0	0	0	2,549	0	0
Length:	8.10	Let With :			Future Cost :	0	FFOS:	0	0	0	0	0	
MPO:	Y	Tip No. : SP2218-22A				Payback:	0	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2026	7/2027	7/2028	7/2029	7/2030
							Prog	6/2027	6/2028	6/2029	6/2030	6/2031
County:	GREENE	Pavement improvement from James River in Springfield to 0.2 mile north of Rte. CC in Ozark.				Engineering:	10	122	436	0	0	0
Route:	US 65	Federal: 3,433	State : 858	Local : 0	Estimated Total: 4,301	R/W:	0	0	0	0	0	
Project No.:	SU0254	Anticipated Federal Funds : NHPP			Award Date : 2027	Construction:	0	0	3,733	0	0	
Length:	3.24	Let With :			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : MO2511					Payback:	0	0	0	0	0	
County:	GREENE	Interchange and bridge improvement on Kearney Street at Rte. 65 in Springfield. Project involves twin bridges A1648, A1649, and A2364.				Engineering:	1,480	1,430	1,221	1,221	5,112	0
Route:	MO 744	Federal: 41,773	State : 10,443	Local : 0	Estimated Total: 53,696	R/W:	0	0	0	6,939	0	
Project No.:	8P3220	Anticipated Federal Funds : NHPP			Award Date : 2030	Construction:	0	0	0	0	36,293	
Length:	1.80	Let With :			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : SP2214-22					Payback:	0	0	0	0	0	
County:	GREENE	Replace signals on Kearney St at National Ave, Summit Ave, Broadway Ave and Delaware Ave, on Bus. 65 at Patterson Ave and Cedarbrook Ave, on Rte. FF at Rte. M in Battlefield, and on Rte. CC at Cheyenne Rd in Christian County. Upgrade signal at Rte. 744 and Grant Ave.				Engineering:	255	2	521	0	0	0
Route:	MO 744	Adv. CN: 2,431	State : 608	Local : 0	Estimated Total: 3,294	R/W:	0	17	0	0	0	
Project No.:	8P3237	Anticipated Federal Funds : AC-STBG			Award Date : 2028	Construction:	0	0	2,499	0	0	
Length:	0.13	Let With :			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : MO2210-22					Payback:	0	0	0	0	0	
County:	GREENE	Pavement resurfacing on Sunshine Street from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.				Engineering:	75	212	0	0	0	0
Route:	RT D	Federal: 1,608	State : 402	Local : 0	Estimated Total: 2,085	R/W:	0	0	0	0	0	
Project No.:	8S0745	Anticipated Federal Funds : NHPP			Award Date : 7/2026	Construction:	0	1,798	0	0	0	
Length:	2.74	Let With : 8S3133 8S3153			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : SP1906-19					Payback:	0	0	0	0	0	
County:	GREENE	Add intersection turn lanes, pedestrian signals and raised medians at various locations on Sunshine Street from Bus. 65 (Glenstone Avenue) to 0.3 mile east of County Road 199.				Engineering:	1,080	380	0	0	0	0
Route:	RT D	Federal: 2,050	State : 513	Local : 0	Estimated Total: 3,896	R/W:	253	0	0	0	0	
Project No.:	8S3133	Anticipated Federal Funds : NHPP			Award Date : 7/2026	Construction:	0	2,183	0	0	0	
Length:	4.53	Let With : 8S0745 8S3153			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : SP1802-22A					Payback:	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

		Prior	7/2026	7/2027	7/2028	7/2029	7/2030
		Prog	6/2027	6/2028	6/2029	6/2030	6/2031
County:	GREENE	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield. \$626,000 Transportation Alternatives and \$156,500 Springfield funds.					
Route:	RT D	Engineering:	1,378	396	0	0	0
Project No.:	8S3153	R/W:	53	0	0	0	0
Length:	2.58	Construction:	0	3,436	0	0	0
MPO:	Y	FFOS:	0	783	0	0	0
	Tip No. : SP1413-24A	Payback:	0	0	0	0	0
County:	GREENE	Pavement resurfacing and replace guardrail from east of Blackman Road to Rte. 125 east of Springfield. Add curb blockout to bridge over Pierson Creek. Project involves bridges A3055 and A3056.					
Route:	RT D	Engineering:	55	195	0	0	0
Project No.:	8S3215	R/W:	0	0	0	0	0
Length:	5.55	Construction:	0	1,642	0	0	0
MPO:	Y	FFOS:	0	0	0	0	0
	Tip No. : GR2203-22	Payback:	0	0	0	0	0
County:	GREENE	Replace signals at Oak Grove Avenue and Ventura Avenue in Springfield.					
Route:	RT D	Engineering:	30	10	10	10	110
Project No.:	SU0148	R/W:	0	0	0	0	11
Length:	0.03	Construction:	0	0	0	0	918
MPO:	Y	FFOS:	0	0	0	0	0
	Tip No. : SP2401-24	Payback:	0	0	0	0	0
County:	GREENE	Pavement improvement from 0.2 mile south of Rte. 60 (James River Freeway) to south of Weaver Road in Battlefield.					
Route:	RT FF	Engineering:	4	2	107	0	0
Project No.:	SU0290	R/W:	0	0	0	0	0
Length:	1.76	Construction:	0	0	786	0	0
MPO:	Y	FFOS:	0	0	0	0	0
	Tip No. : BA2501	Payback:	0	0	0	0	0
County:	GREENE	Pavement resurfacing from Weaver Road in Battlefield to Haseltine Road.					
Route:	RT FF	Engineering:	24	2	67	0	0
Project No.:	SU0018	R/W:	0	0	0	0	0
Length:	3.05	Construction:	0	0	562	0	0
MPO:	Y	FFOS:	0	0	0	0	0
	Tip No. : BA2301-23	Payback:	0	0	0	0	0

2027 - 2031 Highway and Bridge Construction Schedule

							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior	7/2026	7/2027	7/2028	7/2029	7/2030
							Prog	6/2027	6/2028	6/2029	6/2030	6/2031
County:	GREENE	Intersection improvement at Weaver Road in Battlefield.				Engineering:	270	57	495	0	0	0
Route:	RT FF	Federal: 3,425	State : 381	Local : 0	Estimated Total: 4,076	R/W:	0	125	0	0	0	
Project No.:	SU0189	Anticipated Federal Funds : SAFETY			Award Date : 2027	Construction:	0	0	3,129	0	0	
Length:	0.13	Let With : SU0018 SU0210 SU0290			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. :	Payback: 0 0 0 0 0 0										
County:	GREENE	Bridge rehabilitation over Rte. 65, Rte. H (Glenstone Avenue) over I-44, and Rte. 125 over BNSF Railway. Project involves bridges A2040, A7501, and A8269.				Engineering:	72	123	0	0	0	0
Route:	CST GASCONADE ST	Federal: 693	State : 173	Local : 0	Estimated Total: 938	R/W:	0	0	0	0	0	
Project No.:	SU0169	Anticipated Federal Funds : NHPP			Award Date : 11/2026	Construction:	0	743	0	0	0	
Length:	0.18	Let With :			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : SP2512-25	Payback: 0 0 0 0 0 0										
County:	GREENE	Pavement resurfacing and add rumble stripes from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.				Engineering:	55	119	0	0	0	0
Route:	RT J	Adv. CN: 1,039	State : 260	Local : 0	Estimated Total: 1,354	R/W:	0	0	0	0	0	
Project No.:	8S3211	Anticipated Federal Funds : AC-STBG			Award Date : 2/2027	Construction:	0	1,180	0	0	0	
Length:	5.50	Let With : 8S3215 SR0166 SU0077			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : GR2205-22	Payback: 0 0 0 0 0 0										
County:	GREENE	Replace box culverts south of County Road 150 and south of County Road 168. Project involves culverts Y0581 and W0010.				Engineering:	400	539	0	0	0	0
Route:	RT J	Adv. CN: 2,541	State : 635	Local : 0	Estimated Total: 3,596	R/W:	20	0	0	0	0	
Project No.:	SU0077	Anticipated Federal Funds : AC-STBG			Award Date : 2/2027	Construction:	0	2,637	0	0	0	
Length:	0.32	Let With : 8S3211 8S3215 SR0166			Future Cost : 0	FFOS:	0	0	0	0	0	
MPO:	Y Tip No. : GR2502-25	Payback: 0 0 0 0 0 0										
County:	GREENE	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic. Design by Republic. \$7,712,886 Cost Share, \$2,296,000 STBG-Urban, and \$342,062 Republic funds. \$6,000,000 General Revenue funds restricted and contingent upon the release of funds.				Engineering:	940	1,721	0	0	0	0
Route:	RT MM	Adv. CN: 11,385	State : 6,000	Local : 342	Estimated Total: 18,667	R/W:	0	4,100	0	0	0	
Project No.:	8S0836B	Anticipated Federal Funds : AC-STBG			Award Date : 6/2027	Construction:	0	11,906	0	0	0	
Length:	1.51	Let With : SU0370			Future Cost : 0	FFOS:	0	8,638	0	0	0	
MPO:	Y Tip No. : RP1703-22A	Contingent upon the execution of an agreement Payback: 0 0 0 0 0 0										

2027 - 2031 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	GREENE	Add medians, lighting, signing, and striping for additional lanes from I-44 to Rte. 360 (James River Freeway) in Republic.				Engineering:	50	209	0	0	0	0
Route:	RT MM	Federal:	1,313	State :	146	Local :	0	Estimated Total: 1,509				
Project No.:	SU0370	Anticipated Federal Funds : SAFETY				Award Date :	6/2027					
Length:	1.51	Let With : 8S0836B				Future Cost :	0					
MPO:	Y	Tip No. :				FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0
County:	GREENE	Bridge rehabilitation over I-44 in Springfield. Project involves bridge A7024.				Engineering:	208	639	0	0	0	0
Route:	RP US65N TO IS44W	Federal:	3,450	State :	863	Local :	0	Estimated Total: 4,521				
Project No.:	SU0297	Anticipated Federal Funds : NHPP				Award Date :	2/2027					
Length:	0.00	Let With :				Future Cost :	0					
MPO:	Y	Tip No. : SP2514-25				FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0
County:	GREENE	Bridge painting over Rte. 60 and on Rte. 65 over I-44 and bridge rehabilitation on eastbound Rte. 60 ramp over Rte. 65 in Springfield. Project involves bridges A7541, A7542, and A7024.				Engineering:	4	2	90	275	0	0
Route:	RP US65N TO US60W	Federal:	1,550	State :	387	Local :	0	Estimated Total: 1,941				
Project No.:	SU0298	Anticipated Federal Funds : NHPP				Award Date :	2029					
Length:	0.00	Let With :				Future Cost :	0					
MPO:	Y	Tip No. : SP2511-25				FFOS:	0	0	0	0	0	0
						Payback:	0	0	0	0	0	0
County:	GREENE	Roadway widening from east of Rte. FF to Cloverdale Lane in Battlefield. \$2,287,200 STBG-Urban, \$571,800 Battlefield.				Engineering:	120	157	325	0	0	0
Route:	CST WEAVER RD	Adv. CN:	2,242	State :	14	Local :	547	Estimated Total: 2,923				
Project No.:	SU0210	Anticipated Federal Funds : AC-STBG				Award Date :	2027					
Length:	0.43	Let With : SU0018 SU0189 SU0290				Future Cost :	0					
MPO:	Y	Tip No. : Contingent upon the execution of an agreement				FFOS:	20	282	2,457	0	0	0
						Payback:	0	0	0	0	0	0
County:	VARIOUS	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.				Engineering:	0	0	0	0	0	0
Route:	VARIOUS	Federal:	0	State :	1,460	Local :	0	Estimated Total: 6,089				
Project No.:	5B0800X	Anticipated Federal Funds : STATE				Award Date :	2033					
Length:	0.00	Let With :				Future Cost :	301 - 1,000					
MPO:	Y	Tip No. : MO1105				FFOS:	7	0	0	0	0	0
						Payback:	4,622	292	292	292	292	292

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING					
Prior	7/2026	7/2027	7/2028	7/2029	7/2030
Prog	6/2027	6/2028	6/2029	6/2030	6/2031

County:	VARIOUS	ITS operations and management of the Transportation Management Center of the Ozarks in the urban Southwest District.				Engineering:	0	0	0	0	0	0					
Route:	VARIOUS	Federal: 0	State : 1,279	Local : 0	Estimated Total: 1,279	R/W:	0	0	0	0	0	0					
Project No.:	SU0218	Anticipated Federal Funds : STATE				Award Date : /2027	Construction:	0	1,279	0	0	0	0				
Length:	0.00	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0					
MPO:	Y	Tip No. : MO2701-24										Payback:	0	0	0	0	0
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	0	0	0	0					
Route:	VARIOUS	Federal: 180	State : 20	Local : 0	Estimated Total: 200	R/W:	0	0	0	0	0	0					
Project No.:	SU0220	Anticipated Federal Funds : SAFETY				Award Date : /2026	Construction:	0	200	0	0	0	0				
Length:	0.00	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0					
MPO:	Y	Tip No. : MO2702-25										Payback:	0	0	0	0	0
County:	VARIOUS	Job Order Contracting for ADA compliance repairs at various locations in the urban Southwest District.				Engineering:	5	3	82	0	0	0					
Route:	VARIOUS	Adv. CN: 233	State : 58	Local : 0	Estimated Total: 296	R/W:	0	0	0	0	0	0					
Project No.:	SU0354	Anticipated Federal Funds : AC-STBG				Award Date : 2028	Construction:	0	0	206	0	0	0				
Length:	0.00	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0					
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	0	0	0	0					
Route:	VARIOUS	Federal: 180	State : 20	Local : 0	Estimated Total: 200	R/W:	0	0	0	0	0	0					
Project No.:	SU0359	Anticipated Federal Funds : SAFETY				Award Date : 2028	Construction:	0	0	200	0	0	0				
Length:	0.00	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0					
MPO:	Y	Tip No. : MO2702-25										Payback:	0	0	0	0	0
County:	VARIOUS	ITS operations and management of the Traffic Management Center of the Ozarks in the urban Southwest District.				Engineering:	0	0	0	0	0	0					
Route:	VARIOUS	Federal: 0	State : 1,058	Local : 0	Estimated Total: 1,058	R/W:	0	0	0	0	0	0					
Project No.:	SU0444	Anticipated Federal Funds : STATE				Award Date : 2028	Construction:	0	0	1,058	0	0	0				
Length:	0.00	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0					
MPO:	Y	Tip No. : MO2701-24										Payback:	0	0	0	0	0

2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING

						Prior	7/2026	7/2027	7/2028	7/2029	7/2030								
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031								
County:	VARIOUS	ITS operations and management of the Transportation Management Center of the Ozarks in the urban Southwest District.				Engineering:	0	0	0	74	0	0							
Route:	VARIOUS	Federal:	0	State :	1,137	Local :	0	Estimated Total: 1,137				R/W:	0	0	0	0	0		
Project No.:	SU0445	Anticipated Federal Funds : STATE				Award Date :	2029	Construction:					0	0	0	1,063	0	0	
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :	MO2701-24									Payback:	0	0	0	0	0	0	
County:	VARIOUS	On-call work zone enforcement at various locations in the urban Southwest District.				Engineering:	0	0	0	0	0	0							
Route:	VARIOUS	Federal:	180	State :	20	Local :	0	Estimated Total: 200				R/W:	0	0	0	0	0		
Project No.:	SU0448	Anticipated Federal Funds : SAFETY				Award Date :	2028	Construction:					0	0	0	0	200	0	0
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :	MO2702-25									Payback:	0	0	0	0	0	0	
County:	VARIOUS	Job Order Contracting for concrete repairs in the urban Southwest District.				Engineering:	0	3	6	123	0	0							
Route:	VARIOUS	Adv. CN:	615	State :	154	Local :	0	Estimated Total: 769				R/W:	0	0	0	0	0		
Project No.:	SU0449	Anticipated Federal Funds : AC-STBG				Award Date :	2029	Construction:					0	0	0	0	637	0	0
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :										Payback:	0	0	0	0	0	0	
County:	VARIOUS	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.				Engineering:	0	5	45	0	0	0							
Route:	VARIOUS	Adv. CN:	205	State :	51	Local :	0	Estimated Total: 256				R/W:	0	0	0	0	0		
Project No.:	SU0450	Anticipated Federal Funds : AC-STBG				Award Date :	2028	Construction:					0	0	0	206	0	0	0
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :	MO2506-25									Payback:	0	0	0	0	0	0	
County:	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.				Engineering:	0	5	305	0	0	0							
Route:	VARIOUS	Adv. CN:	1,484	State :	371	Local :	0	Estimated Total: 1,855				R/W:	0	0	0	0	0		
Project No.:	SU0451	Anticipated Federal Funds : AC-STBG				Award Date :	2028	Construction:					0	0	0	1,545	0	0	0
Length:	0.00	Let With :				Future Cost : 0						FFOS:	0	0	0	0	0	0	
MPO:	Y	Tip No. :	MO2519-25									Payback:	0	0	0	0	0	0	

2027 - 2031 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING						
						Prior	7/2026	7/2027	7/2028	7/2029	7/2030	
						Prog	6/2027	6/2028	6/2029	6/2030	6/2031	
County:	VARIOUS	Pedestrian safety improvements at various locations in the urban Southwest District.				Engineering:	0	50	100	250	0	0
Route:	VARIOUS	Federal: 1,400	State : 155	Local : 0	Estimated Total: 1,555	R/W:	0	0	52	0	0	0
Project No.:	SU0471	Anticipated Federal Funds : SAFETY				Construction:	0	0	0	1,103	0	0
Length:	0.00	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2702-25				Payback:	0	0	0	0	0	0
County:	VARIOUS	Bicycle and pedestrian safety improvements at various locations in the urban Southwest District.				Engineering:	0	80	120	0	0	0
Route:	VARIOUS	Federal: 653	State : 72	Local : 0	Estimated Total: 725	R/W:	0	2	0	0	0	0
Project No.:	SU0527	Anticipated Federal Funds : SAFETY				Construction:	0	0	523	0	0	0
Length:	0.00	Let With :				Future Cost : 0	FFOS:	0	0	0	0	0
MPO:	Y	Tip No. : MO2702-25				Payback:	0	0	0	0	0	0

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2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029	7/2029 6/2030	7/2030 6/2031
FFOS:	27	12,780	2,457	0	0	0
Total RW:	982	4,389	7,335	6,939	2,937	0
Total Construction:	0	46,501	33,197	35,072	36,293	28,550
Paybacks:	4,622	292	292	292	292	292
Sub-Total:	5,604	51,182	40,824	42,303	39,522	28,842
Total Engineering:	13,672	9,397	7,113	6,513	5,559	3,769
Grand Total:	19,276	60,579	47,937	48,816	45,081	32,611

TMA : Y

Project Count : 57

	2027	2028	2029	2030	2031
State:	14,762	9,378	10,448	9,249	6,756
AC State:	31,620	7,517	2,994	1	176
Local:	1,197	491	0	0	0
Sub total:	47,579	17,386	13,442	9,250	6,932

Federal

Sub-total Federal:	13,000	30,551	35,374	35,831	25,679
Grand Total:	60,579	47,937	48,816	45,081	32,611

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2027 - 2031 Highway and Bridge Construction Schedule

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog	7/2026 6/2027	7/2027 6/2028	7/2028 6/2029	7/2029 6/2030	7/2030 6/2031
FFOS:	86	15,966	2,457	0	0	0
Total RW:	2,461	10,223	9,284	7,090	4,346	0
Total Construction:	3,234	256,409	157,259	163,485	106,757	121,106
Paybacks:	102,140	8,060	8,060	8,060	8,060	8,060
Sub-Total:	107,835	274,692	174,603	178,635	119,163	129,166
Total Engineering:	46,047	52,935	31,837	29,812	22,178	18,460
Grand Total:	153,882	327,627	206,440	208,447	141,341	147,626

Project Count : 231

	2027	2028	2029	2030	2031
State:	70,913	42,173	47,376	34,674	34,640
AC State:	87,461	26,360	23,453	2,131	3,899
Local:	3,983	491	0	0	0
Sub total:	162,357	69,024	70,829	36,805	38,539

Federal

Sub-total Federal:	165,270	137,416	137,618	104,536	109,087
Grand Total:	327,627	206,440	208,447	141,341	147,626

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Section 3 – Scoping and Design Projects

2027-2031 Scoping and Design Projects

The purpose of this section is to identify potential future highway and bridge projects. These projects may be in the evaluation stage, which is called project scoping, or may be further along in the preliminary design process. **Projects listed in this section are not commitments to construct or implement an improvement.** These commitments won't be made until the NEPA process is completed. These projects are being included in the STIP for the scoping or preliminary design phase only, and subsequent phases have not yet been determined or are beyond the STIP period.

After needs have been identified and prioritized, the higher-priority needs are included in this section. Next, a core team is formed, comprising personnel from various MoDOT divisions. The core team investigates the problem or concern and develops several solutions that may be either short term or long term. Some problems have no transportation or construction solution and instead may require public education or assistance through law enforcement.

Once a solution is selected, additional preliminary design work occurs. Design progresses up to a point at which MoDOT is confident the solution will properly address the problem or concern of the improvement's cost. The potential project moves into the next stage of the planning framework, which is the prioritization and selection of projects for construction. Projects that have been prioritized and selected for construction are listed in the construction program (see Section 4). Only the construction projects in Section 4 represent a commitment by MoDOT to build the project.

Please see Section 2 for additional discussion regarding how a need becomes a project through the planning framework. This process includes identifying and prioritizing needs, developing solutions, prioritizing and selecting projects for construction.

The amount of time a potential project spends in the scoping and design phase varies. Some potential projects are more complex than others, and they might remain in the scoping and design phase for several years. This is especially true for projects such as Missouri and Mississippi River bridge replacements, new roadway construction, or converting a two-lane road to a four-lane road. Some projects could be added to the construction program (see Section 4) in future STIP amendments, either using existing capacity shown in Section 5 or if additional funding becomes available.

2027 - 2031 Scoping and Design Projects

						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)				
						Prior	7/2026	7/2027		
						Prog	6/2027	6/2031		
County:	CHRISTIAN	Scoping for roadway improvements on South Street from 14th Avenue to Rte. W in Ozark.								
Route:	MO 14	Adv. CN	80	State :	20	Local :	0	443	20	80
Job No.:	8P0583	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000				
County:	CHRISTIAN	Scoping for westbound operational improvements from Third Street to Rte. NN in Ozark. Project involves bridge A1002.								
Route:	MO 14	Adv. CN	32	State :	8	Local :	0	50	10	30
Job No.:	8P3249	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000				
County:	CHRISTIAN	Scoping for capacity and safety improvements from Main Street in Nixa to Rte. 65, on Rte. J from Rte. 65 to Rte. NN, and on Rte. NN from Rte. J to Pheasant Road in Ozark.								
Route:	RT CC	Adv. CN	40	State :	10	Local :	0	154	10	40
Job No.:	8S0736	Anticipated Federal Funds : AC-STBG				Future Cost : 25,001 - 50,000				
County:	CHRISTIAN	Scoping for bridge improvements over Elk Valley Creek. Project involves bridges A0571 and A3803.								
Route:	US 65	Federal	206	State :	52	Local :	0	100	100	158
Job No.:	SU0322	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000				
County:	GREENE	Scoping for bridge improvement over Rte. 65 in Springfield. Project involves bridge A1652.								
Route:	CST CHERRY ST	Federal	20	State :	5	Local :	0	0	5	20
Job No.:	SU0412	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000				
County:	GREENE	Scoping for roadway improvements from Rte. 360 north of Republic to east of Rte. 125 in Strafford.								
Route:	IS 44	Federal	68	State :	7	Local :	0	890	15	60
Job No.:	8I3044	Anticipated Federal Funds : NHPP				Future Cost : > 100,000				
County:	GREENE	Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.								
Route:	IS 44	Federal	9	State :	1	Local :	0	87	2	8
Job No.:	8I3134	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000				
County:	GREENE	Scoping for high mast lighting maintenance at Rte. 65 and on Rte. 60 at Rte. 65 in Springfield.								
Route:	IS 44	Federal	5	State :	0	Local :	0	2	1	4
Job No.:	SU0100	Anticipated Federal Funds : NHPP				Future Cost : 1 - 300				

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

						Prior	7/2026	7/2027		
						Prog	6/2027	6/2031		
County:	GREENE	Scoping for job order contracting for pavement repair in the urban Southwest District.								
Route:	IS 44	Adv. CN	10	State :	1	Local :	0	2	7	4
Job No.:	SU0316	Anticipated Federal Funds : AC-NHPP				Future Cost : 301 - 1,000				
County:	GREENE	Scoping for capital improvements from Rte. 65 in Springfield to Rte. 125 in Strafford.								
Route:	IS 44	Federal	270	State :	30	Local :	0	200	100	200
Job No.:	SU0323	Anticipated Federal Funds : NHPP				Future Cost : > 100,000				
County:	GREENE	Scoping for interchange improvement at Rte. 65 in Springfield.								
Route:	IS 44	Federal	450	State :	50	Local :	0	100	100	400
Job No.:	SU0438	Anticipated Federal Funds : NHPP				Future Cost : 50,001 - 75,000				
County:	GREENE	Scoping for capital improvements on Kansas Expressway (MO 13) from Sunshine Street (Rte. 413) to Battlefield Road in Springfield.								
Route:	MO 13	Federal	240	State :	60	Local :	0	700	150	150
Job No.:	8S3195	Anticipated Federal Funds : NHPP				Future Cost : 10,001 - 15,000				
County:	GREENE	Scoping for safety and operational improvements on Kansas Expressway from Evergreen Street to Grand Street in Springfield.								
Route:	MO 13	Federal	225	State :	25	Local :	0	400	50	200
Job No.:	8S3253	Anticipated Federal Funds : SAFETY				Future Cost : 10,001 - 15,000				
County:	GREENE	Scoping for safety improvements from 0.3 mile north of Richland Road to 0.4 mile north of I-44 in Springfield.								
Route:	MO 13	Federal	90	State :	10	Local :	0	140	20	80
Job No.:	SU0125	Anticipated Federal Funds : SAFETY				Future Cost : 2,001 - 5,000				
County:	GREENE	Scoping for intersection improvements on Kansas Expressway at Division Street in Springfield.								
Route:	MO 13	Federal	16	State :	4	Local :	0	100	5	15
Job No.:	SU0350	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000				
County:	GREENE	Scoping for corridor improvements from Rte. 413 (Sunshine Street) to Battlefield Road in Springfield.								
Route:	MO 13	Federal	480	State :	120	Local :	0	200	200	400
Job No.:	SU0371	Anticipated Federal Funds : NHPP				Future Cost : 5,001 - 10,000				

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

							Prior	7/2026	7/2027	
							Prog	6/2027	6/2031	
County:	GREENE	Scoping for safety improvements at County Road 94.								
Route:	MO 13	Federal	36	State :	4	Local :	0	0	10	30
Job No.:	SU0466	Anticipated Federal Funds : SAFETY					Future Cost : 2,001 - 5,000			
County:	GREENE	Scoping for pavement improvements from Rte. WW in Greene County to 0.1 mil north of Norton Road in Springfield.								
Route:	MO 13	Federal	16	State :	4	Local :	0	0	5	15
Job No.:	SU0508	Anticipated Federal Funds : NHPP					Future Cost : 2,001 - 5,000			
County:	GREENE	Scoping for pavement improvements from County Road 59 to Rte. 60 in Republic.								
Route:	MO 174	Federal	8	State :	2	Local :	0	0	2	8
Job No.:	SU0524	Anticipated Federal Funds : STBG					Future Cost : 301 - 1,000			
County:	GREENE	Scoping for pavement improvements from Rte. AB to County Road 97.								
Route:	MO 266	Federal	4	State :	1	Local :	0	0	1	4
Job No.:	SU0525	Anticipated Federal Funds : STBG					Future Cost : 1 - 300			
County:	GREENE	Scoping for safety, operational, and intersection improvements at various locations from Rte. 13 (Kansas Expressway) in Springfield to Kansas Avenue in Republic.								
Route:	MO 413	Federal	560	State :	140	Local :	0	802	300	400
Job No.:	8S3159	Anticipated Federal Funds : NHPP					Future Cost : 25,001 - 50,000			
County:	GREENE	Scoping for improvements on Evergreen Street from Rte. 125 to 1.1 miles east of Rte. 125 in Strafford.								
Route:	N OR 44	Adv. CN	20	State :	5	Local :	0	45	5	20
Job No.:	SU0160	Anticipated Federal Funds : AC-STBG					Future Cost : 5,001 - 10,000			
County:	GREENE	Scoping for intersection and safety improvements from Rte. 160 in Willard to Rte. 266, on Rte. 266 from Rte. AB to Rte. B, and on Rte. B from Rte. 266 to I-44 near Republic.								
Route:	RT AB	Adv. CN	40	State :	10	Local :	0	50	10	40
Job No.:	8S3250	Anticipated Federal Funds : AC-STBG					Future Cost : 2,001 - 5,000			
County:	GREENE	Scoping for intersection improvements on Sunshine Street at Oak Grove and Ventura Avenues.								
Route:	RT D	Federal	96	State :	24	Local :	0	90	30	90
Job No.:	SU0167	Anticipated Federal Funds : NHPP					Future Cost : 5,001 - 10,000			

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

						Prior	7/2026	7/2027		
						Prog	6/2027	6/2031		
County:	GREENE	Scoping for corridor improvements from Rte. M to County Road 194 in Battlefield.								
Route:	RT FF	Adv. CN	80	State :	20	Local :	0	250	50	50
Job No.:	SU0004	Anticipated Federal Funds : AC-STBG				Future Cost : 5,001 - 10,000				
County:	GREENE	Scoping for bridge rehabilitation over Rte. 60. Project involves bridge A8303.								
Route:	RT J	Federal	10	State :	2	Local :	0	0	2	10
Job No.:	SU0465	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000				
County:	GREENE	Scoping for pavement improvement from Rte. 60 in Republic to Rte. FF in Battlefield.								
Route:	RT M	Adv. CN	14	State :	3	Local :	0	10	5	12
Job No.:	SU0265	Anticipated Federal Funds : AC-STBG				Future Cost : 301 - 1,000				
County:	GREENE	Scoping for railroad crossing improvements and roadway relocation from Rte. 360 to Rte. M in Republic. Project involves bridge A5907.								
Route:	RT MM	Adv. CN	640	State :	160	Local :	0	4,247	200	600
Job No.:	8S0836	Anticipated Federal Funds : AC-STBG				Future Cost : 50,001 - 75,000				
County:	GREENE	Scoping for roadway improvements from Rte. 360 to Haile Street in Republic. Project involves bridge A5907.								
Route:	RT MM	Adv. CN	200	State :	50	Local :	0	350	50	200
Job No.:	8S0836E	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000				
County:	GREENE	Scoping for interchange and ramp improvements at I-44 near Republic.								
Route:	RT MM	Adv. CN	140	State :	35	Local :	0	640	50	125
Job No.:	SU0043	Anticipated Federal Funds : AC-STBG				Future Cost : 10,001 - 15,000				
County:	GREENE	Scoping for pavement improvements from Rte. TT to Farm Road 168.								
Route:	RT N	Federal	4	State :	1	Local :	0	0	1	4
Job No.:	SU0526	Anticipated Federal Funds : STBG				Future Cost : 1 - 300				
County:	GREENE	Scoping for pavement improvement from 0.1 mile east of Rte. 125 in Strafford to 0.2 mile east of County Road 249.								
Route:	RT OO	Federal	6	State :	2	Local :	0	0	2	6
Job No.:	SU0512	Anticipated Federal Funds : NHPP				Future Cost : 301 - 1,000				

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

							Prior	7/2026	7/2027	
							Prog	6/2027	6/2031	
County:	GREENE	Scoping for interchange improvements at Rte. 65 and railroad grade separation at BNSF Railway in Springfield.								
Route:	RT YY	Federal	135	State :	15	Local :	0	1,000	50	100
Job No.:	SU0209	Anticipated Federal Funds : SAFETY					Future Cost : 50,001 - 75,000			
County:	GREENE	Review of scoping and design for intersection improvements on Wilson's Creek Boulevard at Hines Street in Republic. Scoping and Design by Republic.								
Route:	RT ZZ	Adv. CN	40	State :	10	Local :	0	10	10	40
Job No.:	SU0351	Anticipated Federal Funds : AC-STBG					Future Cost : 5,001 - 10,000			
County:	GREENE	Scoping to extend Wilson's Creek Boulevard from Rte. M (Republic Road) to Rte. 60.								
Route:	RT ZZ	Adv. CN	64	State :	16	Local :	0	100	20	60
Job No.:	8S0836C	Anticipated Federal Funds : AC-STBG					Future Cost : 25,001 - 50,000			
County:	GREENE	Scoping for pavement improvements from Rte. M in Republic to County Road 194.								
Route:	RT ZZ	Adv. CN	14	State :	4	Local :	0	10	5	13
Job No.:	SU0267	Anticipated Federal Funds : AC-STBG					Future Cost : 1,001 - 2,000			
County:	GREENE	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.								
Route:	US 160	Federal	6	State :	1	Local :	0	20	2	5
Job No.:	8P3033	Anticipated Federal Funds : NHPP					Future Cost : 25,001 - 50,000			
County:	GREENE	Scoping for safety and operational improvements at various locations from I-44 in Springfield to Eagle Ridge Drive in Battlefield.								
Route:	US 160	Federal	320	State :	80	Local :	0	100	100	300
Job No.:	SU0352	Anticipated Federal Funds : NHPP					Future Cost : 10,001 - 15,000			
County:	GREENE	Scoping for bridge rehabilitation at various locations in Greene County. Project involves bridges A4142, A4145, and A7764.								
Route:	US 160	Federal	24	State :	6	Local :	0	0	10	20
Job No.:	SU0467	Anticipated Federal Funds : NHPP					Future Cost : 1,001 - 2,000			
County:	GREENE	Scoping for capital improvements from Rtes. NN/J to Rte. 125.								
Route:	US 60	Federal	200	State :	50	Local :	0	150	50	200
Job No.:	8P0683F	Anticipated Federal Funds : NHPP					Future Cost : 50,001 - 75,000			

2027 - 2031 Scoping and Design Projects

							STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
							Prior	7/2026	7/2027
							Prog	6/2027	6/2031
County:	GREENE	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridges A4141, A4142, A4143, A4144, A4147, A4148, A4149, A4150, A5842, and A5843.							
Route:	US 60	Federal	200	State :	50	Local :	0		
Job No.:	8P3032	Anticipated Federal Funds : NHPP					562	50	200
		Future Cost : 75,001 - 100,000							
County:	GREENE	Scoping to extend Ozarks Traffic ITS from Rte. 65 in Springfield to east of Rte. VV in Rogersville.							
Route:	US 60	Adv. CN	12	State :	3	Local :	0		
Job No.:	8P3251	Anticipated Federal Funds : AC-STBG					25	5	10
		Future Cost : 2,001 - 5,000							
County:	GREENE	Scoping for interchange improvements at Rte. 13 (Kansas Expressway) in Springfield.							
Route:	US 60	Federal	16	State :	4	Local :	0		
Job No.:	SU0005	Anticipated Federal Funds : NHPP					170	10	10
		Future Cost : 2,001 - 5,000							
County:	GREENE	Scoping for pavement improvement over Rte. 60 (James River Freeway) in Springfield. Project involves bridge A7543.							
Route:	US 65	Federal	24	State :	6	Local :	0		
Job No.:	SU0364	Anticipated Federal Funds : NHPP					10	10	20
		Future Cost : 301 - 1,000							
County:	GREENE	Scoping for pavement improvement on northbound auxiliary lane from 0.3 mile north of Battlefield Road to 0.5 mile south of Rte. D (Sunshine Street).							
Route:	US 65	Federal	6	State :	2	Local :	0		
Job No.:	SU0509	Anticipated Federal Funds : NHPP					0	2	6
		Future Cost : 301 - 1,000							
County:	GREENE	Scoping for potential interstate designation on Rtes. 60, 65, and 360 in the Springfield region.							
Route:	US 65	Federal	16	State :	4	Local :	0		
Job No.:	8P3103	Anticipated Federal Funds : NHPP					120	4	16
		Future Cost : 1,001 - 2,000							
County:	GREENE	Traffic operational study from Battlefield Road to Christian County line, including Rte. 60 interchange, and on Rte. 60 from Bus. 65 (Glenstone Avenue) in Springfield to Rte. 125 in Rogersville. Study by the Ozarks Transportation Organization.							
Route:	US 65	Federal	32	State :	8	Local :	0		
Job No.:	SU0006	Anticipated Federal Funds : NHPP					490	20	20
		Future Cost : 5,001 - 10,000							
County:	STONE	Scoping for pavement improvements from 1.0 mile south of Rte. 14 in Nixa to Shelvin Rock Road.							
Route:	RT M	Adv. CN	12	State :	3	Local :	0		
Job No.:	SU0263	Anticipated Federal Funds : AC-STBG					10	5	10
		Future Cost : 1,001 - 2,000							

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

						Prior	7/2026	7/2027		
						Prog	6/2027	6/2031		
County:	VARIOUS	Scoping for ITS improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	80	State :	20	Local :	0	250	50	50
Job No.:	SU0009	Anticipated Federal Funds : AC-STBG				Future Cost : 2,001 - 5,000				
County:	VARIOUS	Scoping for bicycle and pedestrian improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	96	State :	24	Local :	0	90	30	90
Job No.:	SU0188	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000				
County:	VARIOUS	Scoping for sign truss inspections on various routes in the urban Southwest District.								
Route:	VARIOUS	Federal	114	State :	29	Local :	0	700	25	118
Job No.:	SU0191	Anticipated Federal Funds : NHPP				Future Cost : 0				
County:	VARIOUS	Scoping for retaining wall inspections on various routes in the urban Southwest District.								
Route:	VARIOUS	Federal	120	State :	30	Local :	0	150	50	100
Job No.:	SU0192	Anticipated Federal Funds : NHPP				Future Cost : 0				
County:	VARIOUS	Scoping for future projects at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	48	State :	12	Local :	0	40	20	40
Job No.:	SU0222	Anticipated Federal Funds : AC-STBG				Future Cost : 0				
County:	VARIOUS	Scoping for signal and lighting improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	24	State :	6	Local :	0	20	10	20
Job No.:	SU0223	Anticipated Federal Funds : AC-STBG				Future Cost : 301 - 1,000				
County:	VARIOUS	Scoping for signage improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	24	State :	6	Local :	0	20	10	20
Job No.:	SU0224	Anticipated Federal Funds : AC-STBG				Future Cost : 1,001 - 2,000				
County:	VARIOUS	Scoping for bridge improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Federal	24	State :	6	Local :	0	20	10	20
Job No.:	SU0237	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000				

2027 - 2031 Scoping and Design Projects

**STATE FISCAL YEAR PROJECT
BUDGETING (ENGINEERING)**

							Prior	7/2026	7/2027	
							Prog	6/2027	6/2031	
County:	VARIOUS	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.								
Route:	VARIOUS	Federal	24	State :	6	Local :	0	20	10	20
Job No.:	SU0239	Anticipated Federal Funds : NHPP					Future Cost : 1,001 - 2,000			
County:	VARIOUS	Scoping for safety improvements at various locations in the urban Southwest District.								
Route:	VARIOUS	Federal	54	State :	6	Local :	0	40	20	40
Job No.:	SU0240	Anticipated Federal Funds : SAFETY					Future Cost : 1,001 - 2,000			
County:	VARIOUS	Scoping for pavement improvements on major routes at various locations in the urban Southwest District.								
Route:	VARIOUS	Federal	48	State :	12	Local :	0	40	20	40
Job No.:	SU0241	Anticipated Federal Funds : NHPP					Future Cost : 1,001 - 2,000			
County:	VARIOUS	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	24	State :	6	Local :	0	20	10	20
Job No.:	SU0242	Anticipated Federal Funds : AC-STBG					Future Cost : 1,001 - 2,000			
County:	VARIOUS	Surveying to sell excess right of way in the urban Southwest District.								
Route:	VARIOUS	Federal	0	State :	30	Local :	0	20	10	20
Job No.:	SU0243	Anticipated Federal Funds : STATE					Future Cost : 0			
County:	VARIOUS	Scoping for sign replacements at various locations in the Southwest urban district.								
Route:	VARIOUS	Adv. CN	12	State :	3	Local :	0	10	5	10
Job No.:	SU0300	Anticipated Federal Funds : AC-STBG					Future Cost : 2,001 - 5,000			
County:	VARIOUS	Review of permit projects at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	48	State :	12	Local :	0	30	15	45
Job No.:	SU0329	Anticipated Federal Funds : AC-STBG					Future Cost : 0			
County:	VARIOUS	Scoping for utility coordination at various locations in the urban Southwest District.								
Route:	VARIOUS	Adv. CN	240	State :	60	Local :	0	150	75	225
Job No.:	SU0333	Anticipated Federal Funds : AC-STBG					Future Cost : 0			

2027 - 2031 Scoping and Design Projects

STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
Prior	7/2026	7/2027
Prog	6/2027	6/2031
0	5	15
0	2	8

County:	VARIOUS	Scoping for bridge rehabilitation at various locations in the urban Southwest District. Project involves various bridges.						
Route:	VARIOUS	Federal	16	State :	4	Local :	0	
Job No.:	SU0474	Anticipated Federal Funds : NHPP				Future Cost : 1,001 - 2,000		
County:	VARIOUS	Scoping for bridge rehabilitation at various locations in the urban Southwest District. Project involves various bridges.						
Route:	VARIOUS	Federal	8	State :	2	Local :	0	
Job No.:	SU0480	Anticipated Federal Funds : NHPP				Future Cost : 2,001 - 5,000		

DRAFT

2027 - 2031 Scoping and Design Projects

SOUTHWEST

Project Count : 66

	2027	2028	2029	2030	2031
State:	417	363	279	176	151
AC State:	550	523	449	305	208
Local:	0	0	0	0	0
Sub total:	967	886	728	481	359

Federal

Sub-total Federal:	1,281	1,085	787	542	526
Grand Total:	2,248	1,971	1,515	1,023	885

DRAFT

2027 - 2031 Scoping and Design Projects

SOUTHWEST

Project Count : 225

	2027	2028	2029	2030	2031
State:	836	747	646	456	360
AC State:	1,210	1,175	1,059	713	461
Local:	0	0	0	0	0
Sub total:	2,046	1,922	1,705	1,169	821

Federal

Sub-total Federal:	2,458	2,167	1,813	1,453	1,228
Grand Total:	4,504	4,089	3,518	2,622	2,049

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TAB 4

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM II.B.

**High Priority
Unfunded Needs List**

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

AGENDA DESCRIPTION:

MoDOT has requested a list of unfunded needs that can be used in planning for different scenarios. The request proposed specific funding for three tiers of projects. Tier 1 (limited to \$28 million) includes needs that could be accomplished in the time of the current five-year STIP as federal and state funding is available. Tier 2 (limited to \$111 million) includes needs beyond the current STIP time frame. Tier 3 (limited to \$111 million) includes additional needs beyond the current STIP time frame. Multimodal unfunded needs (limited to \$56 million) are also categorized separately.

It should be noted that the cost estimates provided are educated estimates and, in some cases, once a final project is determined, the estimate will be revised. The Southwest Urban Unfunded Needs List, which includes Multimodal Unfunded Needs as well, is attached for member review and recommendation.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At a special on-line meeting on May 5, 2026, the Technical Planning Committee recommended the Board of Directors approve the list of unfunded needs for consideration by MoDOT.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the presented list of unfunded needs for consideration by MoDOT.”

OR

“Move to approve the list of unfunded needs for consideration by MoDOT with the following changes....”

Southwest Urban - Road and Bridge High Priority Unfunded Needs									Target	Current	Difference	Percent Over/Under
Tier 1	\$	28,000	\$	28,848	\$	(848)	-3%					
Tier 2	\$	111,000	\$	111,121	\$	(121)	0%					
Tier 3	\$	111,000	\$	111,838	\$	(838)	-1%					

NEED TYPE	YEAR ADDED TO UN LIST	PROJECT NUMBER	STUDY CANDIDATE	TIER	COUNTY NAME	ROUTE	NEED DISTRICT	PROJ DESC	ENG COST	RW CONST COST	TOTAL FUNDS NEEDED	TRAVELWAY ID	BEGIN LOG
ROADS AND BRIDGES	2024	8P3103	*	TIER 1	GREENE	US 65 N	SWU	DESIGNATION OF A POTENTIAL INTERSTATE LOOP ON ROUTES 60, 65 AND 360 IN SPRINGFIELD.	\$410	\$1,020	\$1,430	2010	45.173
ROADS AND BRIDGES	2022	8S3159	*	TIER 1	GREENE	US 60 E	SWU	PHASE I INTERSECTION AND CAPITAL IMPROVEMENTS FROM ROUTE P (MAIN ST) TO ROUTE MM	\$1,236	\$4,944	\$6,180	7782	71.900
ROADS AND BRIDGES	2025	SU0350		TIER 1	GREENE	MO 13 S	SWU	INTERSECTION IMPROVEMENT AT DIVISION STREET IN SPRINGFIELD	\$316	\$969	\$1,285	2011	232.729
ROADS AND BRIDGES	2024	8S0736		TIER 1	CHRISTIAN	RT J W	SWU	WESTBOUND CAPITAL IMPROVEMENTS FROM FARMER BRANCH TO 17TH STREET IN OZARK	\$1,030	\$4,120	\$5,150	2716	0.000
ROADS AND BRIDGES	2021	8S0736D		TIER 1	CHRISTIAN	RT CC E	SWU	CAPITAL IMPROVEMENTS AND SHARED USE PATH FROM FREMONT ROAD TO 21ST STREET IN OZARK	\$2,081	\$12,722	\$14,803	2719	3.566
ROADS AND BRIDGES	2021	8S3195		TIER 2	GREENE	MO 13 S	SWU	PHASE II KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS FROM RTE 413 (SUNSHINE STREET) TO BATTLEFIELD ROAD	\$3,275	\$10,796	\$14,071	2011	235.813
ROADS AND BRIDGES	2022	8S3159		TIER 2	GREENE	MO 174 W	SWU	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$618	\$2,472	\$3,090	2290	1.042
ROADS AND BRIDGES	2024	8S3159	*	TIER 2	GREENE	US 60 E	SWU	PHASE II INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. P (MAIN ST) TO RTE. MM IN REPUBLIC.	\$1,236	\$4,944	\$6,180	7782	71.898
ROADS AND BRIDGES	2021	8P3251		TIER 2	GREENE	US 60 E	SWU	EXTEND OZARKSTRAFFIC INTELLIGENT TRANSPORTATION SYSTEM FROM SPRINGFIELD TO ROUTE 125 IN ROGERSVILLE	\$316	\$1,268	\$1,584	7782	87.857
ROADS AND BRIDGES	2024	SU0352	*	TIER 2	GREENE	US 160 E	SWU	INTERSECTION IMPROVEMENTS AT MOUNT VERNON STREET IN SPRINGFIELD	\$927	\$3,708	\$4,635	7806	91.630
ROADS AND BRIDGES	2022	SU0351		TIER 2	GREENE	RT ZZ S	SWU	INTERSECTION IMPROVEMENST AT HINES ST. IN REPUBLIC	\$927	\$2,832	\$3,759	2727	1.008
ROADS AND BRIDGES		8S0836B		TIER 2	GREENE	RT MM S	SWU	CAPITAL IMPROVEMENT FROM I-44 TO RTE. 360 (JAMES RIVER FREEWAY) IN REPUBLIC	\$2,797	\$15,005	\$17,802	2603	0.073
ROADS AND BRIDGES	2025	8I3044		TIER 2	GREENE	IS 44 E	SWU	PHASE 1 CAPACITY IMPROVEMENTS FROM ROUTE 266 (CHESTNUT EXPRESSWAY) TO ROUTE 160 (WEST BYPASS)	\$15,000	\$45,000	\$60,000	9	72.481
ROADS AND BRIDGES	2026			TIER 3	GREENE	RT OO W	SWU	INTERSECTION IMPROVEMENTS AT WASHINGTON AVE	\$200	\$2,000	\$2,200	3186	12.553
ROADS AND BRIDGES	2026			TIER 3	CHRISTIAN	US 160 E	SWU	WIDEN FROM RTE 14 TO PEMBROOK EXTENSION IN NIXA.	\$1,000	\$10,000	\$11,000	7806	106.103
ROADS AND BRIDGES	2026			TIER 3	GREENE	CST WILLEY ST W/RT O W	SWU	RTE O RELOCATION FROM WILLEY STREET TO KIME STREET	\$200	\$2,000	\$2,200	253218	0.002
ROADS AND BRIDGES	2024	8P0583		TIER 3	CHRISTIAN	MO 14 E	SWU	INTERSECTION IMPROVEMENTS AT RTE. W	\$618	\$2,472	\$3,090	1977	33.605
ROADS AND BRIDGES	2021	8P3249		TIER 3	CHRISTIAN	MO 14 W	SWU	WESTBOUND JACKSON STREET OPERATIONAL IMPROVEMENTS AND BRIDGE WIDENING FROM RTE. NN TO THIRD STREET IN OZARK	\$1,600	\$6,400	\$8,000	1978	89.388
ROADS AND BRIDGES	2022	8P3033		TIER 3	GREENE	US 160 E	SWU	CAPITAL IMPROVEMENTS FROM PLAINVIEW ROAD TO ROUTE AA IN NIXA	\$4,532	\$18,128	\$22,660	7806	101.089
ROADS AND BRIDGES	2025	SU0209	*	TIER 3	GREENE	US 65 S	SWU	INTERCHANGE IMPROVEMENTS AND SHARED USE PATH AT RTE. YY (DIVISION STREET) AND CAPITAL IMPROVEMENTS ON DIVISION ST	\$4,000	\$16,000	\$20,000		
ROADS AND BRIDGES	2022	8S0836E		TIER 3	GREENE	RT MM S	SWU	CAPITAL IMPROVEMENTS FROM RTE. 360 (JAMES RIVER FREEWAY) TO HAILE STREET IN REPUBLIC	\$2,827	\$10,294	\$13,121	2603	1.725
ROADS AND BRIDGES	2022	SU0006	*	TIER 3	GREENE	US 60 E	SWU	PHASE II INTERCHANGE IMPROVEMENT AT ROUTE 65	\$3,000	\$12,000	\$15,000	7782	98.814

NEED TYPE	YEAR ADDED TO UN LIST	PROJECT NUMBER	STUDY CANDIDATE	TIER	COUNTY NAME	ROUTE	NEED DISTRICT	PROJ DESC	ENG COST	RW CONST COST	TOTAL FUNDS NEEDED	TRAVELWAY ID	BEGIN LOG
ROADS AND BRIDGES	2024	NONE use SU0222		TIER 3	CHRISTIAN	US 160 E	SWU	INTERSECTION IMPROVEMENTS AT PEMBROOK IN NIXA	\$618	\$2,472	\$3,090	7806	107.150
ROADS AND BRIDGES	2024	8S3253		TIER 3	GREENE	MO 13 S	SWU	OPERATIONAL, SAFETY AND PEDESTRIAN IMPROVEMENTS FROM EVERGREEN STREET TO DIVISION STREET IN SPRINGFIELD	\$2,505	\$8,972	\$11,477	2011	231.183

Southwest Urban - Road and Bridge High Priority Unfunded Needs							Target	Current	Difference	Percent Over/Under	
NEED TYPE	YEAR ADDED TO UN LIST	NEED DISTRICT	TIER	COUNTY NAME	ROUTE	PROJ DESC	ENG COST	RW CONST COST	TOTAL FUNDS NEEDED	TRAVELWAY ID	BEGIN LOG
							MODAL	\$ 56,000	\$ 56,385	\$ (385)	-1%
MULTIMODAL	2026	SWU	MODAL	CHRISTIAN	RT CC	SHARED USE PATH FROM MAIN ST IN NIXA TO N 22ND STREET IN OZARK	\$360	\$1,442	\$1,802	2720	0.307
MULTIMODAL	2024	SWU	MODAL	CHRISTIAN	MO 14 E	PEDESTRIAN CROSSING IMPROVEMENTS AT 3RD AVENUE AND CHURCH STREET IN OZARK	\$103	\$412	\$515	1977	30.751
MULTIMODAL	2024	SWU	MODAL	CHRISTIAN	MO 14 E	ADD SIDEWALKS ON 3RD STREET FROM CHURCH STREET TO ELM STREET IN OZARK	\$62	\$27	\$89	1977	30.751
MULTIMODAL	2024	SWU	MODAL	GREENE	RT EE E	CONSTRUCT PEDESTRIAN IMPROVEMENTS ON RTE. EE FROM HASLTYNE ROAD TO RTE. 160 (WEST BYPASS) IN SPRINGFIELD	\$412	\$1,648	\$2,060	2244	6.417
MULTIMODAL	2024	SWU	MODAL	GREENE	RT Z S	ADD SIDEWALKS FROM EAGLE LANE TO WILLIARD SPORTS COMPLEX	\$41	\$165	\$206	2589	7.491
MULTIMODAL	2024	SWU	MODAL	GREENE	RT AB S	ADD SIDEWALKS FROM NEW MELVILLE ROAD TO SOUTHVIEW STREET IN WILLARD	\$52	\$206	\$258	2601	0.206
MULTIMODAL	2024	SWU	MODAL	GREENE	RT M E	PHASE I SHARED USE PATH FROM RTE. ZZ IN REPUBLIC TO RTE. FF IN BATTLEFIELD	\$-	\$3,605	\$3,605	2611	0.705
MULTIMODAL	2024	SWU	MODAL	CHRISTIAN	RT NN S	SIDEWALK, SHARED USE PATH FROM RTE. J TO RTE. 14 IN OZARK	\$618	\$2,472	\$3,090	2717	5.124
MULTIMODAL	2024	SWU	MODAL	GREENE	RT FF S	ADD PEDESTRIAN CROSSING AT INTERSECTION OF RTE. FF AND REPUBLIC ROAD IN BATTLEFIELD	\$103	\$412	\$515	2723	0.959
MULTIMODAL	2021	SWU	MODAL	GREENE	RT OO E	ROUTE 66 TRAIL - PHASE 3 SHARED USE PATH FROM EAST OF FARM RD 213 TO WASHINGTON ST IN STRAFFORD	\$-	\$3,090	\$3,090	3185	0.001
MULTIMODAL	2024	SWU	MODAL	GREENE	US 160 E	PEDESTRIAN CROSSING IMPROVEMENTS ON WEST BYPASS FROM RTE 744 (KEARNEY STREET) TO BATTLEFIELD ROAD IN SPRINGFIELD	\$412	\$1,648	\$2,060	7806	88.840
MULTIMODAL	2024	SWU	MODAL	GREENE	CST DIVISION ST E	SHARED USE PATH FROM PACKER ROAD TO EASTGATE AVENUE IN SPRINGFIELD	\$206	\$824	\$1,030	57588	7.085
MULTIMODAL	2021	SWU	MODAL	GREENE	CST DIVISION ST E	RAILROAD GRADE SEPARATION OVER BNSF WEST OF US 65 IN SPRINGFIELD	\$5,356	\$21,424	\$26,780	57588	7.153
MULTIMODAL	2024	SWU	MODAL	GREENE	CST MAIN AVE S	CITY UTILITIES TRANSIT BUS REPLACEMENT	\$-	\$4,120	\$4,120	85506	0.012
MULTIMODAL	2024	SWU	MODAL	GREENE	CST PACKER RD S	FTA SECTION 5310 VEHICLE MATCH	\$-	\$515	\$515	97364	0.317
MULTIMODAL	2026	SWU	MODAL	GREENE	CST SPRINGFIELD AIRPORT ENTRANCE S	GENERAL AVIATION EXPANSION AREA PLANNING	\$1,500	\$-	\$1,500	1065705	0.236
MULTIMODAL	2025	SWU	MODAL	GREENE	ROUTE FF	TRAIL ALONG FF FROM M HIGHWAY TO NORTH OF WEAVER ROAD	\$206	\$824	\$1,030	2723	1.484
MULTIMODAL	2025	SWU	MODAL	GREENE	HWY 13/KANSAS EXPRESSWAY	TRAIL/MULTI-USE PATH ALONG KANSAS EXPRESSWAY FROM GRAND STREET TO REPUBLIC ROAD	\$412	\$1,648	\$2,060	78222	3.922
MULTIMODAL	2025	SWU	MODAL	GREENE	GLENSTONE AVE	TRAIL /MULTI-USE PATH ALONG GLENSTONE AVE FROM BATTLEFIELD RD TO NATURE CENTER WAY	\$412	\$1,648	\$2,060	68043	7.141

\$ 56,385

TAB 5

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM II.C.

Wilson’s Creek/Republic Road Trail Engineering

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

AGENDA DESCRIPTION:

Project Background – Ozark Greenways (OG) had applied for and was awarded OTO Sidewalk/Trail Funding in the 2025 Call for Projects. The Ozarks Transportation Organization (OTO) is partnering with OG to hire a transportation engineering consultant to design a 10’ trail along Republic Road/Route M between Wilson’s Creek Blvd Trail (Highway ZZ) and Wilson’s Creek Trail for the Wilson’s Creek/Republic Road Trail Engineering project.

The OTO intends to enter into a program agreement to utilize federal Carbon Reduction Program (CRP) funds with MoDOT. The OTO also intends to enter into a Memorandum of Agreement (MOA) with OG to share the cost of the study. The OTO will provide project administration services for the engineering contract. The breakdown of proposed contribution is outlined in the Project Funding section below.

A.) Project Funding – The OTO intends to enter into two separate agreements for the cost share on the engineering services contract.

The full breakout of proposed Wilson’s Creek/Republic Road Trail Engineering Cost Share by agency is below:

Cost Share Table	
Carbon Reduction Program (CRP)	\$ 423,465
Ozark Greenways Local Match	\$ 66,695
OTO Local Match (CU Reserve)	\$ 39,171
Total Cost Share Funds	\$ 529,331

1. Program Agreement – The OTO will enter into a program agreement with MoDOT for the federal funds to be utilized on the engineering project. The program agreement will be up to \$423,465 in federal Carbon Reduction Program (CRP) funds.
2. Memorandum of Agreement (MOA) – Ozark Greenways will be providing matching funds as outlined in a MOA. The OTO will provide project administration services as outlined in the MOA. The proposed draft MOA is included in the agenda packet.
3. A portion of the proposed trail is on City Utilities property. The OTO will utilize \$39,171 in reserve funds for the portion on CU property.

B.) Engineering Services Contract - Per the OTO’s purchasing policy, projects that require engineering services require a Request for Qualifications (RFQ). The OTO will advertise the RFQ in May and will negotiate an engineering services contract with the selected Transportation Engineering Consultant in an amount to not exceed five hundred twenty-nine thousand, three hundred thirty-one dollars. The draft RFQ, draft Engineering Consultant Contract, and draft Resolution are included in the agenda packet.

The draft engineering contract, MOA, and program agreement are in the packet. The OTO will not sign the MOA or engineering services consultant Contract until the program agreement is in place.

C.) Budget – OTO maintains an operational budget that is comprised of the various grant budgets. The Wilson’s Creek/Republic Road Trail Engineering has been added to the draft FY2027 Budget that is included in this agenda packet.

Proposed Budget Addition:

Class 610 – CRP Trail Projects

The following additions are part of the FY2027 Budget.

The following Revenue has been added to Class 610 (CRP Trail Projects):

- Carbon Reduction Program Funds - \$423,465
- Local Match - \$66,695
- Local Match Reserves - \$39,171

The following Expense has been added:

- Transportation Consultants - \$529,331

If the Board would like changes to the budget, it can be changed during the FY2027 Budget agenda item.

BOARD OF DIRECTORS ACTION REQUESTED:

There are several motions needed to approve the Wilson’s Creek/Republic Road Trail Engineering project. That a member of the Board of Directors makes one of the following motions for each section:

A.) Project Funding

Program Agreement

“Move to approve the Executive Director to enter into a Program Agreement with MoDOT for the Wilson’s Creek/Republic Road Trail Engineering project in the amount of up to \$423,465 in Carbon Reduction Funds.”

OR

“Move to approve the Program Agreement, with these changes...”

Memorandum of Agreement

“Move to approve the Executive Director to enter into a Memorandum of Agreement with Ozark Greenways for the Cost Share and Project Administration of the Wilson’s Creek/Republic Road Trail Engineering Project.”

OR

“Move to approve the Memorandum of Agreement, with these changes...”

B.) Engineering Services Contract

“Move to approve the included Resolution to authorize the Executive Director to solicit engineering services and enter into negotiations with engineering services consultants and execute the contract for consultant services not to exceed five hundred twenty-nine thousand, three hundred thirty-one dollars.”

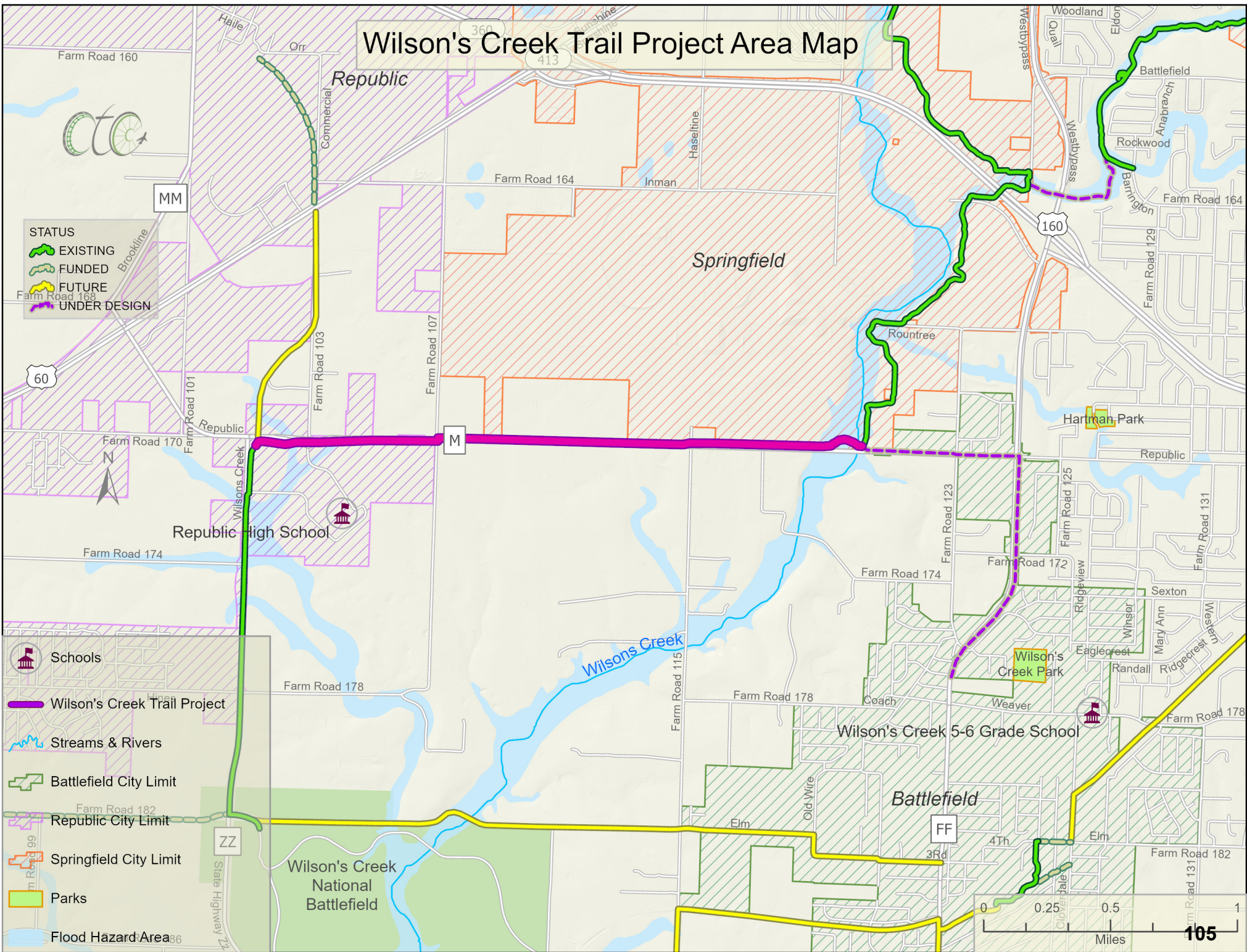
OR

“Move to approve the engineering services contract resolution, with these changes...”

C.) Budget

No motion required.

Wilson's Creek Trail Project Area Map



CCO Form: FS37
Approved: 12/22 (MWH)
Revised: 03/25 (MWH)
Modified: 10/25 (MWH)

CFDA Number: CFDA #20.205
CFDA Title: Highway Planning and Construction
Award name/number: CRP - 5931(804)
Award Year: FFY 2026
Federal Agency: Federal Highway Administration, Department of Transportation

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
CARBON REDUCTION PROGRAM (CRP) AGREEMENT**

THIS AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and Ozarks Transportation Organization (hereinafter, "Grantee").

WITNESSETH:

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code (USC) §175 authorizes the funding of projects providing for the reduction of transportation emissions; and

WHEREAS, the Commission is the agency designated to receive and dispense such funds; and

WHEREAS, the Commission has determined that **Wilson's Creek/Republic Road Trail** is consistent with the goals of the CRP funding; and

WHEREAS, the Grantee has the resources to develop and provide such services.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations in this Agreement, the parties agree as follows:

(1) **PURPOSE**: The United States Congress has authorized, in 23 USC §175, funds to be used for activities for carbon reduction. The purpose of this Agreement is to grant the use of such funds to **design a 10' trail along Republic Rd/Route M between Wilson's Creek Blvd trail (Highway ZZ) and Wilson's Creek Trail.**

(2) **SCOPE OF WORK**: Grantee shall provide engineering and design of a trail connector in an area as more fully described in the attached Exhibit A which is incorporated herein by reference.

(3) REASONABLE PROGRESS POLICY: The project as described in this agreement is subject to the reasonable progress policy set forth in the Local Public Agency (LPA) Manual [and the final deadline specified in Exhibit B attached hereto and incorporated herein by reference. In the event, the LPA Manual and the final deadline within Exhibit B conflict, the final deadline within Exhibit B controls]. If the project is within a Transportation Management Area that has a reasonable progress policy in place, the project is subject to that policy. If the project is withdrawn for not meeting reasonable progress, the Grantee agrees to repay the Commission for any progress payments made to the Grantee for the project and agrees that the Commission may deduct progress payments made to the Grantee from future payments to the Grantee.

(4) INDEMNIFICATION: To the extent allowed or imposed by law, the Grantee shall defend, indemnify, and hold harmless the Commission, including its members and the Missouri Department of Transportation (“MoDOT” or “Department”) employees, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the Grantee's wrongful or negligent performance of its obligations under this Agreement.

(5) INSURANCE:

(A) The Grantee will require any contractor procured by the Grantee to work under this Agreement:

1. To obtain a no cost permit from the Commission’s district engineer prior to working on the Commission’s right of way, which shall be signed by an authorized contractor representative (a permit from the Commission’s district engineer will not be required for work outside of the Commission’s right of way); and

2. To carry commercial general liability insurance and commercial automobile liability insurance from a company authorized to issue insurance in Missouri, and to name the Commission, and the MoDOT and its employees, as additional insureds in amounts sufficient to cover the sovereign immunity limits for Missouri public entities (\$600,000 per claimant and \$4,000,000 per occurrence) as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to section 537.610 RSMo.

(B) In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for either party’s rights or defenses with regard to each party’s applicable sovereign, governmental, or official immunities and protections as provided by federal and state constitution or law.

(6) AMENDMENTS: Any change in this Agreement, whether by modification or supplementation, must be accomplished by a formal contract amendment signed and approved by the duly authorized representatives of the Grantee and the Commission.

(7) COMMISSION REPRESENTATIVE: The Commission's **Southwest District Engineer** is designated as the Commission's representative for the purpose of administering the provisions of this Agreement. The Commission's representative may designate by written notice other persons having the authority to act on behalf of the Commission in furtherance of the performance of this Agreement.

(8) NONDISCRIMINATION ASSURANCE: With regard to work under this Agreement, the Grantee agrees as follows:

(A) Civil Rights Statutes: The Grantee shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 USC §2000d and §2000e, *et seq.*), as well as any applicable titles of the "Americans with Disabilities Act" (42 USC §12101, *et seq.*). In addition, if the Grantee is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

(B) Administrative Rules: The Grantee shall comply with the administrative rules of the United States Department of Transportation (USDOT) relative to nondiscrimination in federally assisted programs of the USDOT (49 Code of Federal Regulations (CFR) Part 21) which are herein incorporated by reference and made part of this Agreement.

(C) Nondiscrimination: The Grantee shall not discriminate on grounds of the race, color, religion, sex, disability, national origin, age, or ancestry of any individual in the selection and retention of subcontractors including procurement of materials and leases of equipment. The Grantee shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR §21.5, including employment practices.

(D) Solicitations for subcontracts, Including Procurements of Material and Equipment: These assurances concerning nondiscrimination also apply to subcontractors and suppliers of the Grantee. These apply to all solicitations either by competitive bidding or negotiation made by the Grantee for work to be performed under a subcontract including procurement of materials or equipment. Each potential subcontractor or supplier shall be notified by the Grantee of the requirements of this Agreement relative to nondiscrimination on grounds of the race, color, religion, sex, disability or national origin, age, or ancestry of any individual.

(E) Information and Reports: The Grantee shall provide all information and reports required by this Agreement, or orders and instructions issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Commission or the USDOT to be necessary to ascertain compliance with other contracts, orders, and instructions. Where any information required of the Grantee is in the exclusive possession of another who fails or refuses to furnish this information, the Grantee shall so certify to the Commission or the USDOT as appropriate and shall set forth what efforts it has made to

obtain the information.

(F) Sanctions for Noncompliance: In the event the Grantee fails to comply with the nondiscrimination provisions of this Agreement, the Commission shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including but not limited to:

1. Withholding of payments under this Agreement until the Grantee complies; and/or
2. Cancellation, termination, or suspension of this Agreement, in whole or in part, or both.

(G) Incorporation of Provisions: The Grantee shall include provisions of paragraph (8) of this Agreement in every subcontract, including procurements of materials and leases of equipment, unless exempted by the statutes, executive order, administrative rules or instructions issued by the Commission of the USDOT. The Grantee will take such action with respect to any subcontract or procurement as the Commission or the USDOT may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided that in the event the Grantee becomes involved or is threatened with litigation with a subcontractor or supplier as a result of such direction, the Grantee may request the United States to enter into such litigation to protect the interests of the United States.

(9) DISADVANTAGED BUSINESS ENTERPRISES (DBE): It is the policy of the USDOT and the Commission that businesses owned by socially and economically disadvantaged individuals (DBE's), as defined in 49 CFR Part 26, have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds.

(10) ASSIGNMENT: The Grantee shall not assign, transfer, or delegate any interest in this Agreement without the prior written consent of the Commission.

(11) APPLICABLE LAWS AND REGULATIONS: This Agreement shall be construed according to the laws of the State of Missouri. Each party shall comply with all applicable federal, state, and local laws, regulations, and ordinances. Additionally, each party shall adhere to all accepted industry standards, processes, and procedures relevant to the performance of their obligations under this Agreement. A violation of this paragraph constitutes a material breach of the Agreement.

(12) VENUE: It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

(13) CANCELLATION: The Commission may cancel this Agreement at any time for a material breach of contractual obligations by providing the Grantee with written notice of cancellation. Should the Commission exercise its right to cancel this Agreement

for such reasons, cancellation will become effective upon the date specified in the notice of cancellation sent to the Grantee.

(14) ACCESS TO RECORDS: The Grantee and its contractors must maintain all records relating to this Agreement, including but not limited to invoices, payrolls, etc. These records must be available at no charge to the Federal Highway Administration (FHWA) and the Commission and/or their designees or representatives during the period of this Agreement and any extension, and for a period of three (3) years after the date on which the Grantee receives reimbursement of their final invoice from the Commission.

(15) BUDGET: The Grantee shall incur obligations in connection with the performance of the period only in conformity with the latest budget approved by the Commission as specified in Appendix A - Project Budget. This budget may be revised as necessary; however, no budget or revision shall be effective unless approved by the Commission's representative and FHWA.

(16) ELIGIBLE EXPENDITURES: No expenditure or charges shall be eligible for reimbursement that are contrary to the provisions of this Agreement or not required for the carrying out of the project.

(17) REIMBURSEMENT: The cost of the contemplated improvements will be borne by the United States Government and by the Grantee as follows:

Any federal funds for project activities shall only be available for reimbursement of eligible costs which have been incurred by Grantee. Any costs incurred by Grantee prior to authorization from FHWA and notification to proceed from the Commission are **not** reimbursable costs. All federally funded projects are required to have a project end date. Any costs incurred after the project end date are not eligible for reimbursement. The federal share for this project will be **80** percent not to exceed **\$423,465**. The calculated federal share for seeking federal reimbursement of participating costs for the herein improvements will be determined by dividing the total federal funds applied to the project by the total participating costs. Any costs for the herein improvements which exceed any federal reimbursement or are not eligible for federal reimbursement shall be the sole responsibility of the Grantee. The Commission shall not be responsible for any costs associated with the herein improvement unless specifically identified in this Agreement or subsequent written amendments.

(18) PROGRESS PAYMENTS: The Grantee may request progress payments be made for the herein improvements as work progresses but not more than once every two (2) weeks. Progress payments must be submitted monthly. All progress payment requests must be submitted for reimbursement within ninety (90) days of the project completion date for the final phase of work. The Grantee shall repay any progress payments which involve ineligible costs.

(19) PROMPT PAYMENTS: Progress invoices submitted to MoDOT for reimbursement more than thirty (30) calendar days after the date of the vendor invoice shall also include documentation that the vendor was paid in full for the work identified in the progress invoice. Examples of proof of payment may include a letter or e-mail from the vendor, lien waiver or copies of cancelled checks. Reimbursement will not be made on these submittals until proof of payment is provided. Progress invoices submitted to MoDOT for reimbursement within thirty (30) calendar days of the date on the vendor invoice will be processed for reimbursement without proof of payment to the vendor. If the Grantee has not paid the vendor prior to receiving reimbursement, the Grantee must pay the vendor within two (2) business days of receipt of funds from MoDOT.

(20) PERMITS: The Grantee shall secure any necessary approvals or permits from any federal or state agency as required for the completion of this project.

(21) INSPECTION OF CONTRACTOR'S RECORDS: The Grantee shall assure that its contractors, and all subcontractors, if any, maintain all books, documents, papers, and other evidence pertaining to costs incurred in connection with this Agreement. The Grantee shall make such materials available at such contractor's office at all reasonable times during the contract period, and for three (3) years from the date of final payment under the contract, for inspection by the Commission, FHWA or any authorized representatives of the Federal Government and the State of Missouri. Copies thereof shall be furnished at no charge, upon request, to authorized representatives of the Commission, State, FHWA, or other Federal agencies.

(22) FINAL AUDIT: The Commission will perform a final audit of project costs. The United States Government shall reimburse the Grantee, through the Commission, any monies due. The Grantee shall refund any overpayments as determined by the final audit.

(23) AUDIT REQUIREMENTS: If the Grantee expend(s) one million dollars (\$1,000,000) or more in a year in federal financial assistance it is required to have an independent annual audit conducted in accordance with 2 CFR Part 200. A copy of the audit report shall be submitted to MoDOT within the earlier of thirty (30) days after receipt of the auditor's report(s), or nine (9) months after the end of the audit period. Subject to the requirements of 2 CFR Part 200, if the Grantee expend(s) less than one million dollars (\$1,000,000) a year, the Grantee may be exempt from auditing requirements for that year but records must be available for review or audit by applicable state and federal authorities.

(24) FHWA APPROVAL: This Agreement is made and entered into subject to the approval of the FHWA.

(25) FEDERAL-AID PROVISIONS: Because responsibility for the performance of all functions or work contemplated as part of this project is assumed by the Grantee, and the Grantee may elect to construct part of the improvement contemplated by this Agreement with its own forces, a copy of Section II and Section III, as contained in the

United States Department of Transportation Form Federal Highway Administration (FHWA) 1273 "Required Contract Provisions, Federal-Aid Construction Contracts," is attached and made a part of this Agreement as Exhibit C. Wherever the term "the contractor" or words of similar import appear in these sections, the term "the Grantee" is to be substituted. The Grantee agrees to abide by and carry out the condition and obligations of "the contractor" as stated in Section II, Equal Opportunity, and Section III, Nonsegregated Facilities, as set out in Form FHWA 1273.

(26) FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA) OF 2006: The Grantee shall comply with all reporting requirements of the FFATA of 2006, as amended. This Agreement is subject to the award terms within 2 CFR Part 170.

(27) ACQUISITION OF RIGHT OF WAY: With respect to the acquisition of right of way necessary for the completion of the project, the Grantee shall acquire any additional necessary right of way required for this project and in doing so agrees that it will comply with all applicable federal laws, rules and regulations, including 42 USC 4601-4655, the Uniform Relocation Assistance and Real Property Acquisition Act, as amended and any regulations promulgated in connection with the Act. [However, upon written request by the Grantee and written acceptance by the Commission, the Commission shall acquire right of way for the Grantee. Upon approval of all agreements, plans and specifications by the Commission and by the FHWA, the Commission will file copies of said plans in the office of the County clerk: and proceed to acquire by negotiation and purchase or by condemnation any necessary right of way required for the construction of the improvement contemplated herein. All right of way acquired by negotiation and purchase will be acquired in the name of the Grantee, and the Grantee will pay to grantors thereof the agreed upon purchase prices. All right of way acquired through condemnation proceedings will be acquired in the name of the State of Missouri and subsequently released to the Grantee. The Grantee shall pay into court all awards and final judgments in favor of any such condemnees. The Grantee shall also reimburse the Commission for any expense incurred by the Commission in acquiring said right of way, including but not limited to the costs of surveying, appraisal, negotiation, condemnation, and relocation assistance benefits. Unless otherwise agreed to in writing the Commission shall have the final decision regarding the settlement amount in condemnation.]

(28) CONFLICT OF INTEREST: The Grantee shall comply with conflict of interest policies identified in 23 CFR 1.33. A conflict of interest occurs when an entity has a financial or personal interest in a federally funded project.

(29) MANDATORY DISCLOSURES: The Grantee shall comply with 2 CFR 200.113 and disclose, in a timely manner, in writing all violations of Federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the Federal award.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

Executed by the Grantee on _____(DATE).

Executed by the Commission on _____(DATE).

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

OZARKS TRANSPORTATION
ORGANIZATON

By: _____

By: _____

Title: _____

Title: _____

ATTEST:

ATTEST:

Secretary to the Commission

By: _____

Title: _____

Approved as to Form:

Approved as to Form:

Commission Counsel

By: _____

Title: _____

Appendix A - Project Budget

Exhibit A – Scope of Work

Wilson's Creek/Republic Road Trail - Design of 10' trail along Republic Rd/Route M between Wilson's Creek Blvd trail (Highway ZZ) and Wilson's Creek Trail.

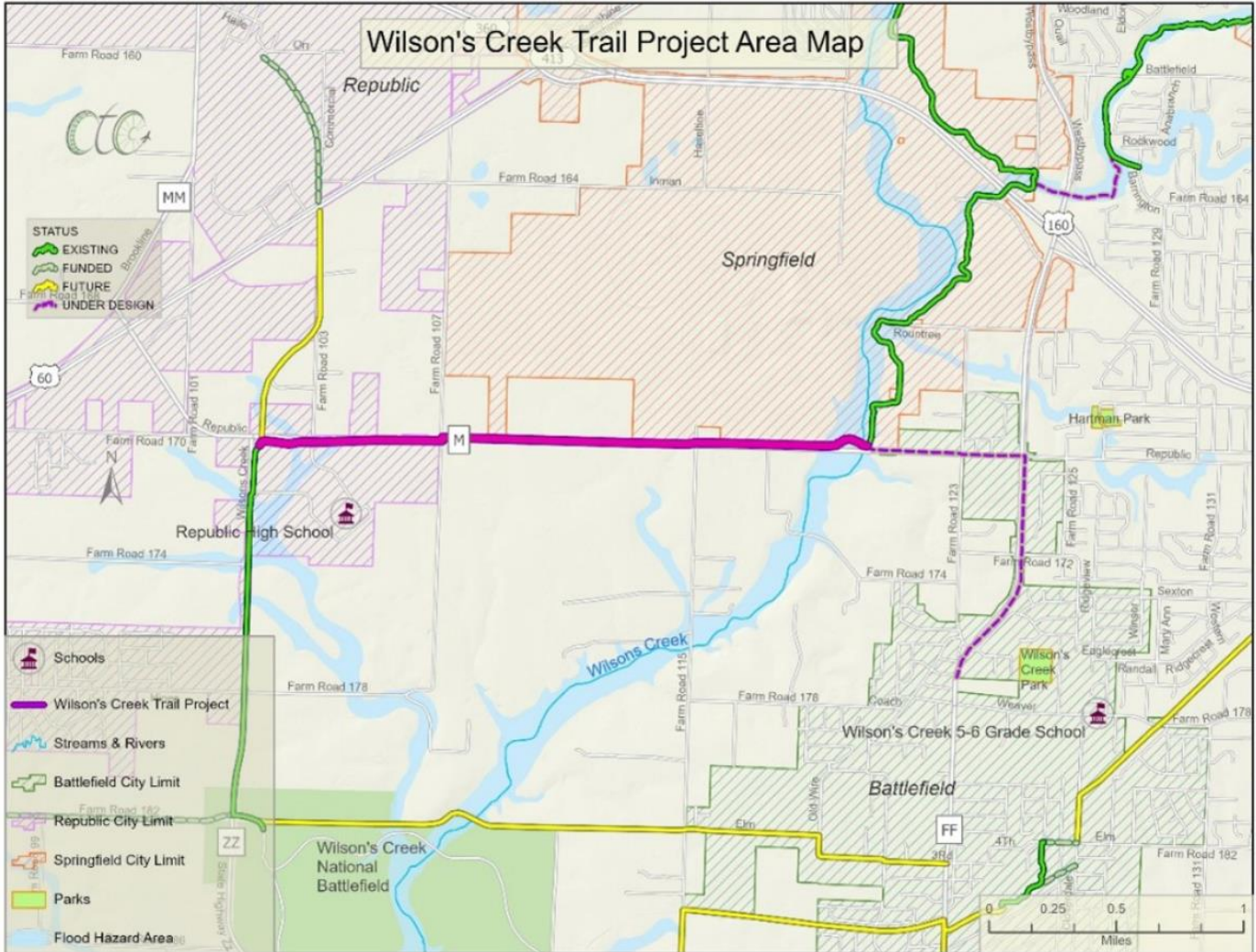


Exhibit B – Project Schedule

Project Description: CRP-5931(804) Wilsons Creek/Republic Road Trail - Design of 10' trail along Republic Rd/Route M between Wilson's Creek Blvd trail (Highway ZZ) and Wilson's Creek Trail

Task	Date
Date funding is made available or allocated to recipient	11/30/2025
Solicitation for Professional Engineering Services (advertised)	05/20/2026
Engineering Services Contract Approved	10/31/2026
Preliminary and Right-of-Way Plans Submittal (if Applicable)	7/31/2027
Plans, Specifications & Estimate (PS&E) Submittal	01/31/2028
Plans, Specifications & Estimate (PS&E) Approval	03/31/2028

*Note: the dates established in the schedule above will be used in the applicable ESC between the sponsor agency and consultant firm.

**Schedule dates are approximate as the project schedule will be actively managed and issues mitigated through the project delivery process. The Award Date or Planning Study Date deliverable is not approximate and requires request to adjust.

Exhibit C - Required Contract Provisions
Federal-Aid Construction Contracts

Ozark Greenways 650 N. Boonville Ave STE 201 Springfield, MO 65806 Attn: Ben Tegeler, Executive Director.	Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807 Attn: Sara Fields, Executive Director.
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**MEMORANDUM OF AGREEMENT
FOR
Wilson’s Creek/Republic Road Trail Engineering**

This Agreement is made and entered into upon its execution by both parties as set forth below, with the Effective Date corresponding with the last signature to this Agreement.

WITNESSETH:

WHEREAS the Ozarks Transportation Organization (“OTO”) has proposed a partnership with Ozarks Greenways (“OG”) to hire a transportation engineering consultant to design a 10’ trail along Republic Road/Route M between Wilson’s Creek Blvd Trail (Highway ZZ) and Wilson’s Creek Trail for the Wilson’s Creek/Republic Road Trail Engineering (“Engineering”) as outlined in the “SCHEDULE A - SCOPE OF SERVICES”; and

WHEREAS, the OTO has proposed a partnership with the OG to conduct the Engineering in an amount not to exceed Sixty-Six Thousand Six Hundred Ninety-Five Dollars and No/100s (\$66,695); and

WHEREAS, OTO has agreed to oversee the engineering and to utilize eighty percent (80%) Surface Transportation Block Grant (STBG)/Consolidated Planning Grant (CPG) federal funds along with 12.6% local match provided by OG and 7.4% local match provided by City Utilities of Springfield to fund the Engineering.

NOW, THEREFORE, in exchange for valuable consideration each received from the other the receipt and sufficiency of which is hereby acknowledged, the Parties do hereby agree as follows:

Scope of Services

1. OTO Engineering Services Administration Responsibilities

- a. Project Administration. OTO shall, at its sole cost and expense, act as the project administrator. OTO’s project administration assistance includes the following:
 - i. In cooperation with the OG select a consultant for Engineering Services consistent with the OTO’s procurement policy and federal grant requirements; and
 - ii. Provide copies of all procurement practices and documentation of costs to OG; and
 - iii. With OG assistance, prepare the engineering services scope, with the trail

specifications and scope subject to the input and final approval of the OG;
and

- iv. Enter into a contract for Engineering Services for the proposed public facilities with the selected Engineering Consultant; and
- v. Fund payment of engineering services upon approved invoice and as outlined in executed Engineering Services contract; and
- vi. Oversee the engineering services provided by the selected consultant and report to the OG on the status of such services.
- vii. Provide OG a copy of the Final Plans upon project completion.
- viii. Provide all copies of paid invoices and canceled checks within 60 days of consultant project completion.

2. OG Oversight Responsibilities

- a. OG shall assist with the development of engineering services project scope; and
- b. OG shall participate in regular meetings to ensure project is performed per the terms and conditions of the federal funding award; and
- c. OG shall provide data and staffing support as necessary for the OTO to perform the OTO Engineering Services Administration.
- d. OG shall review and provide input at key milestones through the engineering process.

3. OG Matching funds for Engineering Services Consultant

- a. OG shall provide funds for the consultant contract in an amount of 12.6% of negotiated Engineering Services Consultant Contract not to exceed Sixty-Six Thousand Six Hundred Ninety-Five Dollars and No/100s (\$66,695).
- b. Upon execution of Engineering Consultant Contract, OTO will invoice OG as follows:
 - i. OG will be invoiced 12.6% of the negotiated contract not to exceed Sixty-Six Thousand Six Hundred Ninety-Five Dollars and No/100s (\$66,695).
 - ii. OG will provide OTO with the invoiced funds as invoiced within 45 business days.
- c. Upon project completion, OTO will
 - i. will provide a refund of any unused match.
 - ii. OTO will provide OG with the unused funds within forty-five business days of engineering services closeout.

4. Term. OTO shall commence project management as soon as practicable after the execution of this Agreement, unless otherwise directed in writing by the OG.

The project administration services provided by OTO will be considered complete upon final Study receipt and contract closeout, and upon the OG's satisfaction with all deliverables indicated in the SCHEDULE A - SCOPE OF SERVICES.

5. **Project Schedule.** The tentative schedule is as follows:
 - a. Engineering Consultant Notice to Proceed – October 2026
 - b. Conceptual Study – February 2027
 - c. Preliminary Plans – July 2027
 - d. Final Plans – January 2028

6. **Liability and Indemnity.** In no event shall the OTO be liable to the OG for special, indirect, or consequential damages, except those caused by the OTO's, or its agent's or official's gross negligence or willful or wanton misconduct. In no event shall the OG be liable to the OTO for special, indirect, or consequential damages, except those caused by the OG's, or its agent's or official's gross negligence or willful or wanton misconduct.

7. **Conflicts.** No salaried officer or employee of the OG or OTO and no member of the OG or OTO Board shall have a financial interest, direct or indirect, in this Agreement. A violation of this provision renders the Agreement void. Any applicable federal regulations and applicable provisions in Section 105.450 et seq. RSMo. shall not be violated. OTO covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services to be performed under this Agreement. OTO further covenants that in the performance of this Agreement no person having such interest shall be employed or compensated by OTO.

8. **Termination for Convenience.** The OTO or the OG, by written notice, may terminate this contract, in whole or in part, when it is in the OG's or OTO's interest. If this contract is terminated, the OTO shall be liable only for service deliverables of this contract rendered before the effective date of termination. The OG, by written notice, may terminate this contract, in whole or in part, when it is in the OG's interest.

9. **Compliance with Laws.** OTO agrees to comply with all applicable federal, state, and local laws or rules and regulations applicable to the provision of services and products hereunder. OTO affirmatively states that payment of all local, state, and federal taxes and assessments owed by the OTO is current.

10. **Jurisdiction.** This Agreement and every question arising hereunder shall be construed or determined according to the laws of the State of Missouri. Should any part of this Agreement be litigated, venue shall be proper only in the Circuit Court of Greene County, Missouri.

11. The sub-grantee, contractor, subcontractor, successor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or

otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of the Treasury’s Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this contract (or agreement). Title VI also includes protection to persons with “Limited English Proficiency” in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury’s Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this contract or agreement.

12. Entire Agreement. This Agreement contains the entire agreement of the parties. No modification, amendment, or waiver of any of the provisions of this Agreement shall be effective unless in writing specifically referring hereto and signed by both parties.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year provided below.

OZARK GREENWAYS

By: _____

Date: _____

Name: Ben Tegeler
Title: Executive Director

OZARKS TRANSPORTATION ORGANIZATION

By: _____

Date: _____

Name: Sara Fields
Title: Executive Director

SCHEDULE A

Scope of Services - Wilson's Creek/Republic Road Study

Project Description:

10' wide concrete trail from the end of the existing trail north of Republic Road (Route M) between FR 123 and FR 171, west to Wilson's Creek Blvd (Route ZZ). This project will include crossing Wilson's Creek.

Task 1 Project Administration

- a) Coordinate with OTO Project Manager regularly
- b) Participate in project team meetings, including preparing agendas and minutes
- c) Prepare monthly billing statements

Task 2 Surveying

- a) Obtain topographic and boundary survey of existing physical improvements and facilities within the project area shown in Exhibit A.
 - i) Set project control points
 - ii) Conduct topographic survey within project limits, including utility locates and a tree survey for trees greater than 4" DBH with disturbance limits
 - iii) Field locate land corners, property corners and R/W markers to establish right of way, property lines and easements within the limits of the project.

Task 3 Permitting & Environmental Compliance

- a) NEPA Documentation – Assisting OTO as necessary
 - i) Floodplain/Regulatory Floodway
 - (1) Provide plans, local floodplain permit
 - ii) Complete a biological assessment for possible endangered species impacts to include:
 - (1) Photograph the trees so that bark characteristics of the main trunk and large branches, along with any cavities, are clearly illustrated.
 - (2) Written determination of the project impacts on each species listed from the IPaC. Further, assess effects on any MDC listed species (endangered or species of conservation concern).
 - (3) Determine amount of tree clearing required for the project, as specified by state and/or federal guidelines, programmatic agreements and other regulations, and provide necessary information to MoDOT for determination of any applicable mitigation fees or seasonal restrictions.
 - iii) Complete a Waters of the US jurisdictional evaluation and delineation including field visit to identify the location, size and type of any jurisdictional waters. A wetland determination will also be conducted in accordance with the USACE Wetlands delineation manual and Eastern Mountains and Piedmont supplement.

- iv) Prepare and submit Section 106 report to MoDOT and Missouri SHPO.
- b) Permits
 - i) Local Floodplain development permit
 - ii) Land Disturbance Permit
- c) Deliverables:
 - i) Approved Section 106 report
 - ii) Threatened and Endangered Species Assessment
 - iii) Finalized RER

Task 4 Public & Stakeholder Involvement

- a) Three (3) Stakeholder meetings are anticipated. Consultant to assist OTO with preparations of materials for the meetings, including early coordination with impacted property owners
 - i) Consultant to develop conceptual plan alternatives (minimum of two (2) and estimates for stakeholder meetings.
 - ii) Meeting minutes
- b) One (1) public meeting
 - i) Consultant to prepare exhibits and attend meeting

Task 5 Utility Coordination

- a) Field locate visible above ground evidence of utilities located within the project area. "Missouri One Call" will be contacted, and a formal request will be submitted for marking the locations of member utilities. In the event that "Missouri One Call" fails to respond, in whole or in part, to the formal request, underground facilities, structures, and utilities will be plotted from surveys and/or available records. The locations of all utilities are to be considered approximate. There may be other utilities, whose existence may not be known at the time of the survey.
- b) Coordinate with utility companies and key stakeholders on the development of the plan of adjustment and obtain cost estimates.
- c) Show the existing utility facilities and plan of adjustments for proposed utilities facilities in the contract plans.
- d) Prepare special utility sheets as necessary (including utility profile and exhibits).

Task 6 Conceptual & Feasibility Analysis

- a) Consultant shall develop trail alignment alternatives (min 2) with input from OTO, Ozark Greenways and key stakeholders. Alignment alternatives should minimize impact to privately owned property.
- b) Analysis of alignment alternatives shall include identification of right of way, environmental (including potential tree clearing mitigation fees) and utility constraints and evaluation of Wilson's Creek crossing alternatives.
- c) Conceptual level cost estimates shall be prepared for each alternative.

- d) Deliverable:
 - i) Draft Conceptual & Feasibility Analysis Memo for review by OTO and Ozark Greenways
 - ii) Final Conceptual & Feasibility Analysis Memo

Task 7 Preliminary/Right of Way Plan Development

- a) Preliminary/Right of Way plans will be developed based on the concept design approved through the stakeholder process in Task 4.
 - i) The following sheets will be included in the preliminary plan submittal:
 - (1) Cover
 - (2) Typical Sections
 - (a) Limits for each typical section
 - (3) Right of Way Plan
 - (a) Existing property lines
 - (b) Identification of proposed easements
 - (c) Names of property owners
 - (4) Plan & Profile (Trail)
 - (a) Horizontal and vertical alignments shown
 - (b) Grading Limits shown
 - (c) Location of proposed tree removals
 - (d) Identification of utility conflicts
 - (5) Cross-sections (25 foot sections + critical locations)
 - b) Engineer's Opinion of Probable Construction Costs
 - c) Drawings shall be prepared in accordance with MoDOT & City Design Standards
 - d) One (1) electronic set in PDF format will be provided to OTO for review and comment. Plans shall be approximately 60% complete.
 - e) Consultant will attend one (1) meeting with OTO to review preliminary/right of way plans and discuss comments.
 - f) Deliverables:
 - i) Preliminary/Right of Way Plans
 - ii) Engineer's Estimate of Probable Construction Cost
 - iii) ROW Legal Descriptions & Exhibits (3 easements)
 - iv) KMZ file of trail alignment

Task 8 Final Plan Development

- a) Upon approval of preliminary/right of way plans, the consultant shall prepare final plans.
 - i) The following sheets are anticipated:
 - (1) Cover
 - (2) General Notes
 - (3) Typical Sections

- (4) Quantity Sheets
- (5) Removal/Clearing Plan, including removal of trees greater than 4" DBH.
- (6) Right of Way Plan
- (7) Plan & Profile (trail)
- (8) Special Sheets (as necessary)
- (9) Erosion Control Plan
- (10) Cross Sections (25 foot sections + critical locations)
- (11) Detail sheets
- ii) Consultant shall address and incorporate review comments during Preliminary/Right of Way Design phase
- iii) Utility conflict summary
- iv) Engineer's Opinion of Probable Construction Costs
- v) Drawings shall be prepared in accordance with MoDOT & City standards
- vi) One electronic set in PDF format will be provided to OTO for review and comment
- b) Bid Documents
 - i) Consultant shall prepare front-end documents for the bid book and assemble all contract documents for bidding. This includes items listed on the MoDOT LPA PS&E Checklist (EPG 136.9.1).
 - ii) Consultant shall prepare special provisions for items not covered in MoDOT's standard specifications. A measurement and payment specification shall also be included to clearly describe each item in the bid proposal and how it shall be measured and paid.
- c) Deliverables:
 - i) Final for Review Plans
 - ii) Final Plans
 - iii) Engineer's Estimate of Probable Construction Costs
 - iv) Bid Book, Special Provisions and Front End Documents

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

May 21, 2026

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

WHEREAS, the Board wishes to advertise and receive qualifications for the design of a 10' trail along Republic Road/Route M between Wilson's Creek Blvd trail (Highway ZZ) and Wilson's Creek Trail; and

WHEREAS, the Board has appointed certain authorized representatives (the "Authorized Representatives") to act on its behalf during the planning, bidding, award and project phases of the engineering; and

WHEREAS, the Board will contract with a qualified engineering firm to design a trail to serve existing and future pedestrian transportation needs as the Board deem necessary;

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

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize the Engineer and Finance Officer/Grants Administrator to advertise and receive qualifications on behalf of said Board, and utilize the Republic Road/Wilson's Creek Trail selection team to select an engineering firm based on the Ozarks Transportation Organizations Procurement Policy. The Board directs Sara Fields, Executive Director, to negotiate a price and contract with a qualified engineering firm based on final selection of qualified transportation engineering consultant in an amount to not exceed five hundred twenty-nine thousand, three hundred thirty-one dollars.

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

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

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

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

Dated: _____

Executive Director Ozarks Transportation Organization

Chair Ozarks Transportation Organization Board of Directors

ENGINEERING SERVICES CONTRACT

SPONSOR: Ozarks Transportation Organization (OTO)
LOCATION: Greene County, MO
PROJECT: Wilson’s Creek/Republic Road Trail Engineering;
CONTRACT NUMBER: **OTO 2026-005**

THIS CONSULTING CONTRACT (the “**Contract**”) is between Ozarks Transportation Organization, a Missouri nonprofit corporation, hereinafter referred to as the “**OTO**”, and _____, _____, hereinafter referred to as the “**Engineer**”.

INASMUCH as funds have been made available by the Federal Highway Administration (the “**FHWA**”) through its *Carbon Reduction Program (CRP)* coordinated through the Missouri Department of Transportation, the OTO intends to *design a 10’ trail along Republic Road/Route M between Wilson’s Creek Boulevard Trail (Highway ZZ) and Wilson’s Creek Trail* and requires professional engineering services. The Engineer will provide the OTO with professional services hereinafter detailed for preliminary engineering and design and the OTO will pay the Engineer as provided in this Contract. It is mutually agreed as follows:

ARTICLE I – SCOPE OF SERVICES

Engineer shall provide certain services set forth in Attachment A attached hereto and incorporated herein by reference (the “**Services**”).

ARTICLE II - DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS:

- A. DBE Goal: The following DBE goal has been established for this Contract. The dollar value of services and related equipment, supplies, and materials used in furtherance thereof which is credited toward this goal will be based on the amount actually paid to DBE firms. The goal for the percentage of services to be awarded to DBE firms is 0% of the total Contract dollar value.
- B. DBE Participation Obtained by Engineer: The Engineer has obtained DBE participation, and agrees to use DBE firms to complete, 0% of the total services to be performed under this Contract, by dollar value. The DBE firms which the Engineer shall use, and the type and dollar value of the services each DBE will perform, is as follows:

DBE FIRM NAME, STREET AND COMPLETE MAILING ADDRESS	TYPE OF DBE <u>SERVICE</u>	TOTAL \$ VALUE OF THE DBE <u>SUBCONTRACT</u>	CONTRACT \$ AMOUNT TO APPLY TO TOTAL <u>DBE GOAL</u>	PERCENTAGE OF SUBCONTRACT DOLLAR VALUE APPLICABLE TO <u>TOTAL GOAL</u>
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ARTICLE III - ADDITIONAL SERVICES

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

ARTICLE IV - RESPONSIBILITIES OF OTO

The OTO will cooperate fully with the Engineer in the performance of the Services, including the following:

- A. make available all information pertaining to the Services which may be in the possession of the OTO;
- B. provide the Engineer with the OTO's requirements for the Services;
- C. examine all studies and layouts developed by the Engineer, obtain reviews by MoDOT, and render decisions thereon in a prompt manner so as not to delay the Engineer; and
- D. designate an OTO employee to act as OTO's Person in Responsible Charge under this Contract. The Person in Responsible Charge shall have authority to transmit instructions, interpret the OTO's policies and render decisions with respect to matters covered by this Contract (see Engineering Policy Guide ("EPG") 136.3).

ARTICLE V - PERIOD OF SERVICE

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

- A. Engineer shall provide Services per the schedule set forth in Attachment B attached hereto and incorporated herein by reference (the "**Schedule**").

The OTO may grant time extensions for delays due to unforeseeable causes beyond the control of and without fault or negligence of the Engineer. Requests for extensions of time shall be made in writing by the Engineer within five (5) days of the beginning of such unforeseeable event and in any event before that phase of work is scheduled to be completed, stating fully the events giving rise to the request, the requested time extension, and the justification for the time extension requested.

ARTICLE VI - STANDARDS

The Engineer shall be responsible for working with the OTO in determining the appropriate design parameters and construction specifications for the project using good engineering judgment based on the specific site conditions, OTO needs, and guidance provided in the most current version of EPG 136 Local Public Agency ("**LPA**") Policy. The project plans must also be in compliance with the latest ADA (Americans with Disabilities Act) Regulations.

ARTICLE VII - COMPENSATION

For Services provided under this Contract, the OTO will compensate the Engineer as follows:

- A. OTO will pay the Engineer the actual costs incurred plus a predetermined Fixed Fee identified in the Contract, with an established Maximum Payment Amount for said Services which shall not be exceeded. The Engineer providing Services hereunder shall be required to keep track of the amount of Actual Costs plus Fixed Fee expended in this Contract at all times. Any costs in excess of the Maximum Payment Amount shall not be eligible for payment. The Engineer shall be paid a cumulative maximum amount for the Services equal to the lesser of (i) the Actual Costs plus Fixed Fee for all Tasks or (ii) the Maximum Payment Amount. In the event that work beyond the prescribed Services are needed, the Contract may be supplemented with the written agreement of both parties.
- B. Compensation is conditioned upon acceptable performance. Provided Engineer performs the Services in the manner set forth herein, the payments described herein shall constitute complete compensation for all services to be rendered under this Contract. The OTO expressly reserves the right to disapprove in whole or in part a request for payment where the Services rendered during the period for which payment is claimed are not performed in a timely and satisfactory manner in accordance with the schedule and description of Services set forth in Attachments A and B.
- C. Total compensation not to exceed. It is expressly understood that the amount of aggregate payments made by OTO under this Contract shall not exceed _____ (\$ _____) (the "Maximum Payment Amount").
- D. The compensation outlined above has been derived from estimates of cost which are detailed in Attachment C attached hereto and incorporated herein by reference (the "Estimate of Cost"). Any major changes in work, extra work, exceeding of the Maximum Payment Amount, or change in the Fixed Fee Amounts will required a supplement to the Contract, as covered in Article III - ADDITIONAL SERVICES.
- E. Actual Costs are defined as:
 - a. Actual payroll salaries paid to employees for time they are productively engaged in work covered by this Contract, plus
 - b. An amount calculated at ____% of actual salaries in item a above for payroll additives, including payroll taxes, holiday and vacation pay, sick leave pay, insurance benefits, retirement and incentive pay, plus general administrative overhead, based on the Engineer's system for allocating indirect costs in accordance with sound accounting principles and business practice
 - c. Other costs directly attributable to the Services but not included in the above overhead, such as vehicle milage, meals and lodging, printing, surveying expendables, and computer time, plus
 - d. Project costs incurred by subcontractors on a subcontract basis, said costs to be passed through the Engineer on the basis of reasonable and actual cost as invoiced by the subcontractors.

- F. The rates shown for additives and overhead rates in E. b. above are the established Engineer's overhead rate accepted at the time of execution of this Contract and shall be utilized throughout the life of this Contract for billing purposes. The Actual Costs of additives and overhead shall not exceed the rates approved by MODOT and FHWA.
- G. The payment of costs under this Contract will be limited to costs which are allowable under 23 CFR 172 and 48 CFR 31.
- H. No partial payment to Engineer shall be considered approval or acceptance of work done or materials furnished hereunder.
- I. **METHOD OF PAYMENT** - Partial payments for work satisfactorily completed will be made to the Engineer upon receipt of itemized invoices of Actual Costs incurred, as well as all completed deliverables to date, and the appropriate documentation of the status of uncompleted deliverables for each Task specified in Attachment A – Scope of Services. Payments will be an amount equal to the Actual Costs incurred plus a pro-rated portion of the Fixed Fee. Payment may be withheld on any particular work item that has not been completed in accordance with the Contract. In no event shall the payment (Actual Costs plus Fixed Fee) exceed the Maximum Payment Amount in Article VII above.

Invoices will be submitted no more frequently than once every two weeks and must be submitted monthly for invoices greater than \$10,000. Upon receipt of the invoice, progress report, and confirmation by OTO that all work covered by the invoice has been completed in accordance with the Contract and to OTO's satisfaction in its sole and absolute discretion, the OTO will, as soon as practical, but not later than 45 days from receipt, pay the Consultant for the Services rendered in an amount equal to the Actual Costs incurred plus a pro-rated portion of the Fixed Fee. Payment may be withheld on any particular work item that has not been completed in accordance with the Contract. In no event shall the payment (Actual Costs plus Fixed Fee) exceed the Maximum Payment Amount in Article VII above.

The OTO will not be liable for the late payment charge on any invoice which requests payment for costs which exceed the proportion of the Maximum Payment Amount earned as reflected by the estimate of the portion of the services completed, as shown by the progress report. The payment, other than the Fixed Fee, will be subject to final audit of actual expenses during the period of the Contract.

The OTO will not be liable for the late payment charge on any invoice which requests payment for costs which exceed the estimate for the portion of the Services completed, as shown by the progress report. The OTO shall not be liable for any charges which exceed (i) the Maximum Payment Amount, (ii) the Fixed Fee Amount, or (iii) the Actual Costs. All payments made by OTO under this Contract will be subject to final audit of the Actual Costs and any necessary governmental grant documentation during the period of this Contract. The audit will be conducted after the Services are complete. In the event OTO's audit of the Actual Costs shows that OTO's payments to Engineer were greater than the Actual Costs, Engineer shall refund such excess amount to OTO within ten (10) days of receiving notice of such excess payment. In the event OTO's audit of the Actual Costs shows that OTO's payments to Engineer were less than the Actual Costs, OTO shall pay the amount of such deficiency to Engineer within a reasonable time; provided however, that Engineer shall not be entitled to payment of amounts greater than the Maximum Payment Amount and the Fixed Fee Amount.

ARTICLE VIII - COVENANT AGAINST CONTINGENT FEES

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

ARTICLE IX - SUBLETTING, ASSIGNMENT OR TRANSFER

No portion of the Services covered by this Contract, except as provided herein, shall be sublet, subcontracted, or transferred without the prior written consent of the OTO. The subletting, subcontracting, or transferring of the Services shall in no way relieve the Engineer of its primary responsibility for the quality and performance of the Services. Each approved subcontractor is set forth below.

Subcontractor Name	Address	Services
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ARTICLE X - PROFESSIONAL ENDORSEMENT

All plans, specifications and other documents shall be endorsed by the Engineer and shall reflect the name and seal of the professional engineer, who shall be duly licensed in the State of Missouri, endorsing the work. By signing and sealing the plans, specifications, and estimates submittals the Engineer will be representing to OTO that the design meets the intent of the federal aid programs.

ARTICLE XI - RETENTION OF RECORDS

The Engineer shall maintain all records, survey notes, design documents, construction diary, cost and accounting records, construction records and other records pertaining to this Contract and to the project covered by this Contract, for a period of not less than three years following final payment by OTO to the Engineer. Said records shall be made available for inspection by authorized representatives of the OTO, MoDOT or the federal government during regular working hours at the Engineer's place of business and copies shall be furnished, upon request, to authorized representatives of the Missouri Highways and Transportation Commission (the "Commission"), state of Missouri, FHWA, or other Federal agencies. In the event of litigation or settlement of claims arising from the performance of this Contract, Engineer agrees to maintain such records for the longer of (i) three (3) years or (ii) until the OTO, the FHWA, or any authorized representatives of the Federal Government and the State of Missouri, have disposed of all such litigation, appeals, claims or exceptions related thereto.

ARTICLE XII - OWNERSHIP OF DOCUMENTS

All documents and work products prepared during the performance of the Services, including but not limited to, plans, tracings, maps and specifications shall be delivered to and become the property of the OTO upon termination or completion the Services. All such information produced under this Contract shall be available for use by the OTO without restriction or limitation on its use. To the extent that any such intellectual property rights naturally accrue to the benefit of Engineer, Engineer hereby assigns and conveys all such rights to OTO.

Engineer agrees to execute and deliver other documents reasonably necessary to consummate the transfer of all such intellectual property rights to OTO.

ARTICLE XIII - CONFIDENTIALITY

- A. **Confidentiality.** The Engineer agrees that the Engineer's services under this Contract and all information provided to the Engineer by OTO, MoDOT and the FHWA (the "**Confidential Information**") shall be kept confidential. The Engineer shall not disclose the Confidential Information during the term of this Contract (except to such employees, subcontractors, and agents as is necessary to allow Engineer to perform the Services) or after its termination. Engineer shall promptly inform OTO of any unauthorized disclosure of Confidential Information. Engineer shall be responsible for any disclosure of Confidential Information by persons to whom Engineer provides the Confidential Information as allowed by this Section. The following shall not be considered Confidential Information: (1) information which is already in the public domain at the time the Engineer performs the services or comes into possession of the information, (2) is received from a third party without any confidentiality obligations, or (3) Engineer can prove that Engineer knew prior to receiving such information from OTO. Engineer shall promptly notify OTO of any requirement that Confidential information be disclosed pursuant to a law or court order so that OTO may obtain a protective order or other remedy. If Engineer is required, in the opinion of its counsel, to disclose Confidential Information, Engineer shall take all reasonable steps to preserve the privileged nature and confidentiality of the Confidential Information, including requesting that the Confidential Information not be disclosed to non-parties or the public, and (b) cooperate with OTO to obtain such protective order or other remedy. In the event that such protective order or other remedy is not obtained, Engineer shall furnish only that portion of the Confidential Information which, on the advice of the Engineer's counsel, is legally required to be disclosed and, upon OTO's request, use its commercially reasonable efforts to obtain assurances that confidential treatment will be given to such information. Upon the termination or expiration of this Contract, Engineer shall return or destroy, at OTO's election, all Confidential Information.
- B. **Relief.** The parties agree and understand that, in the event of the unauthorized use or disclosure of any Confidential Information, monetary damages would be insufficient to compensate OTO and that injunctive relief would be appropriate to prevent any such actual or threatened use or disclosure of Confidential Information. OTO shall not be required to post a bond to obtain such relief. No remedy conferred on OTO by any of the specific provisions of this Contract is intended to be exclusive of any other remedy, and each and every remedy will be cumulative and will be in addition to any other remedy at law or in equity. The election of one or more remedies by either party will not constitute a waiver of the right to pursue any other available remedy. If legal action is taken by OTO concerning the Engineer's unauthorized use or disclosure of Confidential Information, OTO shall be entitled to recover its attorney's fees and costs incurred in the legal actions.

ARTICLE XIV - ENGINEER WARRANTIES

The Engineer represents and warrants to OTO that:

- A. it is duly organized, validly existing and in good standing as a corporation under the laws and regulations of the state of its organization;

- B. it has the full right, power, and authority to enter into this Contract, to grant the rights granted hereunder, and to perform its obligations hereunder, and this Contract does not conflict with or violate any other agreement or contract to which Engineer is a party;
- C. the execution of this Contract by its representative whose signature is set forth at the end hereof has been duly authorized by all necessary corporate action;
- D. when executed and delivered by the Engineer, this Contract will constitute the legal, valid, and binding obligation of the Engineer, enforceable against the Engineer in accordance with its terms;
- E. Engineer shall perform its obligations under this Contract using personnel of required skill, experience, and qualifications and in a professional and workmanlike manner in accordance with generally recognized industry standards for similar services and shall devote adequate resources to meet its obligations under this Contract; and
- F. Engineer is in compliance with all laws and shall perform its obligations under this Contract in compliance with all laws.

ARTICLE XV - SITE SAFETY

Engineer shall ensure that site on which the Services are performed (the “**Project Site**”) is safe and shall be responsible for the safety and actions of its employees, contractors, subcontractors, and agents at the Project Site. OTO makes no representations or warranties regarding the safety of the Project Site and shall not have any responsibility for ensuring its safety. Engineer hereby waives all claims against OTO arising out of or relating to the safety of the Project Site other than for claims caused by OTO’s willful misconduct. Engineer shall defend, indemnify, and hold harmless OTO and its officers, directors, employees, agents, successors, and permitted assigns from and against all losses, damages, liabilities, deficiencies, actions, judgments, interest, awards, penalties, fines, costs, or expenses of whatever kind, including but not limited to attorneys' fees and the cost of enforcing any right to indemnification hereunder and the cost of pursuing any insurance providers arising out of or resulting from the safety of the Project Site, accidents occurring at the Project Site, damage to property, or the injury or death of any person which are related to the performance under this Contract or Engineer’s failure to perform under this Contract.

ARTICLE XVI - SUSPENSION OR TERMINATION OF CONTRACT

- A. OTO may, without being in breach hereof, suspend or terminate the Engineer's services under this Contract, or any part of them, for cause or for the convenience of the OTO, upon giving to the Engineer at least fifteen (15) days' prior written notice of the effective date thereof. The Engineer shall not accelerate performance of services during the fifteen (15) day period without the express written request of OTO.
- B. Should the Contract be suspended or terminated for the convenience of OTO, OTO will pay to the Engineer its fees as set forth in Attachment B for actual hours expended prior to such suspension or termination. The payment will make no allowances for damages or anticipated fees or profits. In the event of a suspension of the Services, the Engineer's compensation and schedule for performance of Services hereunder shall be equitably adjusted upon resumption of performance of the Services as determined by the mutual agreement of the parties.

- C. The Engineer shall remain liable to the OTO for any claims or damages occasioned by any failure, default, or negligent errors and/or omission in carrying out the provisions of this Contract during its life, including those giving rise to a termination for non-performance or breach by Engineer. This liability shall survive and shall not be waived, or estopped by final payment under this Contract.
- D. The Engineer shall not be liable for any errors or omissions contained in deliverables which are incomplete as a result of a suspension or termination where the Engineer is deprived of the opportunity to complete the Services.
- E. In the event that OTO elects to waive its remedies for any breach by Engineer of any covenant, term or condition of this Contract, such waiver by OTO shall not limit OTO's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Contract.
- F. Upon the occurrence of any of the following events, the Engineer may suspend performance hereunder by giving the OTO thirty (30) days advance written notice and may continue such suspension until the condition is satisfactorily remedied by the OTO. In the event the condition is not remedied within one hundred and twenty (120) days of the Engineer's original notice, the Engineer may terminate this Contract.
 - 1. Receipt of written notice from the OTO that funds are no longer available to continue performance.
 - 2. The OTO's failure to make payment to the Engineer in a timely manner more than three times in any twelve month period.
 - 3. Any material breach of this Contract by the OTO.

ARTICLE XVII - DECISIONS UNDER THIS CONTRACT

OTO will determine the acceptability of work performed under this Contract in its sole and absolute discretion. Each decision OTO is authorized to make under this Contract shall be made by OTO in its sole and absolute discretion.

ARTICLE XVIII - SUCCESSORS AND ASSIGNS

OTO and the Engineer agree that this Contract and all contracts entered into under the provisions of this Contract shall be binding upon the parties hereto and their successors and assigns.

ARTICLE XIX - COMPLIANCE WITH LAWS

The Engineer shall comply with all federal, state, and local laws, ordinances, and regulations applicable to the Services, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d, 2000e), as well as with any applicable titles of the Americans with Disabilities Act (42 U.S.C. 12101, et seq.) and non-discrimination clauses incorporated herein, and shall procure all licenses and permits necessary for the fulfillment of obligations under this Contract.

ARTICLE XX - RESPONSIBILITY FOR CLAIMS AND LIABILITY

- A. The Engineer shall defend, indemnify, and hold harmless OTO, MoDOT, and FHWA and each of their officers, directors, employees, agents, successors, and permitted assigns from and against all losses, damages, liabilities, deficiencies, actions, judgments, interest, awards, penalties, fines, costs, or expenses of whatever kind, including but not limited to attorneys' fees and the cost of enforcing any right to indemnification hereunder and the cost of pursuing any insurance providers arising out of or resulting from the Engineer's or its employee's, subcontractor's, permitted assign's, or agent's performance or failure to perform under this Contract including but not limited to any failure to comply with state, federal, or local laws such as wage and hour laws.
- B. In no event shall OTO be liable to the Engineer for special, indirect, or consequential damages, except those caused by the OTO's gross negligence or willful or wanton misconduct directly and solely resulting in a breach of this Contract. The maximum liability of the OTO shall be limited to the amount of money to be paid by the OTO to Engineer under this Contract.

ARTICLE XXI - RELATIONSHIP OF PARTIES

- A. **Independent Contractor Status.** The parties agree that Engineer is an independent contractor; that Engineer does not have the authority to act for OTO or to bind OTO in any respect whatsoever, or to incur any debts or liabilities in the name of or on behalf of OTO; that the persons performing Services hereunder are not agents or employees of OTO; that Engineer has and hereby retains the right to exercise full control of and supervision over the performance of Engineer's obligations hereunder and full control over the employment, direction, compensation and discharge of all employees assisting in the performance of such obligations. All of the services required hereunder will be performed by the Engineer or under Engineer's direct supervision and all personnel engaged in the Services shall be fully qualified and shall be authorized under state and local law to perform the Services.
- B. **No Joint Venture Relationship.** Nothing in this Contract shall be construed to create a partnership, joint venture, or agency relationship between the parties.
- C. **No Employment Relationship.** Nothing in this Contract shall be interpreted or construed as creating or establishing the relationship of employer and employee between OTO and either Engineer or any employee or agent of Engineer. Each party will be solely responsible for payment of all compensation owed to its employees, as well as federal and state income tax withholding, Social Security taxes, and unemployment insurance applicable to such personnel as employees of the applicable party. Each party shall bear sole responsibility for any health or disability insurance, retirement benefits, or other welfare or pension benefits (if any) to which such party's employees may be entitled. Each party agrees to defend and indemnify the other against any claims that the indemnified party has failed to pay compensation, tax, insurance, or benefits for employees of the indemnifying party.

ARTICLE XXII - DISPUTES

- A. In the event of a dispute between the parties, either party may deliver a notice of the dispute to the other party. The parties shall negotiate in good faith to resolve such dispute for a period of fifteen (15) days before pursuing any other dispute resolution mechanism described herein except for equitable relief.

- B. Unless otherwise directed by OTO, Engineer shall continue performance under this Contract while matters in dispute are being resolved.
- C. The duties and obligations imposed by this Contract and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

Article XXIII - NONDISCRIMINATION

The Engineer, with regard to the work performed by it after award and prior to completion of the Services, will not discriminate on the ground of race, color or national origin in the selection and retention of subcontractors. The Engineer will comply with state and federal laws related to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d, 2000e), as well as with any applicable titles of the Americans with Disabilities Act (42 U.S.C. 12101, et seq.). More specifically, the Engineer will comply with the regulations of the Department of Transportation relative to nondiscrimination in federally assisted programs of the Department of Transportation, as contained in 49 CFR 21 through Appendix H and 23 CFR 710.405 which are herein incorporated by reference and made a part of this Contract. In all solicitations either by competitive bidding or negotiation made by the Engineer for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the Engineer's obligations under this Contract and the regulations relative to non-discrimination on the ground of color, race or national origin.

ARTICLE XXIV - LOBBY CERTIFICATION

Since federal funds are being used for the Contract, the Engineer's signature on this Contract constitutes the execution of all certifications on lobbying which are required by 49 C.F.R. Part 20 including Appendix A and B to Part 20. Engineer agrees to abide by all certification or disclosure requirements in 49 C.F.R. Part 20 which are incorporated herein by reference.

ARTICLE XXV - INSURANCE

- A. The Engineer shall maintain commercial general liability, automobile liability, worker's compensation, and employer's liability insurance in full force and effect to protect the Engineer from claims under Worker's Compensation Acts, claims for damages for personal injury or death, and for damages to property arising from the negligent acts, errors, or omissions of the Engineer and its employees, agents, and Subconsultants in the performance of the Services, including, without limitation, risks insured against in commercial general liability policies.
- B. The Engineer shall also maintain professional liability insurance to protect the Engineer against the negligent acts, errors, or omissions of the Engineer and those for whom it is legally responsible, arising out of the performance of the Services.
- C. The Engineer's insurance coverage shall be for not less than the following limits of liability:
 - 1. Commercial General Liability: \$600,000 per person up to \$4,000,000 per occurrence;
 - 2. Automobile Liability: \$600,000 per person up to \$4,000,000 per occurrence;

3. Worker's Compensation in accordance with the statutory limits; and Employer's Liability: \$1,000,000; and
 4. Professional ("Errors and Omissions") Liability: \$1,000,000, each claim and in the annual aggregate.
 5. The Certificate of Insurance shall name The Ozarks Transportation Organization, the Highway Commission, and MoDOT as additional insured.
- D. The Engineer shall, within five (5) days of a request by OTO, provide the OTO with certificates of insurance evidencing the Engineer's insurance policies and evidencing that all required insurance is in effect.
- E. Any insurance policy required under this Contract shall be written by a company which is incorporated in the United States of America or is based in the United States of America. Each insurance policy must be issued by a company authorized to issue such insurance in the State of Missouri.

ARTICLE XXIX - NO OBLIGATION BY THE FEDERAL GOVERNMENT

The Engineer acknowledges and agrees that, notwithstanding any concurrence by the United States Department of Transportation ("USDOT") in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the USDOT, the USDOT is not a party to this Contract and shall not be subject to any obligations or liabilities to the Engineer, or any other party pertaining to any matter resulting from this Contract. The Engineer will include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FHWA.

ARTICLE XXX - FALSE STATEMENTS OR CLAIMS, CIVIL AND CRIMINAL FRAUD

- A. The Engineer acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 USC 3801 et seq. and USDOT regulations, "Program Fraud Civil Remedies," 49 CFR Subtitle A, Part 31, apply to its actions pertaining to this Contract. The Engineer shall certify or affirm the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying Contract of the FHWA assisted project for which this Contract work is being performed. In addition to other penalties that may be applicable, the Engineer further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the USDOT reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the USDOT deems appropriate.
- B. The Engineer acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the USDOT under a contract connected with a project that is financed in whole or in part with Federal assistance provided by FHWA under 23 U.S.C. Sections 104(f) and 1364 and 49 USC 5303, the USDOT reserves the right to impose the penalties of 18 U.S.C 1001 on the Engineer, to the extent the USDOT deems appropriate.

ARTICLE XXXI - APPROVAL

This Contract is made and entered into subject to the approval of MODOT and FHWA. The OTO shall have no liability whatsoever for any cost or loss to the Engineer if MODOT and FHWA does not approve this Contract.

ARTICLE XXXII - ATTORNEY FEES

In the event of any litigation arising from breach of this Contract OTO shall be entitled to recover from the Engineer all reasonable costs incurred for such litigation, including staff time, court costs, attorney fees, and all other related expenses incurred in such litigation.

ARTICLE XXXIII - LAW OF MISSOURI TO GOVERN

This Contract shall be construed according to the laws of the State of Missouri. The Engineer shall comply with all local, state, and federal laws and regulations relating to the performance of the Contract.

ARTICLE XXXVI - VENUE

It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Contract, or regarding its alleged breach, shall be instituted only in the Circuit Court of Greene County, Missouri.

ARTICLE XXXV - ENTIRE AGREEMENT

This Contract contains the entire agreement of the parties. No modification, amendment, or waiver of any of the provisions of this Contract shall be effective unless in writing specifically referring hereto, and signed by both parties. No course of dealing or performance between the parties, or any delay in exercising any rights or remedies or otherwise, shall operate as a waiver of any of the rights or remedies of any party.

ARTICLE XXXVI - SEVERABILITY

If any provision or portion of a provision of this Contract is declared void or unenforceable, such provision or portion shall be deemed severed from this Contract, which shall otherwise remain in full force and effect.

ARTICLE XXXVII - NOTICE

All notices, requests, demands and other communications required or permitted under this Contract shall be in writing and shall be deemed to have been duly given, made and received on the third day after being sent by certified mail, postage prepaid, return receipt requested, or on the date sent if sent by a nationally recognized overnight courier in each case addressed to each party's address in their respective signature blocks. A party may alter the address to which communications or copies are to be sent by giving notice of such change of address in conformity with the provisions of this paragraph for the giving of notice.

ARTICLE XXXVIII –ATTACHMENTS

The following exhibits are attached hereto and are hereby made part of this Contract:

Attachment A - Scope of Service

Attachment B - Estimate of Cost

Attachment D - Certification Regarding Debarment, Suspension, and Other
Responsibility Matters - Primary Covered Transactions.

Attachment E - Certification Regarding Debarment, Suspension, and Ineligibility and Voluntary
Exclusion - Lower Tier Covered Transactions.

Attachment F -DBE Contract Provisions

Attachment G - Fig. 136.4.15 Conflict of Interest Disclosure Form

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IN WITNESS WHEREOF, the parties have entered into this Contract on the date last written below.

Executed by the Engineer on the date hereof _____.

Executed by the OTO on the date hereof _____.

FOR: Ozarks Transportation Organization

BY: _____
Executive Director

ATTEST: _____
Finance Officer/Grants Administrator

Notice Address:
Ozarks Transportation Organization
Attn: Sara Fields
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

FOR:

BY: _____
Name:
Title:

Notice Address:

ATTACHMENT A

SCOPE OF SERVICES

Project Description:

10' wide concrete trail from the end of the existing trail north of Republic Road (Route M) between FR 123 and FR 171, west to Wilson's Creek Blvd (Route ZZ). This project will include crossing Wilson's Creek.

Task 1 Project Administration

- a) Coordinate with OTO Project Manager regularly
- b) Participate in project team meetings, including preparing agendas and minutes
- c) Prepare monthly billing statements

Task 2 Surveying

- a) Obtain topographic and boundary survey of existing physical improvements and facilities within the project area shown in Exhibit A.
 - i) Set project control points
 - ii) Conduct topographic survey within project limits, including utility locates and a tree survey for trees greater than 4" DBH with disturbance limits
 - iii) Field locate land corners, property corners and R/W markers to establish right of way, property lines and easements within the limits of the project.

Task 3 Permitting & Environmental Compliance

- a) NEPA Documentation – Assisting OTO as necessary
 - i) Floodplain/Regulatory Floodway
 - (1) Provide plans, local floodplain permit
 - ii) Complete a biological assessment for possible endangered species impacts to include:
 - (1) Photograph the trees so that bark characteristics of the main trunk and large branches, along with any cavities, are clearly illustrated.
 - (2) Written determination of the project impacts on each species listed from the IPaC. Further, assess effects on any MDC listed species (endangered or species of conservation concern).
 - (3) Determine amount of tree clearing required for the project, as specified by state and/or federal guidelines, programmatic agreements and other regulations, and provide necessary information to MoDOT for determination of any applicable mitigation fees or seasonal restrictions.
 - iii) Complete a Waters of the US jurisdictional evaluation and delineation including field visit to identify the location, size and type of any jurisdictional waters. A wetland determination will also be conducted in accordance with the USACE Wetlands delineation manual and Eastern Mountains and Piedmont supplement.
 - iv) Prepare and submit Section 106 report to MoDOT and Missouri SHPO.

- b) Permits
 - i) Local Floodplain development permit
 - ii) Land Disturbance Permit
- c) Deliverables:
 - i) Approved Section 106 report
 - ii) Threatened and Endangered Species Assessment
 - iii) Finalized RER

Task 4 Public & Stakeholder Involvement

- a) Three (3) Stakeholder meetings are anticipated. Consultant to assist OTO with preparations of materials for the meetings, including early coordination with impacted property owners
 - i) Consultant to develop conceptual plan alternatives (minimum of two (2) and estimates for stakeholder meetings.
 - ii) Meeting minutes
- b) One (1) public meeting
 - i) Consultant to prepare exhibits and attend meeting

Task 5 Utility Coordination

- a) Field locate visible above ground evidence of utilities located within the project area. "Missouri One Call" will be contacted, and a formal request will be submitted for marking the locations of member utilities. In the event that "Missouri One Call" fails to respond, in whole or in part, to the formal request, underground facilities, structures, and utilities will be plotted from surveys and/or available records. The locations of all utilities are to be considered approximate. There may be other utilities, whose existence may not be known at the time of the survey.
- b) Coordinate with utility companies and key stakeholders on the development of the plan of adjustment and obtain cost estimates.
- c) Show the existing utility facilities and plan of adjustments for proposed utilities facilities in the contract plans.
- d) Prepare special utility sheets as necessary (including utility profile and exhibits).

Task 6 Conceptual & Feasibility Analysis

- a) Consultant shall develop trail alignment alternatives (min 2) with input from OTO, Ozark Greenways and key stakeholders. Alignment alternatives should minimize impact to privately owned property.
- b) Analysis of alignment alternatives shall include identification of right of way, environmental (including potential tree clearing mitigation fees) and utility constraints and evaluation of Wilson's Creek crossing alternatives.
- c) Conceptual level cost estimates shall be prepared for each alternative.
- d) Deliverable:
 - i) Draft Conceptual & Feasibility Analysis Memo for review by OTO and Ozark Greenways
 - ii) Final Conceptual & Feasibility Analysis Memo

Task 7 Preliminary/Right of Way Plan Development

- a) Preliminary/Right of Way plans will be developed based on the concept design approved through the stakeholder process in Task 4.
 - i) The following sheets will be included in the preliminary plan submittal:
 - (1) Cover
 - (2) Typical Sections
 - (a) Limits for each typical section
 - (3) Right of Way Plan
 - (a) Existing property lines
 - (b) Identification of proposed easements
 - (c) Names of property owners
 - (4) Plan & Profile (Trail)
 - (a) Horizontal and vertical alignments shown
 - (b) Grading Limits shown
 - (c) Location of proposed tree removals
 - (d) Identification of utility conflicts
 - (5) Cross-sections (25 foot sections + critical locations)
 - b) Engineer's Opinion of Probable Construction Costs
 - c) Drawings shall be prepared in accordance with MoDOT & City Design Standards
 - d) One (1) electronic set in PDF format will be provided to OTO for review and comment. Plans shall be approximately 60% complete.
 - e) Consultant will attend one (1) meeting with OTO to review preliminary/right of way plans and discuss comments.
 - f) Deliverables:
 - i) Preliminary/Right of Way Plans
 - ii) Engineer's Estimate of Probable Construction Cost
 - iii) ROW Legal Descriptions & Exhibits (3 easements)
 - iv) KMZ file of trail alignment

Task 8 Final Plan Development

- a) Upon approval of preliminary/right of way plans, the consultant shall prepare final plans.
 - i) The following sheets are anticipated:
 - (1) Cover
 - (2) General Notes
 - (3) Typical Sections
 - (4) Quantity Sheets
 - (5) Removal/Clearing Plan, including removal of trees greater than 4" DBH.
 - (6) Right of Way Plan
 - (7) Plan & Profile (trail)
 - (8) Special Sheets (as necessary)
 - (9) Erosion Control Plan
 - (10) Cross Sections (25 foot sections + critical locations)
 - (11) Detail sheets

- ii) Consultant shall address and incorporate review comments during Preliminary/Right of Way Design phase
 - iii) Utility conflict summary
 - iv) Engineer's Opinion of Probable Construction Costs
 - v) Drawings shall be prepared in accordance with MoDOT & City standards
 - vi) One electronic set in PDF format will be provided to OTO for review and comment
- b) Bid Documents
- i) Consultant shall prepare front-end documents for the bid book and assemble all contract documents for bidding. This includes items listed on the MoDOT LPA PS&E Checklist (EPG 136.9.1).
 - ii) Consultant shall prepare special provisions for items not covered in MoDOT's standard specifications. A measurement and payment specification shall also be included to clearly describe each item in the bid proposal and how it shall be measured and paid.
- c) Deliverables:
- i) Final for Review Plans
 - ii) Final Plans
 - iii) Engineer's Estimate of Probable Construction Costs
 - iv) Bid Book, Special Provisions and Front End Documents

ATTACHMENT B

SCHEDULE

PERIOD OF SERVICE

The Consultant shall make submittals in accordance with the funding schedule below:

1. Notice to Proceed – October 2026
2. Conceptual Study – February 2027
3. Final Plans – July 2027
4. Final Plans – January 2028

PERIOD OF SERVICE – The total period of service is expected to be completed by February 2028.

ATTACHMENT C

ESTIMATE OF COST

CERTIFICATION REGARDING DEBARMENT,
SUSPENSION, AND OTHER RESPONSIBILITY MATTERS -
PRIMARY COVERED TRANSACTIONS

INSTRUCTIONS FOR CERTIFICATION

1. By signing and submitting this proposal, the Engineer is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The Engineer shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.
4. The Engineer shall provide immediate written notice to the department or agency to whom this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," "proposal" and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-- Lower Tier Covered Transaction" provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to check the Nonprocurement List at the Excluded Parties List System.
<https://www.epls.gov/epls/search.do?page=A&status=current&agency=69#A>.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters -Primary Covered Transactions

1. The Engineer certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
2. Where the Engineer is unable to certify to any of the statements in this certification, Engineer shall attach an explanation to this proposal.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION--LOWER TIER COVERED TRANSACTIONS

INSTRUCTIONS FOR CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List at the Excluded Parties List System.
<https://www.epls.gov/epls/search.do?page=A&status=current&agency=69#A>.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ATTACHMENT F

DISADVANTAGE BUSINESS ENTERPRISE CONTRACT PROVISIONS

1. Policy: It is the policy of the U.S. Department of Transportation and the OTO that businesses owned by socially and economically disadvantaged individuals (DBE's) as defined in 49 C.F.R. Part 26 have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds. Thus, the requirements of 49 C.F.R. Part 26 and Section 1101(b) of the Transportation Equity Act for the 21st Century (TEA-21) apply to this Agreement.

2. Obligation of the Engineer to DBE's: The Engineer agrees to assure that DBEs have the maximum opportunity to participate in the performance of this Agreement and any subconsultant agreement financed in whole or in part with federal funds. In this regard the Engineer shall take all necessary and reasonable steps to assure that DBEs have the maximum opportunity to compete for and perform services. The Engineer shall not discriminate on the basis of race, color, religion, creed, disability, sex, age, or national origin in the performance of this Agreement or in the award of any subsequent subconsultant agreement.

3. Geographic Area for Solicitation of DBEs: The Engineer shall seek DBEs in the same geographic area in which the solicitation for other subconsultants is made. If the Engineer cannot meet the DBE goal using DBEs from that geographic area, the Engineer shall, as a part of the effort to meet the goal, expand the search to a reasonably wider geographic area.

4. Determination of Participation Toward Meeting the DBE Goal: DBE participation shall be counted toward meeting the goal as follows:

a. Once a firm is determined to be a certified DBE, the total dollar value of the subconsultant agreement awarded to that DBE is counted toward the DBE goal set forth above.

b. The Engineer may count toward the DBE goal a portion of the total dollar value of a subconsultant agreement with a joint venture eligible under the DBE standards, equal to the percentage of the ownership and control of the DBE partner in the joint venture.

c. The Engineer may count toward the DBE goal expenditures to DBEs who perform a commercially useful function in the completion of services required in this Agreement. A DBE is considered to perform a commercially useful function when the DBE is responsible for the execution of a distinct element of the services specified in the Agreement and the carrying out of those responsibilities by actually performing, managing and supervising the services involved and providing the desired product.

d. A Engineer may count toward the DBE goal its expenditures to DBE firms consisting of fees or commissions charged for providing a bona fide service, such as professional, technical, consultant, or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials or supplies required for the performance of this Agreement, provided that the fee or commission is determined by MoDOT's External Civil Rights Division to be reasonable and not excessive as compared with fees customarily allowed for similar services.

e. The Engineer is encouraged to use the services of banks owned and controlled by socially and economically disadvantaged individuals.

5. Replacement of DBE Subconsultants: The Engineer shall make good faith efforts to replace a DBE Subconsultant, who is unable to perform satisfactorily, with another DBE Subconsultant. Replacement firms must be approved by MoDOT's External Civil Rights Division.

6. Verification of DBE Participation: Prior to final payment by the OTO, the Engineer shall file a list with the OTO showing the DBEs used and the services performed. The list shall show the actual dollar amount paid to each DBE that is applicable to the percentage participation established in this Agreement. Failure on the part of the Engineer to achieve the DBE participation specified in this Agreement may result in sanctions being imposed on the Commission for noncompliance with 49 C.F.R. Part 26 and/or Section 1101(b) of TEA-21. If the total DBE participation is less than the goal amount stated by the MoDOT's External Civil Rights Division, liquidated damages may be assessed to the Engineer.

Therefore, in order to liquidate such damages, the monetary difference between the amount of the DBE goal dollar amount and the amount actually paid to the DBEs for performing a commercially useful function will be deducted from the Engineer's payments as liquidated damages. If this Agreement is awarded with less than the goal amount stated above by MoDOT's External Civil Rights Division, that lesser amount shall become the goal amount and shall be used to determine liquidated damages. No such deduction will be made when, for reasons beyond the control of the Engineer, the DBE goal amount is not met.

7. Documentation of Good Faith Efforts to Meet the DBE Goal: The Agreement goal is established by MoDOT's External Civil Rights Division. The Engineer must document the good faith efforts it made to achieve that DBE goal, if the agreed percentage specified is less than the percentage stated. The Good Faith Efforts documentation shall illustrate reasonable efforts to obtain DBE Participation. Good faith efforts to meet this DBE goal amount may include such items as, but are not limited to, the following:

a. Attended a meeting scheduled by the Department to inform DBEs of contracting or consulting opportunities.

b. Advertised in general circulation trade association and socially and economically disadvantaged business directed media concerning DBE subcontracting opportunities.

c. Provided written notices to a reasonable number of specific DBEs that their interest in a subconsultant agreement is solicited in sufficient time to allow the DBEs to participate effectively.

d. Followed up on initial solicitations of interest by contacting DBEs to determine with certainty whether the DBEs were interested in subconsulting work for this Agreement.

e. Selected portions of the services to be performed by DBEs in order to increase the likelihood of meeting the DBE goal (including, where appropriate, breaking down subconsultant agreements into economically feasible units to facilitate DBE participation).

f. Provided interested DBEs with adequate information about plans, specifications and requirements of this Agreement.

g. Negotiated in good faith with interested DBEs, and not rejecting DBEs as unqualified without sound reasons, based on a thorough investigation of their capabilities.

h. Made efforts to assist interested DBEs in obtaining any bonding, lines of credit or insurance required by the Commission or by the Engineer.

g. Made effective use of the services of available disadvantaged business organizations, minority contractors' groups, disadvantaged business assistance offices, and other organizations that provide assistance in the recruitment and placement of DBE firms.

8. Good Faith Efforts to Obtain DBE Participation: If the Engineer's agreed DBE goal amount as specified is less than the established DBE goal given, then the Engineer certifies that good faith efforts were taken by Engineer in an attempt to obtain the level of DBE participation set by MoDOT's External Civil Rights.

CONFLICT OF INTEREST DISCLOSURE FORM FOR LPA/ENGINEERS

Local Federal-aid Transportation Projects

Firm Name (Engineer):

Project Owner (LPA): Ozarks Transportation Organization

Project Name:

Project Number:

As the LPA and/or Engineer for the above local federal-aid transportation project, I have:

1. Reviewed the conflict of interest information found in Missouri’s Local Public Agency Manual (EPG 136.4)
2. Reviewed the Conflict of Interest laws, including 23 CFR § 1.33, 49 CFR 18.36.

And, to the best of my knowledge, determined that, for myself, any owner, partner or employee, with my firm or any of my sub-consulting firms providing services for this project, including family members and personal interests of the above persons, there are:

No real or potential conflicts of interest
If no conflicts have been identified, complete and sign this form and submit to LPA

Real conflicts of interest or the potential for conflicts of interest
If a real or potential conflict has been identified, describe on an attached sheet the nature of the conflict, and provide a detailed description of Engineer’s proposed mitigation measures (if possible). Complete and sign this form and send it, along with all attachments, to the appropriate MoDOT District Representative, along with this Contract.

LPA

Engineer

Printed Name: _____

Printed Name: _____

Signature: _____

Signature: _____

Date: _____

Date: _____

TAB 6

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM II.D.

Flashing School Zone Beacon Procurement

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

AGENDA DESCRIPTION:

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

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

Funding Summary	
Requested Federal Share	\$36,000.00
Total Local Share	\$9,000.00
Total Costs	\$45,000.00

OTO staff will procure the flashing school zone beacon equipment on behalf of the awarded parties.

A. Funding Agreement:

The OTO will enter into a program agreement with MoDOT for the Carbon Reduction Program (CRP) funds used on the project. The program agreement is for up to \$250,000 in CRP funding. This will allow OTO the flexibility to conduct a future call for projects for flashing school zone beacon equipment.

B. Procurement:

The OTO will issue a formal bid for the flashing school zone beacon equipment that complies with MoDOT Specifications. The OTO will follow OTO and MoDOT procurement procedures and select the lowest responsive bidder. There is a proposed Resolution as part of this packet.

C. Budget:

The OTO maintains an operational budget that is comprised of the various grant budgets. The Flashing School Zone Beacon project has been added to the draft FY2027 Budget that is included in this agenda packet.

Proposed Budget Addition: The project has been included in the FY2027 Budget as follows.

Class 615 – CRP Equipment Projects

The following Revenue has been added:

- Carbon Reduction Program Funds - \$45,000

- Local Match - \$11,250

The following Expense has been added:

- Equipment - \$56,250

The OTO has added \$11,250 to the budget in case the equipment bids come in higher than anticipated. Any requested changes to the budget may be requested during the FY2027 Budget agenda item.

BOARD OF DIRECTORS ACTION REQUESTED:

There are several motions needed to approve the Flashing School Zone Beacon Project. That a member of the Board of Directors makes one of the following motions for each section:

A.) Funding Agreement

“Move to approve the Executive Director to enter into a Program Agreement with MoDOT for the Flashing School Zone Beacon Project in the amount of up to \$250,000 in Carbon Reduction Funds.”

OR

“Move to approve the Program Agreement, with these changes...”

B.) Procurement

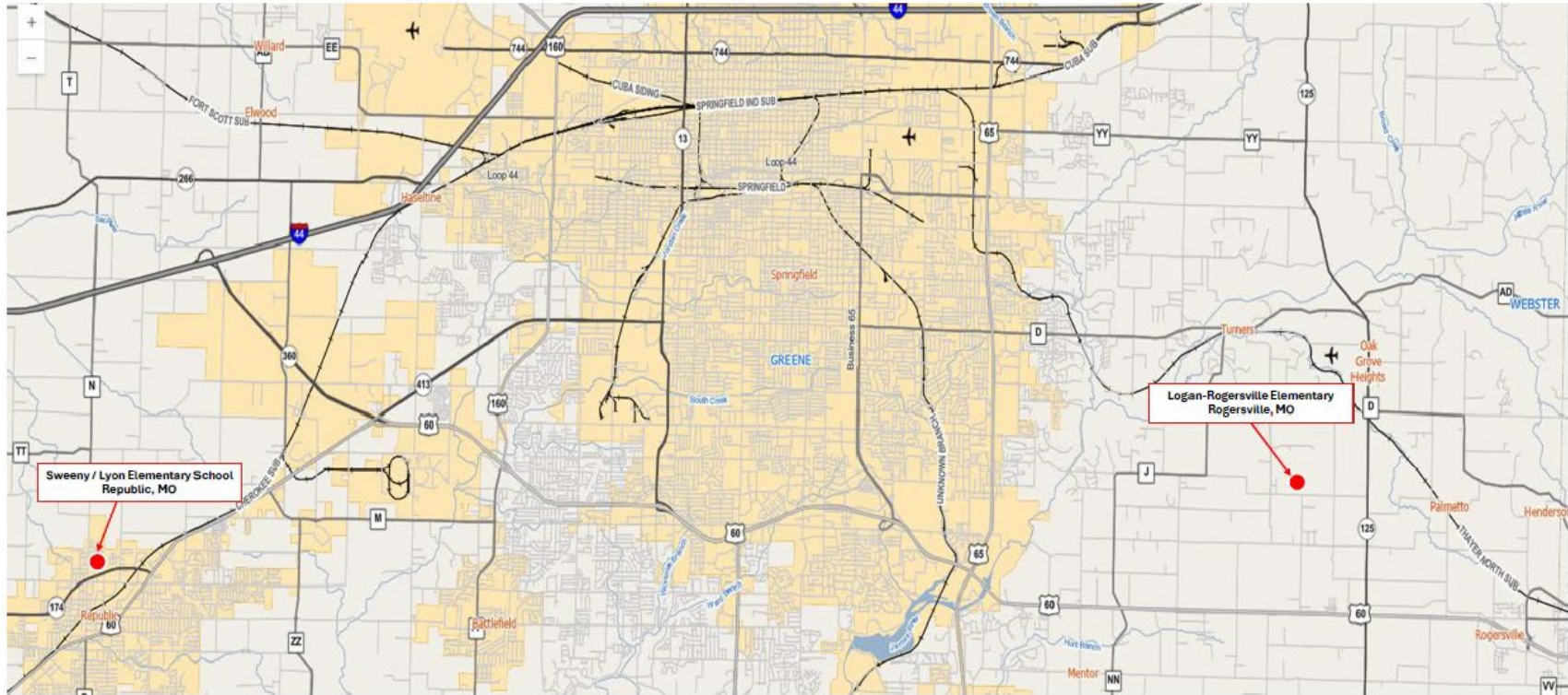
“Move to approve the included resolution to authorize the Executive Director to issue a formal bid for flashing school zone equipment and enter into a contract or purchase requestion with the lowest, responsible bidder for an amount not to exceed fifty-six thousand two hundred fifty dollars.”

OR

“Move to approve the Resolution, with these changes...”

C.) Budget

No motion required.



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

May 21, 2026

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

WHEREAS, the Board wishes to advertise and receive formal bids for the procurement of flashing school zone beacon equipment financed with Carbon Reduction Program (CRP) funding.

WHEREAS, the Board has appointed certain authorized representatives (the "Authorized Representatives") to act on its behalf during the bidding, award and project phases of projects; and

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

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby authorize the Engineer and Finance Officer/Grants Administrator to advertise and receive formal bids on behalf of said Board, and to select the lowest responsible bidder according to the Ozarks Transportation Organizations Procurement Policy. The Board directs Sara Fields, Executive Director, to enter into purchase requisitions or contracts for equipment for the Logan-Rogersville R-VIII School District and City of Republic in an amount to not exceed fifty-six thousand two hundred fifty dollars.

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

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

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

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

Dated: _____

Executive Director Ozarks Transportation Organization

Chair Ozarks Transportation Organization Board of Directors

CCO Form: FS37
Approved: 12/22 (MWH)
Revised: 03/25 (MWH)
Modified: 05/26 (MWH)

CFDA Number: CFDA #20.205
CFDA Title: Highway Planning and Construction
Award name/number: CRP – 9901(887)
Award Year: FFY 2026
Federal Agency: Federal Highway Administration, Department of Transportation

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
CARBON REDUCTION PROGRAM (CRP) AGREEMENT**

THIS AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and Ozarks Transportation Organization (hereinafter, "Grantee").

WITNESSETH:

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code (USC) §175 authorizes the funding of projects providing for the reduction of transportation emissions; and

WHEREAS, the Commission is the agency designated to receive and dispense such funds; and

WHEREAS, the Commission has determined that CRP-9901(887) is consistent with the goals of the CRP funding; and

WHEREAS, the Grantee has the resources to develop and provide such services.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations in this Agreement, the parties agree as follows:

(1) PURPOSE: The United States Congress has authorized, in 23 USC §175, funds to be used for activities for carbon reduction. The purpose of this Agreement is to grant the use of such funds to Purchase of school flasher equipment for use in the Ozarks Transportation Organization area.

(2) SCOPE OF WORK: Grantee shall provide planning and implementation of the purchase of school flasher equipment in the Ozarks Transportation Organization area as more fully described in the attached Exhibit A which is incorporated herein by reference.

(3) REASONABLE PROGRESS POLICY: The project as described in this agreement is subject to the reasonable progress policy set forth in the Local Public Agency (LPA) Manual and the final deadline specified in Exhibit B attached hereto and incorporated herein by reference. In the event, the LPA Manual and the final deadline within Exhibit B conflict, the final deadline within Exhibit B controls. If the project is within a Transportation Management Area that has a reasonable progress policy in place, the project is subject to that policy. If the project is withdrawn for not meeting reasonable progress, the Grantee agrees to repay the Commission for any progress payments made to the Grantee for the project and agrees that the Commission may deduct progress payments made to the Grantee from future payments to the Grantee.

(4) INDEMNIFICATION: To the extent allowed or imposed by law, the Grantee shall defend, indemnify, and hold harmless the Commission, including its members and the Missouri Department of Transportation (“MoDOT” or “Department”) employees, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the Grantee's wrongful or negligent performance of its obligations under this Agreement.

(5) INSURANCE:

(A) The Grantee will require any contractor procured by the Grantee to work under this Agreement:

1. To obtain a no cost permit from the Commission's district engineer prior to working on the Commission's right of way, which shall be signed by an authorized contractor representative (a permit from the Commission's district engineer will not be required for work outside of the Commission's right of way); and

2. To carry commercial general liability insurance and commercial automobile liability insurance from a company authorized to issue insurance in Missouri, and to name the Commission, and the MoDOT and its employees, as additional insureds in amounts sufficient to cover the sovereign immunity limits for Missouri public entities (\$600,000 per claimant and \$4,000,000 per occurrence) as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to section 537.610 RSMo.

(B) In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for either party's rights or defenses with regard to each party's applicable sovereign, governmental, or official immunities and protections as provided by federal and state constitution or law.

(6) AMENDMENTS: Any change in this Agreement, whether by modification or supplementation, must be accomplished by a formal contract amendment signed and approved by the duly authorized representatives of the Grantee and the Commission.

(7) COMMISSION REPRESENTATIVE: The Commission's **Southwest District LPA Program Manager, Joseph DiCiolla**, is designated as the Commission's representative for the purpose of administering the provisions of this Agreement. The Commission's representative may designate by written notice other persons having the authority to act on behalf of the Commission in furtherance of the performance of this Agreement.

(8) NONDISCRIMINATION ASSURANCE: With regard to work under this Agreement, the Grantee agrees as follows:

(A) Civil Rights Statutes: The Grantee shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 USC §2000d and §2000e, *et seq.*), as well as any applicable titles of the "Americans with Disabilities Act" (42 USC §12101, *et seq.*). In addition, if the Grantee is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

(B) Administrative Rules: The Grantee shall comply with the administrative rules of the United States Department of Transportation (USDOT) relative to nondiscrimination in federally assisted programs of the USDOT (49 Code of Federal Regulations (CFR) Part 21) which are herein incorporated by reference and made part of this Agreement.

(C) Nondiscrimination: The Grantee shall not discriminate on grounds of the race, color, religion, sex, disability, national origin, age, or ancestry of any individual in the selection and retention of subcontractors including procurement of materials and leases of equipment. The Grantee shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR §21.5, including employment practices.

(D) Solicitations for subcontracts, Including Procurements of Material and Equipment: These assurances concerning nondiscrimination also apply to subcontractors and suppliers of the Grantee. These apply to all solicitations either by competitive bidding or negotiation made by the Grantee for work to be performed under a subcontract including procurement of materials or equipment. Each potential subcontractor or supplier shall be notified by the Grantee of the requirements of this Agreement relative to nondiscrimination on grounds of the race, color, religion, sex, disability or national origin, age, or ancestry of any individual.

(E) Information and Reports: The Grantee shall provide all information and reports required by this Agreement, or orders and instructions issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Commission or the USDOT to be necessary to ascertain compliance with other contracts, orders, and instructions. Where any information required of the Grantee is in the exclusive possession of another who fails or refuses to furnish this information, the Grantee shall so certify to the

Commission or the USDOT as appropriate and shall set forth what efforts it has made to obtain the information.

(F) Sanctions for Noncompliance: In the event the Grantee fails to comply with the nondiscrimination provisions of this Agreement, the Commission shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including but not limited to:

1. Withholding of payments under this Agreement until the Grantee complies; and/or

2. Cancellation, termination, or suspension of this Agreement, in whole or in part, or both.

(G) Incorporation of Provisions: The Grantee shall include provisions of paragraph (8) of this Agreement in every subcontract, including procurements of materials and leases of equipment, unless exempted by the statutes, executive order, administrative rules or instructions issued by the Commission of the USDOT. The Grantee will take such action with respect to any subcontract or procurement as the Commission or the USDOT may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided that in the event the Grantee becomes involved or is threatened with litigation with a subcontractor or supplier as a result of such direction, the Grantee may request the United States to enter into such litigation to protect the interests of the United States.

(9) DISADVANTAGED BUSINESS ENTERPRISES (DBE): It is the policy of the USDOT and the Commission that businesses owned by socially and economically disadvantaged individuals (DBE's), as defined in 49 CFR Part 26, have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds.

(10) ASSIGNMENT: The Grantee shall not assign, transfer, or delegate any interest in this Agreement without the prior written consent of the Commission.

(11) APPLICABLE LAWS AND REGULATIONS: This Agreement shall be construed according to the laws of the State of Missouri. Each party shall comply with all applicable federal, state, and local laws, regulations, and ordinances. Additionally, each party shall adhere to all accepted industry standards, processes, and procedures relevant to the performance of their obligations under this Agreement. A violation of this paragraph constitutes a material breach of the Agreement.

(12) VENUE: It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

(13) CANCELLATION: The Commission may cancel this Agreement at any time for a material breach of contractual obligations by providing the Grantee with written notice of cancellation. Should the Commission exercise its right to cancel this Agreement for such reasons, cancellation will become effective upon the date specified in the notice of cancellation sent to the Grantee.

(14) ACCESS TO RECORDS: The Grantee and its contractors must maintain all records relating to this Agreement, including but not limited to invoices, payrolls, etc. These records must be available at no charge to the Federal Highway Administration (FHWA) and the Commission and/or their designees or representatives during the period of this Agreement and any extension, and for a period of three (3) years after the date on which the Grantee receives reimbursement of their final invoice from the Commission.

(15) BUDGET: The Grantee shall incur obligations in connection with the performance of the period only in conformity with the latest budget approved by the Commission as specified in Appendix A - Project Budget. This budget may be revised as necessary; however, no budget or revision shall be effective unless approved by the Commission's representative and FHWA.

(16) ELIGIBLE EXPENDITURES: No expenditure or charges shall be eligible for reimbursement that are contrary to the provisions of this Agreement or not required for the carrying out of the project.

(17) REIMBURSEMENT: The cost of the contemplated improvements will be borne by the United States Government and by the Grantee as follows:

Any federal funds for project activities shall only be available for reimbursement of eligible costs which have been incurred by Grantee. Any costs incurred by Grantee prior to authorization from FHWA and notification to proceed from the Commission are **not** reimbursable costs. All federally funded projects are required to have a project end date. Any costs incurred after the project end date are not eligible for reimbursement. The federal share for this project will be **80** percent not to exceed **\$250,000**. The calculated federal share for seeking federal reimbursement of participating costs for the herein improvements will be determined by dividing the total federal funds applied to the project by the total participating costs. **Any costs for the herein improvements which exceed any federal reimbursement or are not eligible for federal reimbursement shall be the sole responsibility of the Grantee.** The Commission shall not be responsible for any costs associated with the herein improvement unless specifically identified in this Agreement or subsequent written amendments.

(18) PROGRESS PAYMENTS: The Grantee may request progress payments be made for the herein improvements as work progresses but not more than once every two (2) weeks. Progress payments must be submitted monthly. All progress payment requests must be submitted for reimbursement within ninety (90) days of the project completion date for the final phase of work. The Grantee shall repay any progress payments which involve ineligible costs.

(19) PROMPT PAYMENTS: Progress invoices submitted to MoDOT for reimbursement more than thirty (30) calendar days after the date of the vendor invoice shall also include documentation that the vendor was paid in full for the work identified in the progress invoice. Examples of proof of payment may include a letter or e-mail from the vendor, lien waiver or copies of cancelled checks. Reimbursement will not be made on these submittals until proof of payment is provided. Progress invoices submitted to MoDOT for reimbursement within thirty (30) calendar days of the date on the vendor invoice will be processed for reimbursement without proof of payment to the vendor. If the Grantee has not paid the vendor prior to receiving reimbursement, the Grantee must pay the vendor within two (2) business days of receipt of funds from MoDOT.

(20) PERMITS: The Grantee shall secure any necessary approvals or permits from any federal or state agency as required for the completion of this project.

(21) INSPECTION OF CONTRACTOR'S RECORDS: The Grantee shall assure that its contractors, and all subcontractors, if any, maintain all books, documents, papers, and other evidence pertaining to costs incurred in connection with this Agreement. The Grantee shall make such materials available at such contractor's office at all reasonable times during the contract period, and for three (3) years from the date of final payment under the contract, for inspection by the Commission, FHWA or any authorized representatives of the Federal Government and the State of Missouri. Copies thereof shall be furnished at no charge, upon request, to authorized representatives of the Commission, State, FHWA, or other Federal agencies.

(22) FINAL AUDIT: The Commission will perform a final audit of project costs. The United States Government shall reimburse the Grantee, through the Commission, any monies due. The Grantee shall refund any overpayments as determined by the final audit.

(23) AUDIT REQUIREMENTS: If the Grantee expend(s) one million dollars (\$1,000,000) or more in a year in federal financial assistance it is required to have an independent annual audit conducted in accordance with 2 CFR Part 200. A copy of the audit report shall be submitted to MoDOT within the earlier of thirty (30) days after receipt of the auditor's report(s), or nine (9) months after the end of the audit period. Subject to the requirements of 2 CFR Part 200, if the Grantee expend(s) less than one million dollars (\$1,000,000) a year, the Grantee may be exempt from auditing requirements for that year but records must be available for review or audit by applicable state and federal authorities.

(24) FHWA APPROVAL: This Agreement is made and entered into subject to the approval of the FHWA.

(25) FEDERAL-AID PROVISIONS: Because responsibility for the performance of all functions or work contemplated as part of this project is assumed by the Grantee, and the Grantee may elect to construct part of the improvement contemplated by this Agreement with its own forces, a copy of Section II and Section III, as contained in the

United States Department of Transportation Form Federal Highway Administration (FHWA) 1273 "Required Contract Provisions, Federal-Aid Construction Contracts," is attached and made a part of this Agreement as Exhibit C. Wherever the term "the contractor" or words of similar import appear in these sections, the term "the Grantee" is to be substituted. The Grantee agrees to abide by and carry out the condition and obligations of "the contractor" as stated in Section II, Equal Opportunity, and Section III, Nonsegregated Facilities, as set out in Form FHWA 1273.

(26) FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA) OF 2006: The Grantee shall comply with all reporting requirements of the FFATA of 2006, as amended. This Agreement is subject to the award terms within 2 CFR Part 170.

(27) ACQUISITION OF RIGHT OF WAY: With respect to the acquisition of right of way necessary for the completion of the project, the Grantee shall acquire any additional necessary right of way required for this project and in doing so agrees that it will comply with all applicable federal laws, rules and regulations, including 42 USC 4601-4655, the Uniform Relocation Assistance and Real Property Acquisition Act, as amended and any regulations promulgated in connection with the Act. However, upon written request by the Grantee and written acceptance by the Commission, the Commission shall acquire right of way for the Grantee. Upon approval of all agreements, plans and specifications by the Commission and by the FHWA, the Commission will file copies of said plans in the office of the County clerk: and proceed to acquire by negotiation and purchase or by condemnation any necessary right of way required for the construction of the improvement contemplated herein. All right of way acquired by negotiation and purchase will be acquired in the name of the Grantee, and the Grantee will pay to grantors thereof the agreed upon purchase prices. All right of way acquired through condemnation proceedings will be acquired in the name of the State of Missouri and subsequently released to the Grantee. The Grantee shall pay into court all awards and final judgments in favor of any such condemnees. The Grantee shall also reimburse the Commission for any expense incurred by the Commission in acquiring said right of way, including but not limited to the costs of surveying, appraisal, negotiation, condemnation, and relocation assistance benefits. Unless otherwise agreed to in writing the Commission shall have the final decision regarding the settlement amount in condemnation.

(28) CONFLICT OF INTEREST: The Grantee shall comply with conflict of interest policies identified in 23 CFR 1.33. A conflict of interest occurs when an entity has a financial or personal interest in a federally funded project.

(29) MANDATORY DISCLOSURES: The Grantee shall comply with 2 CFR 200.113 and disclose, in a timely manner, in writing all violations of Federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the Federal award.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

Executed by the Grantee on _____.

Executed by the Commission on _____.

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

GRANTEE

By: _____

By: _____

Title: _____

Title: Executive Director

ATTEST:

Secretary to the Commission

Approved as to Form:

Commission Counsel

*If the contracting party is a county with a commission form of government, additional lines need to be inserted to allow all three commissioners to sign the agreement.

Appendix A - Project Budget

Fund Overview

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Capital	Local	\$0	\$62,500	\$0	\$0	\$0	\$0	\$62,500
Capital	Local-AC	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total Capital		\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500
Total Programmed		\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500

Exhibit A – Scope of Work

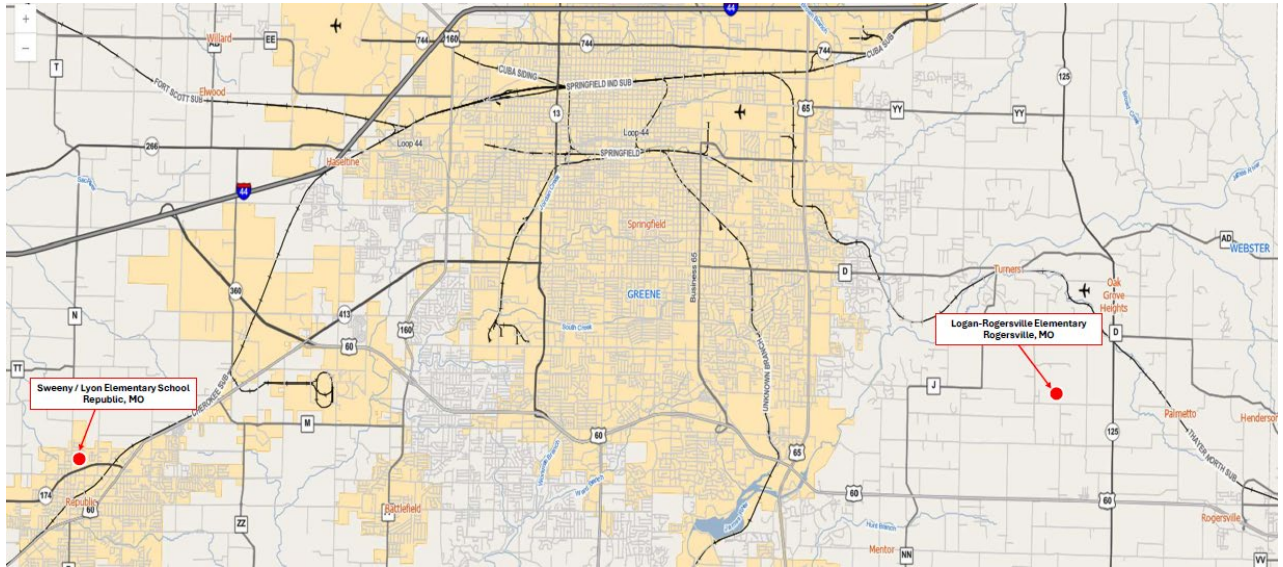


Exhibit B – Project Schedule

Project Description: CRP-9901(887) purchases school flasher equipment for use in the Ozarks Transportation Organization (OTO) area.

Task	Date
Award Notification post TIP Amendment	04/30/2026
Programming Data Form	05/30/2026
Engineering Services Contract Approved	08/30/2026
Preliminary and Right-of-Way Plans Submittal	12/30/2026
Plans, Specifications & Estimate (PS&E) Submittal	04/30/2027
Plans, Specifications & Estimate (PS&E) Approval	06/30/2027
Construction Contract Award	08/30/2027

*Note: the dates established in the schedule above will be used in the applicable ESC between the sponsor agency and consultant firm.

**Schedule dates are approximate as the project schedule will be actively managed and issues mitigated through the project delivery process. The Award Date or Planning Study Date deliverable is not approximate and requires request to adjust.

TAB 7

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM II.E.

FY2027 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 Data Collection
- 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 FY2027 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 up to 20 percent local match. The OTO portion of the UPWP budget for FY2026 and FY2027 is shown below:

	<u>FY2026</u>	Proposed <u>FY2027</u>
OTO Consolidated FHWA/FTA PL Funds	\$1,052,051	\$1,140,909
Surface Transportation Block Funds	\$268,019	\$281,420
Local Jurisdiction Match/Project Fees Match	\$197,196	\$189,212
Local Jurisdiction Studies Match	\$20,000	\$15,000
OTO Local Match	\$11,617	\$44,571
In-Kind Match	\$30,000	\$35,307
<u>MoDOT "Direct Costs"</u>	<u>\$50,321</u>	<u>\$50,321</u>
Total OTO Revenue	\$1,629,204	\$1,756,740

The total budget amount for FY2027 UPWP is \$1,756,740. 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 82.48%.

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
- Adoption of Long Range Transportation Plan 2050
- FY2028 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
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2028-2031 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 plans and performance measures
- ITS Coordination

UPWP SUBCOMMITTEE:

The UPWP Subcommittee reviewed the draft FY2027 UPWP at its April 6, 2026, electronic meeting. The subcommittee recommended the Technical Planning Committee review the FY2027 draft and incorporate any further changes from FHWA and MoDOT.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting held on April 15, 2026, the Technical Planning Committee recommended the Board of Directors approve the FY2027 Unified Planning Work Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY2027 Unified Planning Work Program.”

OR

“Move to approve the FY2027 Unified Planning Work Program with the following changes...”



OZARKS
TRANSPORTATION
ORGANIZATION

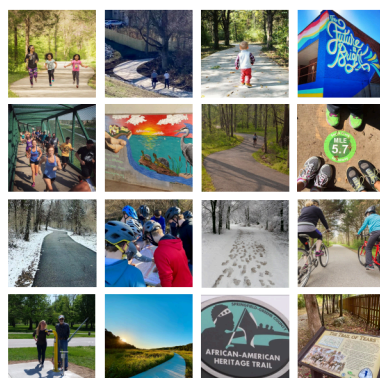
A METROPOLITAN PLANNING ORGANIZATION

FY2027

UPWP

**UNIFIED PLANNING WORK PROGRAM
FISCAL YEAR (JULY 1, 2026 - JUNE 30, 2027)**

BOARD APPROVED MAY __, 2026



WWW.OZARKSTRANSPORTATION.ORG

Contents

Introduction	2
Important Issues Facing the Ozarks Transportation Organization.....	6
Major Activities and Tasks	8
OTO UPWP Work Program (CPG)	9
Task 1 – UPWP Program Management and Coordination.....	9
Purpose	9
Work Elements	9
Anticipated Outcomes.....	11
Prior Year Accomplishments	11
Task 2 – Planning Coordination and Outreach	12
Purpose	12
Work Elements	12
Anticipated Outcomes.....	13
Prior Year Accomplishments	13
Task 3 – Planning and Implementation	14
Purpose	14
Work Elements	14
Anticipated Outcomes.....	16
Prior Year Accomplishments	16
Task 4 – Project Selection and Programming.....	17
Purpose	17
Work Elements	17
Anticipated Outcomes.....	17
Prior Year Accomplishments	18
Task 5 – OTO Transit Planning.....	19
Purpose	19
Work Elements	19
Anticipated Outcomes.....	20
Prior Year Accomplishments	20
Task 6 – Operations and Demand Management	21
Purpose	21
Work Elements	21
Anticipated Outcomes.....	21

Prior Year Accomplishments	22
Task 7 – MoDOT Studies and Data Collection	23
Purpose	23
Work Elements	23
Anticipated Outcomes.....	23
Prior Year Accomplishments	23
2.5% Set Aside Work Program and Complete Streets.....	24
Task 8 - Safe and Accessible Transportation Options	24
Purpose	24
Work Elements	24
Anticipated Outcomes.....	25
Prior Year Accomplishments	25
Surface Transportation Block Grant Work Program & CPG.....	26
Task 9 – Studies and Project Administration	26
Purpose	26
Work Elements	26
Anticipated Outcomes.....	27
Prior Year.....	27
Funding Tables	28
Table 1	29
Table 2	31
Table 3	32
Table 4	32
Table 5	33
Table 6	33
Table 7	34
<i>FTA 5307 - City Utilities Work Program.....</i>	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 to the Board of Directors 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 2027 (July 2026 - June 2027). 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://www.ozarkstransportation.org/uploads/documents/Public-Participation-Plan-2023-Final-Approved.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.

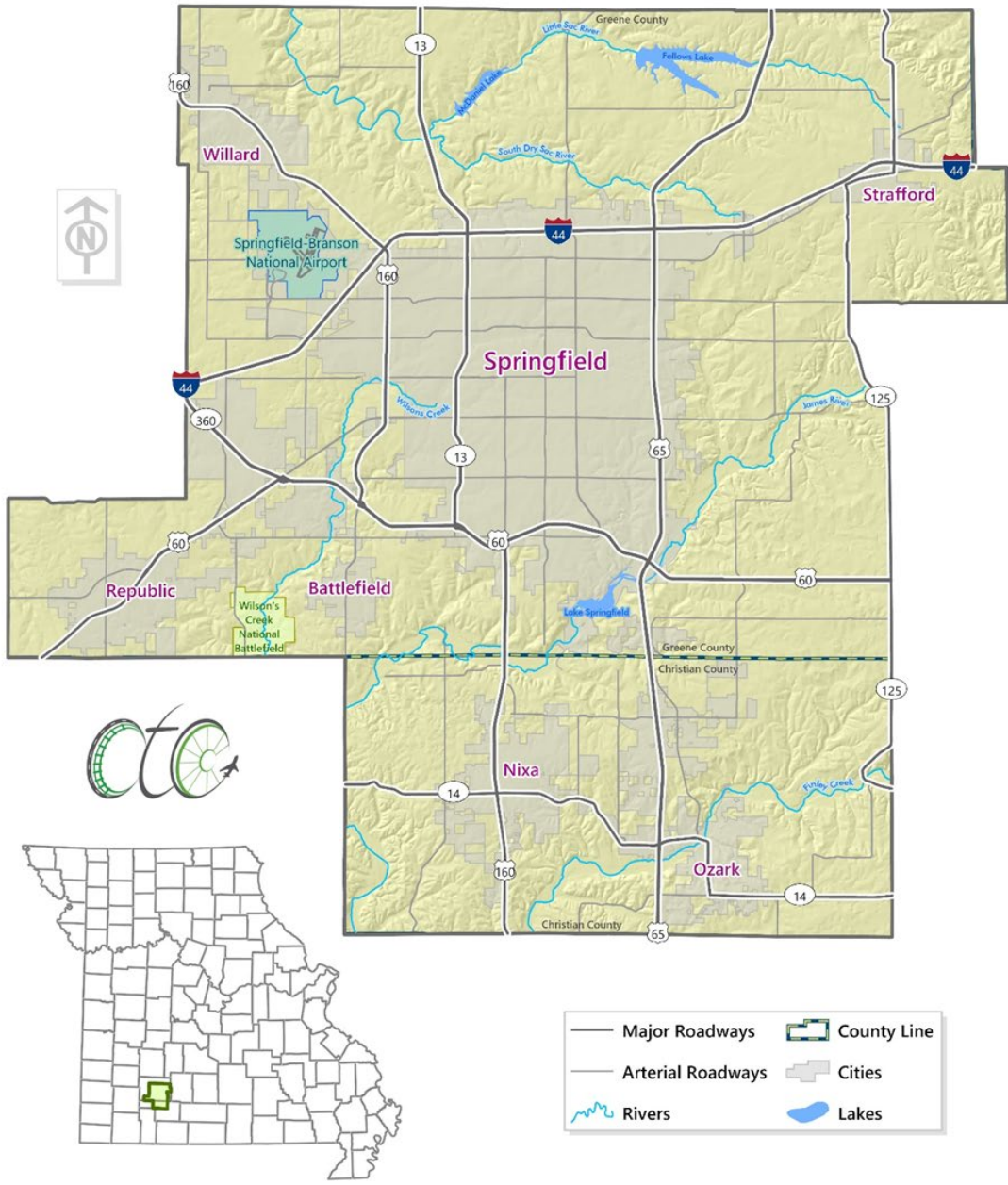
The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations at the time of the FY2027 UPWP development. The FY2027 UPWP will be updated if necessary, upon release of a new transportation bill. Federal regulations implementing 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.

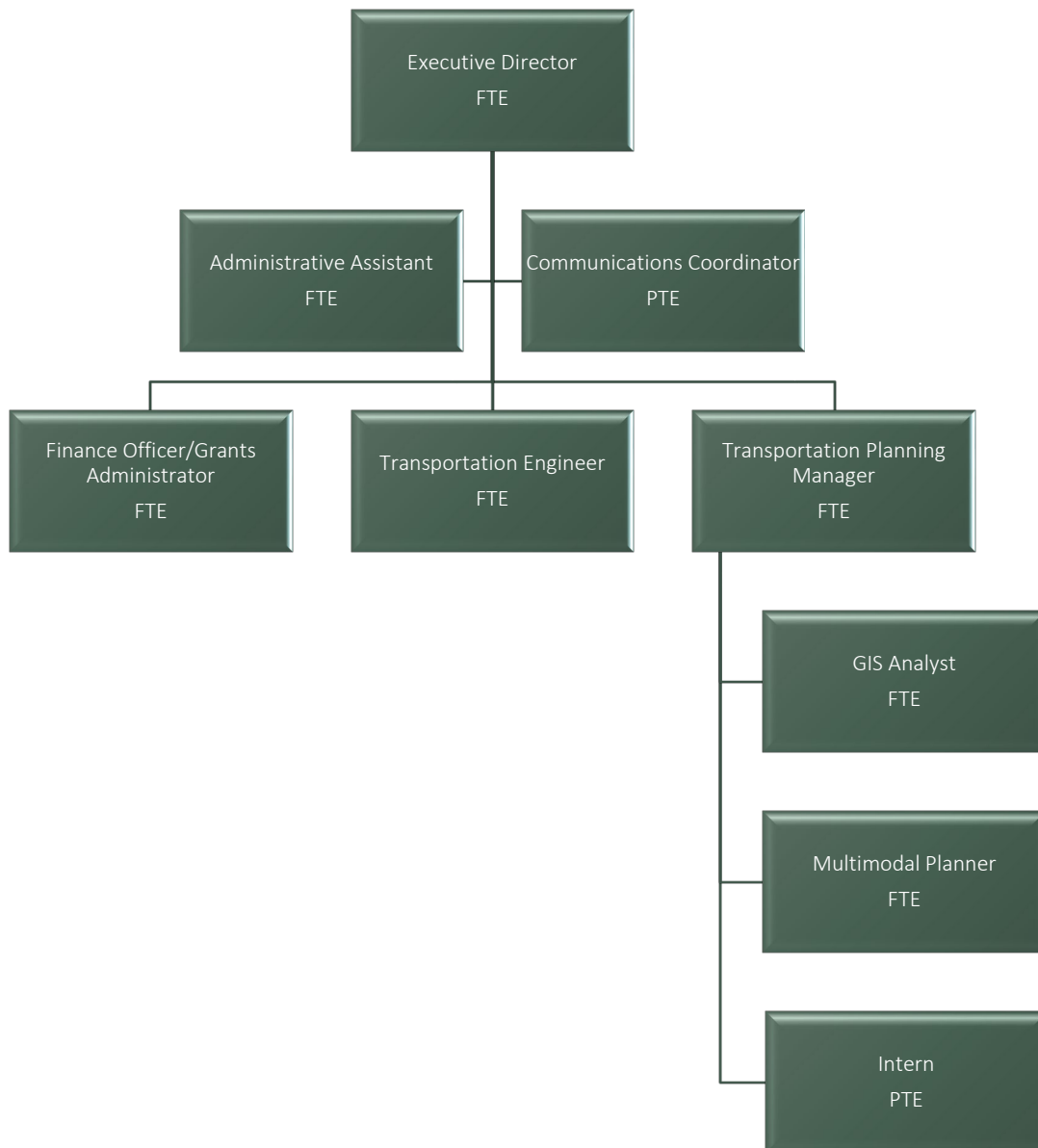
	1. Economic Vitality	2. Safety	3. Security	4. Accessibility & Mobility	5. Quality of Life	6. Connectivity	7. Management & Operations	8. System Preservation	9. Resiliency & Reliability	10. Travel & Tourism
Task 1 – UPWP Program Management and Coordination										
Task 2 – Planning Coordination & Outreach										
Task 3 – Planning & Implementation										
Task 4 – Project Selection & Programming										
Task 5 – OTO Transit Planning										
Task 6 – Operations & Demand Management										
Task 7 – MoDOT Studies and Data Collection										
Task 8 – Complete Streets & 2.5% Set Aside Safe & Accessible Transportation Options										
Task 9 – STBG										
Task 10 – CU FTA 5307 Transit Planning										

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. This process has led to being able to obligate funding more efficiently. This reduces the impact of inflation, shortens the timeline from planning to construction, and shows that our region has the capacity to responsibly manage federal resources. 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 FY2027 will also continue to implement the recommendations contained within [Destination 2045](#) (adopted in 2021 and most recently amended in 2025), as well as [Towards a Regional Trail System](#). OTO has begun the Long Range Transportation Plan update, *Next Stop 2050*.

The future funding level for transportation work is unknown with the expiration of the Infrastructure Investment and Jobs Act (IIJA) at the end of 2026. OTO staff are actively working with the state DOT and federal partners to be ready for whatever requirements and funding come with a new transportation bill.

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.

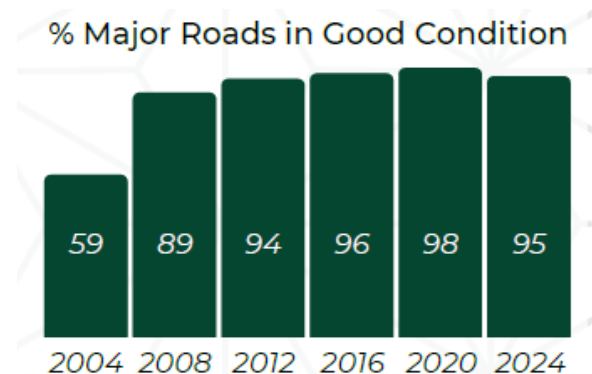


Figure 1 Springfield MPO Area Roads data 2004 through 2024

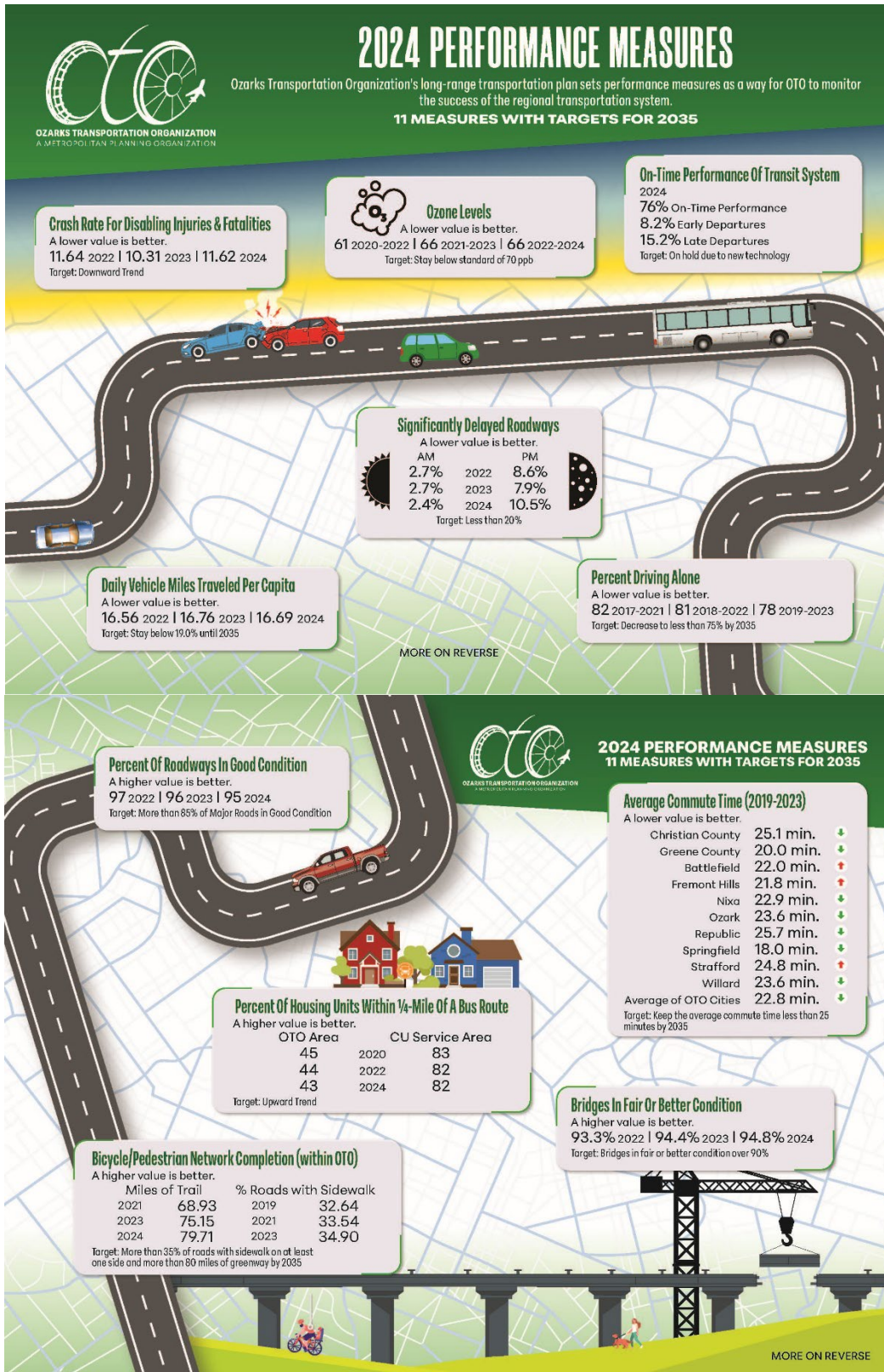


Figure 2 More information on OTO Performance Measures can be found here:

[OTO Long Range Transportation Plan Performance Measures](#)

Regional Planning Priorities

The Ozark Transportation Organization outlines regional planning priorities in the Destination 2045 plan.

- A safe transportation system for all users on all modes
- Preserve existing transportation assets and promote fiscal responsibility
- Connected, integrated, multi-modal system
- Build a transportation system that supports a resilient region that is prepared for the future
- Build quality projects that implement best design and engineering practices

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 FY2026 UPWP Year-End Report, which will be incorporated upon completion in July 2026.

<i>UPWP Fiscal Year (July 1 - June 30)</i>	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Long Range Transportation Plan Update Required September 2026																								
Transportation Improvement Program Approved Annually in July																								
Unified Planning Work Program Approved Annually in May																								
Coordinated Public Transit - Human Services Transportation Plan Update Required May 2027																								
Title VI/ADA/LEP Plan Update Required March 2027																								
Public Participation Plan Update Required July 2026																								
Safety Action Plan Update Required January 2030																								

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

1.1.1 Financial and Contract Management

Timeframe – July 2026 to June 2027

- 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 2026 to December 2027

- Conduct an annual and single audit of FY2026 and report to Board of Directors
- Implement measures as suggested by audit

1.1.3 General Administration and Personnel

Timeframe – July 2026 to June 2027

- 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 2026 to June 2027

- 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 2026 to June 2027

- Amendments to the FY2027 UPWP as necessary
- Development of the FY2028 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 2026 to June 2027

- 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 2026 to June 2027

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

1.5 OTO Office Relocation

Timeframe – August 2026 to December 2027

The OTO's lease expired after two terms on March 2026 and the OTO has entered a one year lease extension through March 30, 2027. The OTO will need to relocate its office location to accommodate the prior growth of OTO staff and the members of the public that attend the OTO's public meetings including Board of Directors and Technical Planning Committee. OTO only exists to serve the purpose of a Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA) and is

funded through USDOT grants and local jurisdiction dues as match. Therefore, the cost associated with the building relocation is 100% related to the function of operating as an MPO.

- New lease and building location for OTO Office (includes, but not limited to, research/review, preparation and execution of new agreements)
- OTO will enter a new lease. Due to this, four months of double rent, utilities, and janitorial services have been factored into the UPWP for the transition of OTO staff and equipment to the new offices. The OTO is also budgeting for permitting, inspection, wiring and configuration setup if needed.
- Items for the move such as movers, IT move support, audio and equipment wiring and set up for conference room(s), furniture for the new space, phone and internet wiring for OTO staff, and signage have been budgeted for in this UPWP.

Anticipated Outcomes

- Implementation of the FY2027 UPWP (ongoing)
- Regular reimbursement requests and quarterly progress reports (ongoing)
- FY2026 Year-End Report (July)
- Adoption of the FY2028 UPWP and execution of associated agreements (May/June)
- Financial reporting to the Board of Directors (quarterly)
- FY2026 Audit (December)
- Legal services and contracts (as needed)
- Attendance of OTO staff and members at relevant meetings and trainings (ongoing)
- Relevant policy and bylaws updates and necessary legal services (as needed)
- Revisions to inter-local agreements and contracts as needed (as needed)
- Continued grant administration of multiple DOT grants (on going)
- Contract services performed by HR, Legal, and Auditing professionals (as needed)
- New office lease contract (November)
- OTO office relocation (January through March)

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY2026 year-end report, which will be incorporated upon completion in July 2026.

- Quarterly progress reports, payment requests and year-end report for FY2026
- Quarterly financial reporting to the Board of Directors
- Final dues collection from prior year and preparation of dues for next fiscal year
- FY2025 Single Audit
- FY2026 UPWP amendments and administrative modifications as needed through June 2026
- FY2027 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 2026 to June 2027

- 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 2026 to June 2027

- 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 2026 to June 2027

- 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 2026 to June 2027

- 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
- Draft and adopt Public Participation Plan (PPP) Update
- 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

- Public Participation Plan (PPP) Update Adopted

2.4 Title VI Compliance

Timeframe – July 2026 to June 2027

- 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 (ongoing monthly)
- Attendance of OTO staff and OTO members at various community committees (ongoing)
- Document meeting attendance for in-kind reporting (monthly)
- Public input tracked and published (as needed)
- Implementation of PPP through website and press release (ongoing)
- Continuously updated websites (ongoing)
- Social media engagement (ongoing)
- Annual PPP Evaluation (April)
- Adopt Updated PPP (July)
- Semiannual DBE reporting submitted to MoDOT (October/April)
- Title VI semiannual reporting and complaint tracking submitted to MoDOT (October/April)
- Public Input for Ad Hoc Studies and Administered Projects (as needed)
- Continued integration of Virtual Public Involvement Tools (ongoing)
- Coordination with MoDOT and FLMA (as needed)

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY2026 year-end report, which will be incorporated upon completion in July 2026.

- 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
- Development of updated PPP
- 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
- Development of PPP

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 2026 to June 2027

- Incorporate *Next Stop 2050* 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 and adoption of long range transportation plan update for 2050 (*Next Stop 2050*)

3.2 Performance Measures

Timeframe – July 2026 to June 2027

- 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
- Incorporate System Performance Report into *Next Stop 2050*

3.3 Congestion Management Process Implementation

Timeframe – July 2026 to June 2027

- 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
- Update Congestion Management Process as a digital, online product

3.4 Federal Function Classification Maintenance and Updates

Timeframe – July 2026 to June 2027

- Annual call for updates
- Facilitate change requests as necessary

3.5 Freight Planning

Timeframe – July 2026 to June 2027

- 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 2026 to June 2027

- 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 the Ozarks Clean Fuels Coalition, a Department of Energy Clean Cities and Communities Coalition

3.7 Demographic and Geographic Data Management

Timeframe – July 2026 to June 2027

- 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 2026 to June 2027

- 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

3.9 Aerial Pictometry

Timeframe – July 2026 to June 2027

- Cooperatively Purchase Aerial Pictometry with the City of Springfield, City Utilities of Springfield and other local jurisdictions. OTO's cost is approximately 8% of the overall cost of \$330,367.50. The remaining cost is funded out of local sources.

Partner Costs		
Christian County	= \$	108,483.26
City of Nixa	= \$	10,461.40
City of Ozark	= \$	12,764.40
City of Republic	= \$	4,652.25
City of Springfield	= \$	22,924.23
City Utilities	= \$	41,730.00
Greene County	= \$	104,351.96
Ozarks Transp. Org.	= \$	25,000.00
Total Cost	= \$	330,367.50

Anticipated Outcomes

- Amendments to the LRTP as necessary (as needed)
- Draft and Adopt updated LRTP (September)
- Performance target updates (February)
- Annual call for updates to the Federal Functional Classification System and other updates as requested (October)
- CMP monitoring (ongoing)
- CMP update as a digital, online product (September)
- Participation in statewide freight planning efforts (ongoing)
- Continued air quality attainment status monitoring (ongoing)
- Report on growth trends and other relevant demographics (March)
- GIS maintenance and mapping, including transportation data (ongoing)
- Travel demand model updates as needed and associated model runs (as needed)
- Annual review of STRAHNET system (August)
- LRTP Implementation Report (August)
- Other projects as needed (as needed)
- Aerial Photography (July)

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY2026 year-end report, which will be incorporated upon completion in July 2026.

- *Amended Destination 2045*
- Development of *Next Stop 2050*
- 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 2026 to June 2027

- 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 2027-2030 Transportation Improvement Program
- Develop and draft FY 2028-2031 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 2026 to June 2027

- 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 2026 to June 2027

- 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 2027-2030 Transportation Improvement Program (July)
- Development of the draft FY 2028-2031 Transportation Improvement Program (January – June)
- TIP Amendments and Administrative Modifications as necessary (as needed)
- Maintain online TIP database (ongoing)
- Semiannual Federal Funds Balance Report (November/April)
- Annual Listing of Obligated Projects (September)
- Develop and prioritize potential projects for use of MoDOT system improvement funds (ongoing)
- Award suballocated funding (as needed)
- Call for Projects (as needed)

Prior Year Accomplishments

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

- Amendments and Administrative Modifications to the FY 2026-2029 Transportation Improvement Program
- Draft FY 2027-2030 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 2026 to June 2027

- 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 2026 to June 2027

- Transit Coordination Plan Implementation with report on status of action items
- Draft and adopt Transit Coordination Plan update
- 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 2026 to June 2027

- 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 2026 to June 2027

- 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 2026 to June 2027

- Support planning efforts to explore improved transit
- Attend Missouri Public Transit Association Board meetings

5.6 ADA/Title VI Appeal Process

Timeframe – July 2026 to June 2027

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

Anticipated Outcomes

- Transit agency coordination (ongoing)
- Continued Transit Coordination Plan implementation (ongoing)
- Adopt Transit Coordination Plan (May)
- Special studies (as needed)
- Committee meetings, agendas, and minutes (ongoing)
- CU Transit ADA/Title VI Appeals as requested (as needed)
- Data collection (ongoing)
- Regional paratransit coordination (ongoing)
- Let's Go Smart Transportation Collaborative participation (ongoing)
- CU Transit Fixed Route Analysis assistance (as needed)
- Conduct Call for Projects and award funding (as needed)

Prior Year Accomplishments

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

- 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 2026 to June 2027

- Coordinate meetings of Traffic Incident Management Committee

6.2 Intelligent Transportation Systems Coordination

Timeframe – July 2026 to June 2027

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

6.3 Intelligent Transportation Systems Architecture

Timeframe – July 2026 to June 2027

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

6.4 Coordinate Employer Outreach Activities

Timeframe – July 2026 to June 2027

- Work with OTO members 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

6.5 Collect and Analyze Data to Determine Potential Rideshare Demand

Timeframe – July 2026 to June 2027

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

6.6 Van Pool Program

Timeframe – July 2026 to June 2027

- 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 (ongoing)
- Annual report of TDM activities (June)
- Van Pool Program Development (multi-year process – ongoing)
- Recommendations for ITS solutions (as needed)

Prior Year Accomplishments

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

- TIM Implementation Report
- ITS coordination
- Annual report of TDM activities
- 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 2026 to June 2027

- 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 (April)
- Annual crash data (October)
- Speed studies (March through May)
- Maintenance of the MoDOT travel time collection units (as needed)

Prior Year Accomplishments

Additional details on prior accomplishments can be found in the FY2026 year-end report, which will be incorporated upon completion in July 2026.

- 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 \$69,091 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 2026 to June 2027

- 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 2026 to June 2027

- Maintain complete streets toolbox

8.3 Bicycle and Pedestrian Transportation

Timeframe – July 2026 to June 2027

- 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 2026 to June 2027

- 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

- 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

8.5 OTO Staff Meetings Attendance

Timeframe – July 2026 to June 2027

- *MPO Staff to travel to meetings and training regionally and statewide related to active transportation options*
 - Ozark Greenways Technical Committee
 - Transportation Collaborative

8.6 OTO Bicycle and Pedestrian Advisory Committee Support

Timeframe – July 2026 to June 2027

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

8.7 Safety Action Plan

Timeframe – July 2026 to June 2027

- Incorporate *Destination Safe Streets* guidance into the planning process
- Process amendments to the Safety Action Plan
- Implementation of action items and status summary
- Scope the next update to *Destination Safe Streets*

Anticipated Outcomes

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

Prior Year Accomplishments

- Maintained Complete Streets Toolbox
- Best practices for active transportation
- Bicycle and Pedestrian Crash Maps and Analysis
- 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 \$281,420 in Surface Transportation Block Grant (STBG) towards Task 9 in addition to CPG funds.

Work Elements

9.1 Other Transportation Studies

Timeframe – July 2026 to June 2027

- 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 2026 to June 2027

- 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 Information for Grants

Timeframe – July 2026 to June 2027

- Provide data to 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

9.4 Transportation Consultant/Modeling Services

Timeframe – July 2026 to June 2027

- 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 (ongoing)
- Other studies completed (as needed)
- Data and support letters (as needed)
- Travel demand model scenarios (as needed)
- Consultant contracts for studies (as needed)

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

Funding Tables

The work contained in the FY2027 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 FY2027 UPWP is \$1,756,740; with \$1,422,329 in federal dollars and \$334,411 in state, local, and in-kind dollars. The use of in-kind dollars allows the OTO to utilize an 82.48% 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 FY2027
- Table 5 – Budgeted Revenue for Actual Costs FY2027
- Table 6 – Total Available Revenue for FY2027 UPWP Work Activities
- Table 7 – FY2027 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	\$394,413		
<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
<i>1.5 OTO Office Relocation</i>		OTO	Yes
Task 2 – Planning Coordination and Outreach	\$339,762		
<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 Title VI Compliance</i>		OTO	No
Task 3 – Planning and Implementation	\$270,128		
<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
<i>3.9 Aerial Pictometry</i>		City of Springfield	Yes
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 Coordinate Employer Outreach Activities		OTO Springfield	No
6.5 Collect & Analyze Data to Determine Potential Demand		OTO	No
6.6 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	\$1,250,041		

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
8.7 Safety Action Plan		OTO	No
TOTAL	\$84,684		

STBG

Tasks	Estimated Total Cost	Responsible Agency	Consultant Contract
Task 9 – Studies and Project Administration	\$422,015		
9.1 Other Transportation Studies		OTO	Potentially
9.2 Administration of Local Jurisdiction Projects		OTO	No
9.3 Information for Grants		OTO	No
9.4 Transportation Consultant/Modeling Services		OTO	Yes
TOTAL	\$422,015		

FTA 5307 (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

Task	Local Funding				Federal Funding					Total	Percent (%)
	Local Match 14.5792%	City Utilities	In-Kind 2.0690%	CPG 61.8972%	STBG 16.4918%	FTA Complete Streets 4.0489%	Set Aside Safe & Access Trans .9138%	5310	5307		
1	\$ 69,092	\$ -	\$ -	\$ 325,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 394,413	23.11%
2	\$ 29,518	\$ -	\$ 30,000	\$ 280,244	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 339,762	19.91%
3	\$ 42,011	\$ -	\$ -	\$ 197,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 239,821	14.05%
3.9			\$ 5,307	\$ 25,000						\$ 30,307	1.78%
4	\$ 17,428	\$ -	\$ -	\$ 82,061	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,489	5.83%
5	\$ 11,203	\$ -	\$ -	\$ 52,749	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,952	3.75%
6	\$ 5,601	\$ -	\$ -	\$ 26,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,976	1.87%
8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,091	\$ 15,593	\$ -	\$ -	\$ 84,684	4.96%
9	\$ 73,930	\$ -	\$ -	\$ 66,665	\$ 281,420	\$ -	\$ -	\$ -	\$ -	\$ 422,015	24.73%
Total	\$ 248,783	\$ -	\$ 35,307	\$1,056,225	\$ 281,420	\$ 69,091	\$ 15,593	\$ -	\$ -	\$ 1,706,419	
	Total of CPG/STBG Expenses									\$ 1,706,419	100.00%
7	Value of MoDOT "Direct Cost"									\$ 50,321	
	Total of CPG/STBG Work Program									\$ 1,756,740	
10	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000	\$ 210,000	
Totals	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,000		
	Total of Transportation Planning Work									\$ 1,966,740	

Table 3

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

Cost Category	Budgeted Amount FY2027	Equipment Purchase
Building Lease (Current Location)	\$ 42,570.00	No
Building Lease (New Location)	\$ 155,290.00	No
Cleaning Services	\$ 9,000.00	No
Data Acquisition	\$ 20,000.00	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	\$ 14,000.00	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
Studies as needed	\$ 75,000.00	No
Travel Demand Model Update	\$ 5,000.00	No

Table 4

CPG/STBG Eligible Funding FY2027

Total Value of OTO/Springfield Metropolitan Transportation Planning Work Tasks 1-6 & 9	\$	1,621,735
Plus Value of Task 7 MoDOT Direct Costs Credit	\$	50,321
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$	1,672,056
Federal Pro-Rata Share		80%
Federal CPG & STBG Funding Eligible	\$	1,337,645
Task 8 Federal CPG 2.5% Set Aside and Complete Streets	\$	84,684
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 ($\$50,321 \times .80$) 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 82.48% federal.

Table 5

Budgeted Revenue for Actual CPG/STBG Costs FY2027

Ozarks Transportation Organization Revenue		Total Amount Budgeted
Federal CPG Funding Eligible	\$	1,056,225
Federal CPG 2.5% Set Aside & Complete Streets	\$	84,684
Total CPG Revenue	\$	1,140,909
Surface Transportation Block Grant	\$	281,420
Local Match to be Provided	\$	248,783
Value of In-Kind Match	\$	35,307
MoDOT Direct Costs	\$	50,321
Total OTO Revenue	\$	1,756,740
City Utilities FTA 5307 Revenue		Total Amount Budgeted
Federal FTA 5307 Funding	\$	168,000
City Utilities Local Match Provided	\$	42,000
Total City Utilities Planning Revenue	\$	210,000

Table 6

Consolidated Planning Grant Available Balance

OTO CPG Fund Balance as of 7/1/2025 (includes FY 2026 estimated allocation)*	\$	1,933,839
Less FY2026 CPG Program Agreement	\$	(1,052,051)
PLUS FY2027 CPG Expected Allocation	\$	818,453
TOTAL Estimated CPG Funds Available for FY2027 UPWP	\$	1,700,241
LESS CPG Funds Programmed for FY2027	\$	(1,140,909)
Remaining Unprogrammed Balance	\$	559,332

Justification for Carryover Balance

The projected carryover balance of \$559,332 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 FY2027 Budget

		BUDGETED
		FY2027
		Jul '26 - Jun '27
REVENUE		
Grant Revenue		
Consolidated Planning Grant (CPG) FHWA & FTA	\$	1,140,909
Local Jurisdiction Dues/Project Fees Match	\$	189,212
Local Jurisdiction Studies Match	\$	15,000
Surface Transportation Block Grant - FHWA	\$	281,420
Total Grant Revenue	\$	1,626,541
In-Kind Match/Direct Costs	\$	85,628
OTO Local Match	\$	44,571
Total Grant Revenue and Local Match	\$	1,756,740
EXPENDITURES		
Personnel Services		
Salaries and Fringe	\$	1,100,000
Mobile Data Plans	\$	3,300
Payroll Services	\$	3,500
Professional Services (Acctng, Audit, HR, Legal)	\$	37,000
Total Personnel	\$	1,143,800
Operating		
Dues/Memberships	\$	7,220
Education/Training/Travel	\$	29,400
Meeting Expense	\$	8,000
Legal/Bid Notices	\$	600
Postage/Postal Services	\$	500
Printing/Mapping Services	\$	1,600
Staff Mileage Reimbursement	\$	2,000
Telephone/Internet	\$	7,200
Vehicle Maintenance/Fuel	\$	3,000
Total Operating	\$	59,520
Commodities		
Office Supplies/Furniture	\$	4,500
Public Input Promotional Items	\$	800
Public Involvement Advertising	\$	2,000
Publications	\$	650
Total Commodities	\$	7,950

	BUDGETED
	FY2027
	Jul '26 - Jun '27
<hr/>	
Information Technology	
Computer Upgrades/Equip Replace	\$ 7,000
GIS Licenses	\$ 7,000
IT Maintenance Contract	\$ 14,000
Software	\$ 5,000
Webhosting	\$ 3,000
Total Information Technology	\$ 36,000
Insurance	
Auto Insurance	\$ 600
Errors and Omissions	\$ 6,766
General Liability/Property	\$ 10,728
Workers Compensation	\$ 2,160
Network Defender	\$ 1,685
Total Insurance	\$ 21,939
Services/Projects	
Aerial Photography	\$ 25,000
Data Acquisition	\$ 20,000
TIP Tool Maintenance	\$ 24,933
Trans Consulting Services	\$ 75,000
Travel Demand Model Update	\$ 5,000
Total Services	\$ 149,933
Building	
Building Lease	\$ 197,860
Maintenance	\$ 1,000
Office Cleaning	\$ 11,580
Office Relocation	\$ 37,000
Utilities	\$ 4,530
Total Building	\$ 251,970
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	\$ 50,321
Aerial Photography	\$ 5,307
Membership Attendance at Meetings	\$ 30,000
Total In-Kind Match	\$ 85,628
Total Expenditures	\$ 1,756,740
Net Ordinary Income	\$ -

A – Related Planning Activities

FTA 5307 - 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 2027 to June 2028

- 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)
- 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)

10.2 ADA Accessibility Planning

Timeframe – July 2027 to June 2028

- 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 2027 to June 2028

- CU will seek various funding sources in the form of competitive and formula grants to replace 7 fixed route diesel 2013 Gilligs that are past their useful lives.
- CU will implement recommendations of the ConnectSGF Transit Optimization Study.
- CU will conduct a follow up study to ConnectSGF to look at metrics for investment, system enhancements, and benchmarks.

10.4 Service Planning

Timeframe – July 2027 to June 2028

- Collection of data from paratransit operations as required.
- Title VI service planning.

10.5 Financial Planning

Timeframe – July 2027 to June 2028

- 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 2027 to June 2028

- 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 2027 to June 2028

- Implementation of additional safety and security policies as required by federal legislation.
- CU will review its Transit Agency Safety Plan and ensure compliance.

10.8 Transit Coordination Plan Implementation

Timeframe – July 2027 to June 2028

- 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 2027 to June 2028

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

10.10 Data Collection and Analysis

Timeframe – July 2027 to June 2028

- 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 FY2026 year-end report, which will be incorporated upon completion in July 2027.

- 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

FY2026 UPWP – <https://www.ozarkstransportation.org/uploads/documents/UPWPFY2026FINAL.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 2026-2029 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 8

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM II.F.

FY2027 OTO Combined Budget

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization prepares a combined budget annually. This budget includes the various grant budgets as well as OTO operational expenses. This combined budget is the compilation of all OTO revenue and expense from all sources.

An OTO FY2027 Combined Budget Document has been developed that includes the FY2027 Unified Planning Work Program grant budget plus additional expenses that are not billable to the federal grant. Once approved this will be the OTO's audited budget.

Operating Budget

Revenue

Consolidated Planning Grant (CPG). The OTO is primarily funded through a Consolidated Planning Grant that flows through MoDOT. Eligible expenses are reimbursed at 80%. However, OTO is allowed to bill In-kind meeting expenses and MoDOT Traffic Study services. This results in a larger percentage of reimbursed expenses, which is 82.48%. OTO is proposing to utilize \$1,140,909 in CPG funds. The annual appropriation of CPG funds is \$818,453. There is approximately \$1.7 million available in CPG funds due to an accrued balance from prior years.

Local Jurisdiction Dues and Project Fees. OTO charges membership dues which are 47 cents per capita and are annually adjusted for population estimates. The current dues are estimated on the 2024 Population Census Update. A total of \$168,212 is currently budgeted. In addition, OTO assesses project fees for actual programmed federal projects. OTO has budgeted \$21,000 in project fees to assist jurisdictions administer LPA projects.

Local Jurisdiction Studies. The budget also includes \$15,000 in matching funds for studies as needed.

Surface Transportation Block Grant Urban (STBG) - OTO is also proposing to use \$281,420 in STBG Urban funding to fund operations.

Expenses

The OTO operational expenses are predictable in that most are recurring or occur on a predictable schedule.

- Maintenance expenses cover quarterly HVAC maintenance and unexpected issues.
- Travel has been increased to accommodate staff training and required meetings to \$33,000.
- Insurance policies – budgeted an 8% increase for Errors & Omissions, General Liability, Workers Compensation, Auto Insurance, and Network Defender policies. General Liability and Property Insurance is budgeted at a partial year overlap for office locations for the OTO office relocation.
- Personnel Costs
 - Personnel costs include 7 full-time, 2 part-time employee/intern.
 - Health Insurance increased by 8.5% in 2025. A 10% increase is budgeted for next year effective January 1, 2027.

- A cost-of-living increase is budgeted at 1% on July 1, 2026, and 1% on January 1, 2027. COLA is budgeted for the 7 regular full-time employees.
- Merit raises are budgeted at the maximum 4% for full-time employees eligible for merit raises on July 1, 2026. Six staff members have reached the top of the range and will only be eligible for \$1,000 based on performance.
- 457 match for full-time employees is \$40 per pay period.
- Professional Services are on-demand services which are difficult to predict as they are used as needed in the event of a personnel or legal matter.
 - Audit & Accounting
 - Human Resource - on demand
 - Legal - on demand
- Additional Projects are budgeted including:
 - \$20,000 Data resources for work program and travel sensing services.
 - \$25,000 Aerial Photography Flight (shared with other jurisdictions). This will be 100% reimbursable through the OTO's work program.
 - Transportation Consulting includes any studies or model work. The following is included:
 - \$75,000 for studies and modeling services (down from \$100,000)
- Office Lease
 - Approximately 6,000 square foot location - \$66,220 for 7 months
 - Lease through the end of March 31, 2027, current location - \$42,570 for 9 months.
 - Both leases combined - \$108,790
 - NNN/CAM fees are budgeted to coincide with the leases at \$39,070.
 - Annual lease with NNN/CAM is budgeted at \$147,176 up from \$82,676.04
- Office Relocation
 - Office Relocation Expenses - \$37,000 (includes moving company, signage at new location, IT move, conference room audio setup, etc.)
 - Office Cleaning – increases \$2,580 for new location April – June 2027
 - Utilities – Increases \$1,230.00 for new location April – June 2027
 - General Liability – increases \$3,094 to pay current location annual renewal and new location policy at time of move.
 - Office Infill - \$50,000 is budgeted for construction at new location. This may not be utilized depending on location selected.
- Non-Reimbursable Expenses (Operational Only)
 - \$6,000 Legislative Breakfast
 - \$2,000 OTO Media/Advertising
 - \$4,000 OTO Promotional Items
 - \$3,600 non-reimbursable travel
 - Lobbyist and Billboards were removed

UPWP Budget

- Includes \$80,321 of In-Kind Revenue and Expense
- Excludes the non-grant eligible items (Lobbyist, legislative education, bank fees, OTO only promotional items, and OTO Media/Advertising)

Human Service Vehicles Budget

OTO has become the designated recipient for the procurement of Human Service Vehicles for the MPO area.

Revenue

- \$388,032 – FTA 5310 Traditional
- \$28,557 – FTA 5310 Administration
- \$68,476 – Local Match

Expenses

- \$456,508 – Human Service Vehicles
- \$28,557 – Salaries

CRP Trail Projects Budget

Jurisdiction	Project Name	Total Contract	Expended FY 2026	Remaining Budget FY 2027
City of Ozark	Blue Stem - Phase I of North Ozark Greenway Trail Eng.	\$ 104,409.54	\$ 78,751.16	\$ 25,658.38
City of Ozark	Finley River Trail - Western Expansion Eng.	\$ 114,269.61	\$ 112,268.96	\$ 2,000.65
City of Ozark	Jackson Street Connection/Chadwick Flyer Phase I Eng.	\$ 11,838.57	\$ 11,463.64	\$ 374.93
City of Ozark	Kali Springs Trail Connector Eng.	\$ 55,776.37	\$ 41,185.15	\$ 14,591.22
Ozark Greenways	Fassnight Creek Greenway - Skate Park to Fort Eng.	\$ 179,410.82	\$ 105,368.77	\$ 74,042.05
Ozark Greenways	South Creek Greenway - Posenke Gap Eng.	\$ 194,960.91	\$ 160,411.98	\$ 34,548.93
Ozark Greenways	Ward Branch Greenway Trail - National Avenue to Fremont Avenue Eng.	\$ 95,437.97	\$ 76,077.38	\$ 19,360.59
Ozark Greenways	Wilson's Creek/Republic Road Trail	\$ 529,331.25	\$ -	\$ 529,331.25
City of Springfield	Ward Branch Greenway Trail - National Avenue to Fremont avenue Const.	\$ 496,685.00	\$ -	\$ 496,685.00
Total CRP Engineering Planning and Design Projects		\$1,782,120.04	\$585,527.04	\$1,196,593.00

Revenue

- \$921,687 – Carbon Reduction Program Grant
- \$131,085 – Local Match
- Using \$143,801 in project match received in FY2026 for projects brought forward from FY2026 budget.

Expenses

- \$1,196,573 – Transportation Consultant Services

CRP Equipment Budget

OTO will be procuring flashing school beacon equipment through the Carbon Reduction Program (CRP).

Revenue

- \$45,000 – Carbon Reduction Program
- \$11,250 – Local Match

Expenses

- \$56,250 – Equipment

STBG Studies Budget

US-60/US-65 Study engineering services

Revenue

- \$244,646 – MoDOT Project Reimb
- \$407,743 – STBG Urban
- \$163,096 – Local Match

Expenses

- \$815,485 – Transportation Consultants

Deficit Spending

OTO has been deficit spending in both CPG funds and reserve funds. The increased lease will add to the deficit spending. We are nearing the end of the federal transportation bill and are hopeful additional planning funds will be made available. If not additional STBG funds may be utilized. Local assessments through dues and project fees are used for the matching funds. A dues increase is proposed starting in FY2028 (July 2027) to address deficit spending.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting held on April 8, 2026, the Executive Committee recommended the Board of Directors approve the FY2027 Combined OTO Budget recommendation.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY2027 Combined Operational Budget.”

OR

“Move to approve the FY2027 Combined Operational Budget with the following modifications...”

14 PERFORMANCE MEASURES

Organization's long-range transportation plan sets performance measures as the regional transportation system.

14 TARGETS FOR 2035



On-Time Performance

2024

76% On-Time Performance

8.2% Early Departures

15.2% Late Departures

Target: On hold due to new



OZARKS TRANSPORTATION ORGANIZATION ANNUAL BUDGET FY2027

JULY 1, 2026 TO JUNE 30, 2027

BOD Adopted May __, 2026

Driving Alone
is better
81-2018-20
less than 75% by



Management Note

Management Note

We are pleased to present the FY2027 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies, to deliver the planning products of the OTO.

The OTO prepares the operating budget annually. In addition to the operating budget the OTO prepares various grant budgets. The OTO prepares a Unified Planning Work Program (UPWP), a federally required planning grant budget. The annual budget document combines the various budgets into one document. Key differences between the operating budget and the individual grant budget are highlighted on the grant budget breakout pages.

The OTO is audited on the approved operating budget and will have a Single Audit for any year with at least \$1 Million in grant funds and a financial statement audit for other years. FY2027 is expected to have a Single Audit.

The OTO is the transportation planning organization for the Springfield region. The Metropolitan Planning Organization (MPO) includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.



Fiscal Policy & Management

Fiscal Policy

The financial health of the OTO is monitored with budgetary performance measures. This ensures that the OTO can maintain operations in the event of a delay or lapse in federal funds.

FIXED COSTS % OF BUDGETED REVENUE

88%

FY 2027

PERSONNEL COSTS % OF RECURRING REVENUE

76%

FY 2027

LOCAL RESERVE BALANCE

2.8 Months

FY 2027

FEDERAL RESERVE BALANCE

3.9 Months

FY 2027

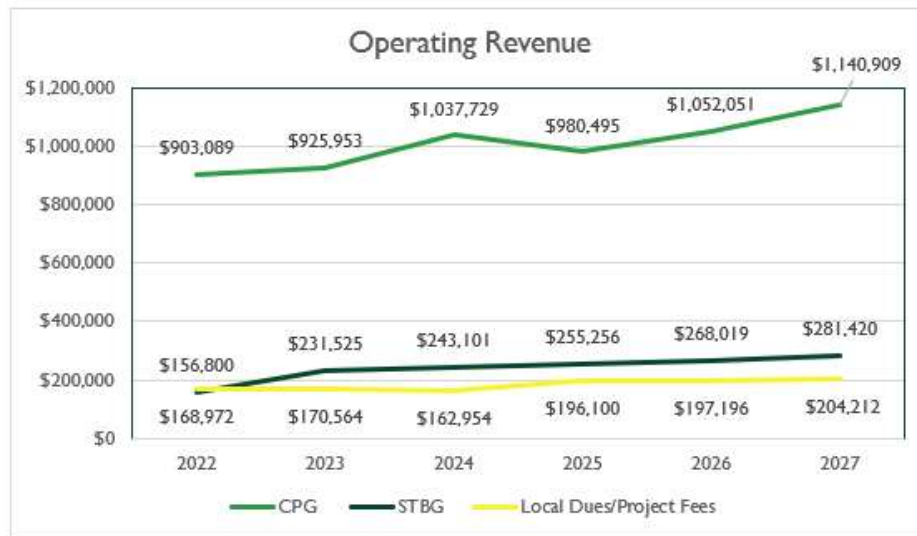
Mission

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





Annual Budgeted Revenue



Consolidated Planning Grant

Consolidated Planning Grant (CPG) – The OTO receives a reimbursable formula grant from USDOT. This grant flows through MoDOT (OTO is a sub-recipient of the funding). The OTO is reimbursed for expenses with proof of payment.

OTO's annual federal allocation for transportation planning (operations) is approximately \$818,453. The OTO has a balance of federal funds to draw from in future years. The amount estimated at the end of FY2027 is \$559,332.

OTO CPG Fund Balance as of 7/1/2025 (includes FY 2026 estimated allocation)*	\$	1,933,839
Less FY2026 CPG Program Agreement	\$	(1,052,051)
PLUS FY2027 CPG Expected Allocation	\$	818,453
TOTAL Estimated CPG Funds Available for FY2027 UPWP	\$	1,700,241
LESS CPG Funds Programmed for FY2027	\$	(1,140,909)
Remaining Unprogrammed Balance	\$	559,332

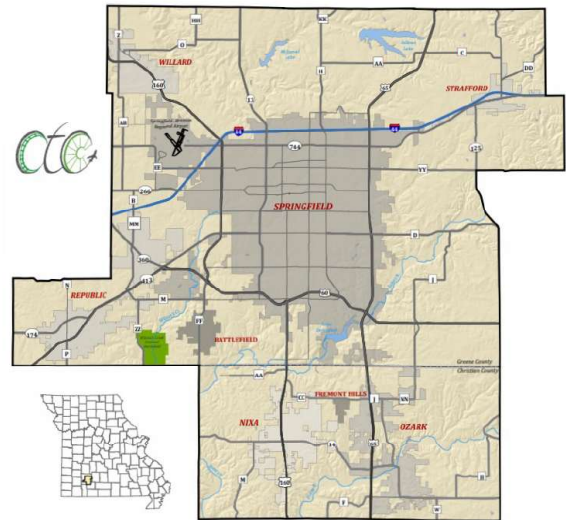
Surface Transportation Block Grant (STBG)

Surface Transportation Block Grant (STBG) – In 2020, the OTO Board of Directors approved the use of Surface Transportation Block Grant funds for planning expenses. These funds are accessed to bridge the gap between federal funding for planning and actual planning expenses. The OTO is utilizing \$281,420 in STBG funds for project management, grant applications, and regional studies.

Local Match

Jurisdiction Dues - The OTO assesses the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard and the Counties of Christian and Greene dues at 47 cents per census capita for match on the federal grants. The amount for FY2027 is \$168,212.

Jurisdiction	2024 Census Population	Current Dues @ 47 Cents
Battlefield	6,236	\$2,931
Christian County	20,717	\$9,737
Greene County	80,021	\$37,610
Ozark	23,248	\$10,927
Nixa	26,352	\$12,385
Republic	21,392	\$10,054
Springfield	170,596	\$80,180
Strafford	2,703	\$1,270
Willard	6,632	\$3,117
Total	357,897	\$168,212



Local Project Administration Fees - assessed at \$1,000 for each project that appears in the Transportation Improvement Program with federal funding programmed as of June of each year.

Project Specific Match Funds - In addition to Jurisdiction Dues, the OTO members may provide match funds for specific studies or projects. This match is provided by the jurisdiction involved in the projects and allows the use of federal funds to fund regional studies and projects.

FTA 5310 Local Match - The FY2027 budget has matching funds in the amount of \$68,476 for the FTA 5310 program.



Operating Budget

Revenue

REVENUE	BUDGETED	
	FY2027	
	Jul '26 - Jun 27	
Interest Revenue	\$	10,000
Miscellaneous Revenue	\$	200
Consolidated Planning Grant (CPG) FHWA & FTA	\$	1,140,909
Local Jurisdiction Dues	\$	168,212
Local Jurisdiction Project Fee	\$	21,000
Local Jurisdiction Studies Match	\$	15,000
Surface Transportation Block Grant - FHWA	\$	281,420
Total OTO Revenue	\$	1,636,741

Expenses

EXPENDITURES		
Building		
Building Lease	\$	197,860
Maintenance	\$	1,000
Office Relocation	\$	37,000
Office Cleaning	\$	11,580
Utilities	\$	4,530
Total Building	\$	251,970
Commodities		
Office Supplies/Furniture	\$	4,500
OTO Media/Advertising	\$	2,000
OTO Promotional Items	\$	4,000
Public Input Promotional Items	\$	800
Public Involvement Advertising	\$	2,000
Publications	\$	650
Total Commodities	\$	13,950



Operating Budget Continued

Expenses

Information Technology	
Computer Upgrades/Equip Replace	\$ 7,000
GIS Licenses	\$ 7,000
IT Maintenance Contract	\$ 14,000
Software	\$ 5,000
Webhosting	\$ 3,000
Total Information Technology	\$ 36,000
Insurance	
Auto Insurance	\$ 600
Errors and Omissions	\$ 6,766
General Liability/Property	\$ 10,728
Network Defender	\$ 1,685
Workers Compensation	\$ 2,160
Total Insurance	\$ 21,939
Operating	
Bank Fees	\$ 500
Dues/Memberships	\$ 8,000
Education/Training/Travel	\$ 33,000
Meeting Expense	\$ 8,500
Legal/Bid Notices	\$ 600
Postage/Postal Services	\$ 600
Printing/Mapping Services	\$ 1,600
Staff Mileage Reimbursement	\$ 2,000
Telephone/Internet	\$ 7,200
Vehicle Maintenance/Fuel	\$ 3,000
Total Operating	\$ 65,000
Personnel Services	
Salaries and Fringe	\$ 1,100,000
Mobile Data Plans	\$ 3,300
Payroll Services	\$ 3,500
Professional Services (Acctng, Audit, HR, Legal)	\$ 37,000
Total Personnel	\$ 1,143,800
Services/Projects	
Aerial Photography	\$ 25,000
Data Acquisition/Travel Sensing	\$ 20,000
Legislative Education	\$ 6,000
TIP Tool Maintenance	\$ 24,933
Trans Consulting Services	\$ 75,000
Travel Demand Model Update	\$ 5,000
Total Services	\$ 155,933
Total Expense	\$ 1,688,592
Income Over Expenditures	\$ (51,852)



UPWP Budget

Revenue

REVENUE	BUDGETED	
	FY2027	
	Jul '26 - Jun '27	
Consolidated Planning Grant (CPG) FHWA & FTA	\$	1,140,909
Local Jurisdiction Dues/Project Fees Match	\$	168,212
Local Jurisdiction Project Fees	\$	21,000
Local Jurisdiction Studies Match	\$	15,000
Surface Transportation Block Grant - FHWA	\$	281,420
Total Grant Revenue	\$	1,626,541
In-Kind Match	\$	85,628
Local Reserves	\$	44,571
Total Grant Revenue and Local Match	\$	1,756,740

Expenses

EXPENDITURES		
Personnel Services		
Salaries and Fringe	\$	1,100,000
Mobile Data Plans	\$	3,300
Payroll Services	\$	3,500
Professional Services (Acctng, Audit, HR, Legal)	\$	37,000
Total Personnel	\$	1,143,800
Operating		
Dues/Memberships	\$	7,220
Education/Training/Travel	\$	29,400
Meeting Expense	\$	8,000
Legal/Bid Notices	\$	600
Postage/Postal Services	\$	500
Printing/Mapping Services	\$	1,600
Staff Mileage Reimbursement	\$	2,000
Telephone/Internet	\$	7,200
Vehicle Maintenance	\$	3,000
Total Operating	\$	59,520
Commodities		
Office Supplies/Furniture	\$	4,500
Public Input Materials	\$	800
Public Involvement Advertising	\$	2,000
Publications	\$	650
Total Commodities	\$	7,950



UPWP Budget Continued

Expenses

Information Technology	
Computer Upgrades/Equip Replace	\$ 7,000
GIS Licenses	\$ 7,000
IT Maintenance Contract	\$ 14,000
Software	\$ 5,000
Webhosting	\$ 3,000
Total Information Technology	\$ 36,000
Insurance	
Auto Insurance	\$ 600
Errors and Omissions	\$ 6,766
General Liability/Property	\$ 10,728
Workers Compensation	\$ 2,160
Network Defender	\$ 1,685
Total Insurance	\$ 21,939
Services/Projects	
Aerial Photography	\$ 25,000
Data Acquisition	\$ 20,000
TIP Tool Maintenance	\$ 24,933
Trans Consulting Services	\$ 75,000
Travel Demand Model Update	\$ 5,000
Total Services	\$ 149,933
Building	
Building Lease	\$ 197,860
Maintenance	\$ 1,000
Office Cleaning	\$ 11,580
Office Relocation	\$ 37,000
Utilities	\$ 4,530
Total Building	\$ 251,970
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	\$ 50,321
Aerial Photography	\$ 5,307
Membership Attendance at Meetings	\$ 30,000
Total In-Kind Match	\$ 85,628
Total Expenditures	\$ 1,756,740
Income Over Expenditures	\$ (0)



Human Service Vehicles Budget

Revenue

	BUDGETED	
	FY2027	
	Jul '26 - Jun '27	
Revenue		
FTA 5310 Traditional	\$	388,032
FTA 5310 Administration	\$	28,557
Local Match	\$	68,476
Total Revenue	\$	485,065

Expenses

Expenditures		
Human Service Vehicles	\$	456,508
Salaries	\$	28,557
Total Expenditures	\$	485,065
	\$	-



CRP Trail Projects Budget

Revenue

	BUDGETED
	<u>FY2027</u>
	<u>Jul '26 - Jun '27</u>
Revenue	
Carbon Reduction Program Funds	\$ 921,687
Local Match	\$ 131,085
Total OTO Revenue	\$ 1,052,772
Local Match Reserves from FY2026	\$ 143,801
Total Revenue	\$ 1,196,573

Expenses

Expenditures	
Transportation Consultants	<u>\$1,196,573</u>
Total Expenditures	\$ 1,196,573
	\$ (0)



CRP Equipment Budget

Revenue

	BUDGETED	
	FY2027	
	Jul '26 - Jun '27	
Revenue		
Carbon Reduction Program Funds	\$	45,000
Local Match	\$	11,250
Total OTO Revenue	\$	56,250
Total Revenue	\$	56,250

Expenses

Expenditures		
Equipment	\$	56,250
Total Expenditures	\$	56,250
	\$	-



STBG Studies Budget

Revenue

	BUDGETED
	FY2027
	Jul '26 - Jun '27
Revenue	
MoDOT Project Reimb	\$ 244,646
STBG-Urban	\$ 407,743
Studies Local Match	\$ 163,096
Total OTO Revenue	\$ 815,485
Total Revenue	\$ 815,485

Expenses

Expenditures	
Transportation Consultants	\$ 815,485
Total Expenditures	\$ 815,485
	\$ (0)

TAB 9

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM II.G.

Bylaw Amendment (Dues Increase)

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

AGENDA DESCRIPTION:

Increasing operational costs, including the cost of the planned office relocation, have led to a shortfall in local match funds resulting in reserve funds being utilized. A short-term use of reserve funds is not problematic, the continual draw down of reserves is less desirable. As requested by the Executive Committee, non-reimbursable items have been reduced in the budget. Tables are included that highlight the ongoing use of reserve funds if no action is taken to increase revenue. Both a ten cent and fifteen-cent dues increase option were analyzed.

It is important to note that we are in uncertain times, with the federal transportation bill ending on September 30, 2026. A one-year continuing resolution is expected with level funding amounts, making it likely that there will be no information on funding levels until fall 2027. OTO is able to utilize additional STBG funding for operations if needed. However, under some proposals the local match could be reduced. Therefore, a moderate approach that slowly builds reserves is preferred over a more aggressive approach. It is our intention to revisit this discussion in the event that local match requirements are reduced with the next transportation funding bill.

STAFF RECOMMENDATION:

Staff is recommending an increase of fifteen cents in local dues to be effective in FY2028 (July 1, 2027).

Proposed bylaw amendment:

Jurisdiction	2024 Census Population	Current Dues @ 47 Cents	Increase .10 Cents to 57 Cents	Increase .15 Cents to 62 Cents	Increase .20 Cents to .67 Cents
Battlefield	6,236	\$2,931	\$3,555	\$3,866	\$4,178
Christian County	20,717	\$9,737	\$11,809	\$12,845	\$13,880
Greene County	80,021	\$37,610	\$45,612	\$49,613	\$53,614
Ozark	23,248	\$10,927	\$13,251	\$14,414	\$15,576
Nixa	26,352	\$12,385	\$15,021	\$16,338	\$17,656
Republic	21,392	\$10,054	\$12,193	\$13,263	\$14,333
Springfield	170,596	\$80,180	\$97,240	\$105,770	\$114,299
Strafford	2,703	\$1,270	\$1,541	\$1,676	\$1,811
Willard	6,632	\$3,117	\$3,780	\$4,112	\$4,443
Total	357,897	\$168,212	\$204,001	\$221,896	\$239,791

Section 5.01: Funding

- A. The MPO shall have its annual operational budget funded by federal and state grants and local dues paid by political subdivision members on an annual basis.
- B. Federal funding designated for MPO planning shall be considered before all other sources.
- C. Local dues shall be in the amount of ~~forty-seven~~ sixty-two cents per capita population based on the latest U.S. Census Estimates (beginning with fiscal year 2028 (July 2027-June 2028) and payable July 31st of each year, plus \$1,000 for each project that appears in the Transportation Improvement Program with federal funding programmed. (This determination shall be based on the Technical Planning Committee recommended draft annually in June.)
- D. Sub allocated Surface Transportation funds may be used for the remaining operational budget expenses. These funds will be programmed in the annual Transportation Improvement Program by a vote of the Board of Directors. Funds used for this purpose will be removed before any distribution by formula.
- E. Dues shall be pro-rated based on the number of months of a year a jurisdiction is a member the first year of membership. Thereafter the dues shall be owed for a full twelve months. Dues shall be set, either decreased or increased, each year by July 1st, such that there are sufficient funds to cover all expenses including salaries of employees, benefits, if any, and reimbursement to employees for travel and work expenses. Expenses may also include office space, equipment and any other lawful expense to be incurred in furtherance of the objectives of the Organization. Any change in the per capita rate from previous year's dues shall require a seventy-five percent affirmative vote of the membership on the Board representing dues paying members. If no change is made in the amount of dues owing, the dues from the previous year shall be the dues for the following year.
- F. The annual budget of the organization shall be adopted by June 30th of each year. In the event a budget is not adopted by June 30th, the prior year's budget shall continue in full force and effect until another budget is adopted by a majority of the membership of the Board representing dues paying members.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting held on April 8, 2026, the Executive Committee recommended the Board of Directors approve a Bylaw Amendment to increase dues by 15 cents, from 47 cents to 62 cents, as recommended by OTO staff.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve a Bylaw Amendment to increase dues by 15 cents, from 47 cents to 62 cents, as recommended by staff.”

OR

“Move to approve a Bylaw Amendment to ...”

Relocation/No Dues Increase					
	2027	2028	2029	2030	2031
Budget 2% Overall Increase	\$ 1,688,592.00	\$ 1,644,536.00	\$ 1,677,426.00	\$ 1,710,975.00	\$ 1,745,194.00
96% of Budget	\$ 1,621,048.32	\$ 1,578,754.56	\$ 1,610,328.96	\$ 1,642,536.00	\$ 1,675,386.24
Revenue					
Interest	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Misc	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00
CPG	\$ 1,089,112.00	\$ 1,041,206.00	\$ 1,061,691.00	\$ 899,833.00	\$ 815,651.00
Local Jurisdiction Match Funds	\$ 168,212.00	\$ 170,230.00	\$ 172,345.00	\$ 174,460.00	\$ 176,554.00
Local Jurisdiction Project Fees	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00
Local Jurisdiction Study Match	\$ 15,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
FTA Admin Fees	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00
STBG	\$ 281,420.00	\$ 295,491.00	\$ 310,266.00	\$ 497,889.00	\$ 608,351.00
	\$ 1,586,444.00	\$ 1,549,627.00	\$ 1,587,002.00	\$ 1,614,882.00	\$ 1,643,256.00
Net Over/Short	\$ (34,604.32)	\$ (29,127.56)	\$ (23,326.96)	\$ (27,654.00)	\$ (32,130.24)
Reserve Balance	\$ 384,842.68	\$ 355,715.12	\$ 332,388.16	\$ 304,734.16	\$ 272,603.92
Reserve Goal	\$ 422,148.00	\$ 411,134.00	\$ 419,356.50	\$ 427,743.75	\$ 436,298.50
Difference	\$ (37,305.32)	\$ (55,418.88)	\$ (86,968.34)	\$ (123,009.59)	\$ (163,694.58)

No Relocation/No Dues Increase					
	2027	2028	2029	2030	2031
Budget 2% Overall Increase	\$ 1,532,892.00	\$ 1,576,850.00	\$ 1,608,387.00	\$ 1,640,555.00	\$ 1,673,366.00
96% of Budget	\$ 1,471,576.32	\$ 1,513,776.00	\$ 1,544,051.52	\$ 1,574,932.80	\$ 1,606,431.36
Revenue					
Interest	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Misc	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00
CPG	\$ 969,535.00	\$ 999,223.00	\$ 1,008,669.00	\$ 994,838.00	\$ 815,651.00
Local Jurisdiction Match Funds	\$ 168,212.00	\$ 170,230.00	\$ 172,345.00	\$ 174,460.00	\$ 176,554.00
Local Jurisdiction Project Fees	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00
Local Jurisdiction Study Match	\$ 15,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
FTA Admin Fees	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00
STBG	\$ 281,420.00	\$ 295,491.00	\$ 310,266.00	\$ 348,802.00	\$ 553,187.00
	\$ 1,466,867.00	\$ 1,507,644.00	\$ 1,533,980.00	\$ 1,560,800.00	\$ 1,588,092.00
Net Over/Short	\$ (4,709.32)	\$ (6,132.00)	\$ (10,071.52)	\$ (14,132.80)	\$ (18,339.36)
Reserve Balance	\$ 414,737.68	\$ 408,605.68	\$ 398,534.16	\$ 384,401.36	\$ 366,062.00
Reserve Goal	\$ 383,223.00	\$ 394,212.50	\$ 402,096.75	\$ 410,138.75	\$ 418,341.50
Difference	\$ 31,514.68	\$ 14,393.18	\$ (3,562.59)	\$ (25,737.39)	\$ (52,279.50)

Relocation/ 10 Cent Dues Increase					
	2027	2028	2029	2030	2031
Budget 2% Overall Increase	\$ 1,688,592.00	\$ 1,644,536.00	\$ 1,677,426.00	\$ 1,710,975.00	\$ 1,745,194.00
96% of Budget	\$ 1,621,048.32	\$ 1,578,754.56	\$ 1,610,328.96	\$ 1,642,536.00	\$ 1,675,386.24
Revenue					
Interest	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Misc	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00
CPG	\$ 1,089,112.00	\$ 1,041,206.00	\$ 1,061,691.00	\$ 899,833.00	\$ 815,651.00
Local Jurisdiction Match Funds	\$ 168,212.00	\$ 204,001.00	\$ 206,449.00	\$ 208,927.00	\$ 211,434.00
Local Jurisdiction Project Fees	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00
Local Jurisdiction Study Match	\$ 15,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
FTA Admin Fees	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00
STBG	\$ 281,420.00	\$ 295,491.00	\$ 310,266.00	\$ 497,889.00	\$ 608,351.00
	\$ 1,586,444.00	\$ 1,583,398.00	\$ 1,621,106.00	\$ 1,649,349.00	\$ 1,678,136.00
Net Over/Short	\$ (34,604.32)	\$ 4,643.44	\$ 10,777.04	\$ 6,813.00	\$ 2,749.76
Reserve Balance	\$ 384,842.68	\$ 389,486.12	\$ 400,263.16	\$ 407,076.16	\$ 409,825.92
Reserve Goal	\$ 422,148.00	\$ 411,134.00	\$ 419,356.50	\$ 427,743.75	\$ 436,298.50
Difference	\$ (37,305.32)	\$ (21,647.88)	\$ (19,093.34)	\$ (20,667.59)	\$ (26,472.58)

Relocation/15 Cent Dues Increase					
	2027	2028	2029	2030	2031
Budget 2% Overall Increase	\$ 1,688,592.00	\$ 1,644,536.00	\$ 1,677,426.00	\$ 1,710,975.00	\$ 1,745,194.00
96% of Budget	\$ 1,621,048.32	\$ 1,578,754.56	\$ 1,610,328.96	\$ 1,642,536.00	\$ 1,675,386.24
Revenue					
Interest	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Misc	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00
CPG	\$ 1,089,112.00	\$ 1,041,206.00	\$ 1,061,691.00	\$ 899,833.00	\$ 815,651.00
Local Jurisdiction Match Funds	\$ 168,212.00	\$ 224,559.00	\$ 227,349.00	\$ 230,139.00	\$ 232,901.00
Local Jurisdiction Project Fees	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00
Local Jurisdiction Study Match	\$ 15,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
FTA Admin Fees	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00
STBG	\$ 281,420.00	\$ 295,491.00	\$ 310,266.00	\$ 497,889.00	\$ 608,351.00
	\$ 1,586,444.00	\$ 1,603,956.00	\$ 1,642,006.00	\$ 1,670,561.00	\$ 1,699,603.00
Net Over/Short	\$ (34,604.32)	\$ 25,201.44	\$ 31,677.04	\$ 28,025.00	\$ 24,216.76
Reserve Balance	\$ 384,842.68	\$ 410,044.12	\$ 441,721.16	\$ 469,746.16	\$ 493,962.92
Reserve Goal	\$ 422,148.00	\$ 411,134.00	\$ 419,356.50	\$ 427,743.75	\$ 436,298.50
Difference	\$ (37,305.32)	\$ (1,089.88)	\$ 22,364.66	\$ 42,002.41	\$ 57,664.42

RECOMMENDATION

Reserve Goal 2028 \$410,044.12 - \$820,088.24

TAB 10

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM II.H.

Destination Safe Streets Annual Report

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

AGENDA DESCRIPTION:

The Destination Safe Streets Safety Action Plan was adopted on January 16, 2025, establishing a long-term framework to reduce fatalities and serious injuries across the region. The plan, which includes all OTO member jurisdictions, was developed through the Safe Streets and Roads for All (SS4A) program and identifies priority locations, crash types, and strategies to improve safety outcomes and guide future investments.

As described in the plan's Next Steps, the Destination Safe Streets Annual Report provides an update on regional safety performance and implementation progress. The OTO Technical Planning Committee has been charged with monitoring progress toward OTO's goals of zero fatalities by 2040 and zero serious injuries by 2050. This report will also be made to the Board of Directors.

The report summarizes trends in fatalities, serious injuries, pedestrian and bicycle crashes, and crash rates using five-year rolling averages consistent with national performance measures. It highlights where severe crashes are occurring and how patterns are changing over time. The report also reflects early implementation efforts while identifying next steps to advance projects and strategies.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



Annual Report

January-December 2025

COMMITMENT

Destination Safe Streets Target Years

Fatalities	Serious Injuries
2022 - 44	2022 - 232
2040 - 0	2050 - 0

The Ozarks Transportation Organization (OTO) is the MPO for the Springfield region, coordinating transportation planning across Christian and Greene counties and member communities. Through the Safe Streets and Roads for All (SS4A) program, OTO developed a Safety Action Plan, *Destination Safe Streets*, focused on reducing fatalities and serious injuries. This report provides an annual update on progress toward that goal.

KEY TAKEAWAYS FOR 2025

- Fatalities decreased compared to the prior 5-year average.
- Serious injuries increased and remain above recent trends.
- Pedestrian and bicycle crashes continue to rise.
- The Safety Action Plan was adopted in 2025; implementation is in early stages.

WHAT'S DRIVING THE TRENDS

- Crashes are increasingly concentrated in urban areas and at intersections.
- Left-turn crashes are rising, indicating more interaction-based conflicts.
- Crashes involving pedestrians continue to rise as exposure increases.
- Out-of-control crashes remain the most common severe crash type.
- The balance is shifting toward fewer fatal outcomes relative to serious injuries.

IMPLEMENTATION PROGRESS

- The City of Republic is developing an ADA Transition Plan that will serve as a template for jurisdictions in Destination Safe Streets.
- The City of Springfield has been awarded funding for a Master Transportation Plan to support Destination Safe Streets.
- The City of Springfield has been awarded an implementation grant for Campbell Avenue.

LOOKING AHEAD

- Continue to focus on high-injury locations.
- Advance projects into design and construction as funding becomes available.
- Continue annual monitoring.

SAFETY PERFORMANCE TRENDS

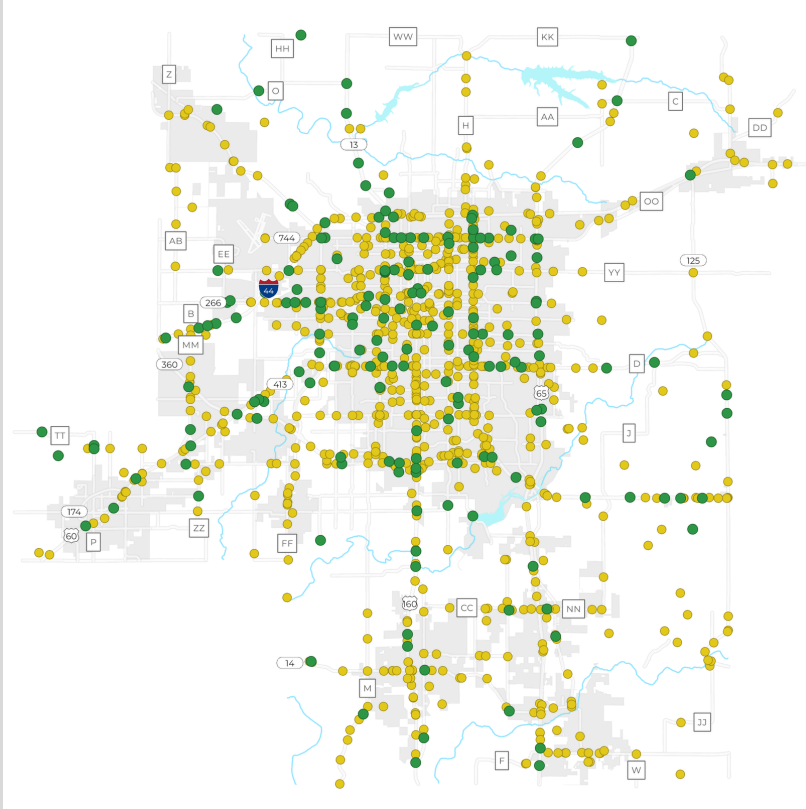
Metrics use 5-year rolling averages that overlap by design, consistent with national performance measures.

SHIFTS IN SEVERE CRASHES

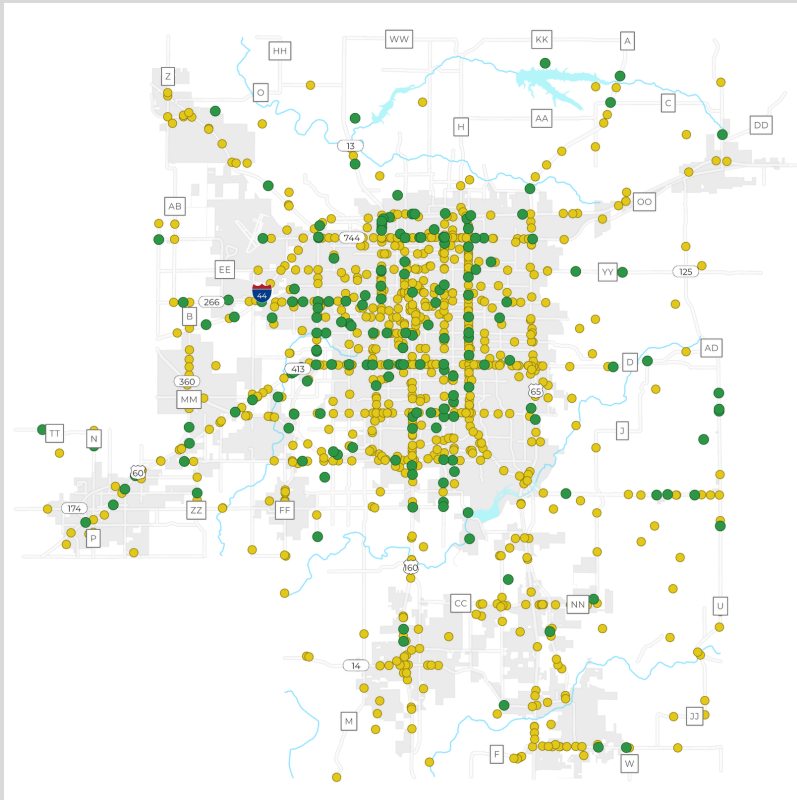
Crash Type

FATALITIES SERIOUS INJURIES

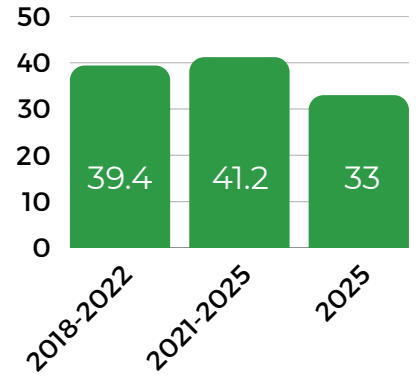
2018-2022 Crashes



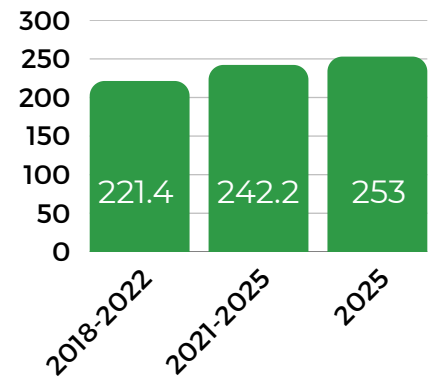
2021-2025 Crashes



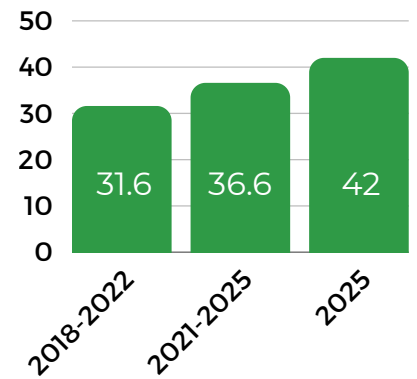
Average Fatalities



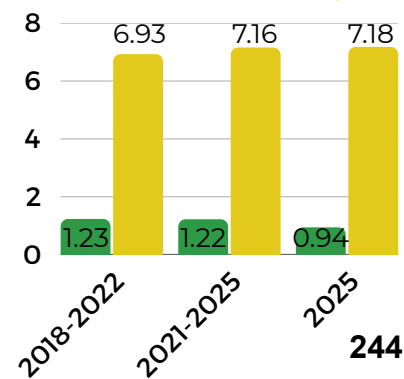
Average Serious Injuries



Pedestrian and Bicycle Crashes (Total Fatal + Serious Injury)



Crash Rate (per 100M VMT) Fatalities vs. Serious Injuries



TAB 11

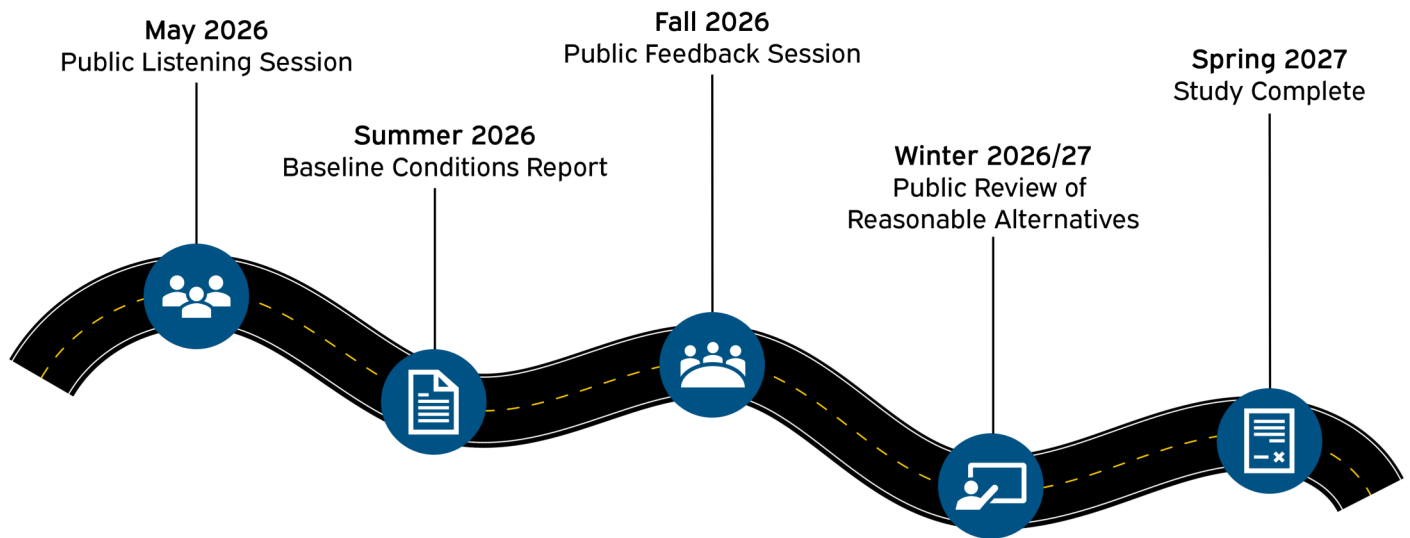


Study Updates

6065study.com



- 6065study.com is live with information regarding the study and opportunities for public input.
- Meetings with study partners, elected officials, stakeholder groups have begun and will continue for the duration of the study.
- The Public Listening Session is scheduled for May 28th at 5:30 pm at the Courageous Church at 4900 S. FR 189.



If members of the public reach out regarding the study, or would like to be contacted with study updates, please refer them to 6065study.com or send their contact information to Jen.

This study is made possible by the following agencies:



Please contact Jen Thomas with any questions at jthomas@ozarkstransportation.org

TAB 12

BOARD OF DIRECTORS AGENDA 05/21/2026; ITEM I.B.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 12 of the agenda packet, for Board member review, are Public Comments for the time frame between March 18, 2026 and May 12, 2026. Any additional public comment received by May 20, 2026 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Transportation Needs Input – OTO TIP 2026-2030 Survey

City/County of concern: OTO MPO Area

Date received: 03/24/2026

Received through: Email

Contact Name: Afton Harper

Contact Email/Ph #: N/A

Comment:

To whom it may concern,

Thank you for the opportunity to provide input on transportation needs for the 2026–2030 Transportation Improvement Program.

Through our work at empower: abilities, we see every day how much transportation affects whether someone can actually live independently. It's often one of the biggest barriers people run into.

Right now, a lot of the priorities focus on roadway capacity and congestion. Those matter, but they don't address how many people are trying to get around without a car—or what that experience is actually like.

Some of the biggest issues we consistently see are:

- Transit that doesn't run often enough to be useful for work, appointments, or daily life
- Long wait times and difficult transfers that turn short trips into hours-long ones
- Paratransit that requires advance scheduling and lacks flexibility
- Limited options beyond driving, especially for getting between communities
- Unsafe or inaccessible paths to bus stops, including missing sidewalks and crossings

These aren't small inconveniences. They affect whether someone can get to work, make it to medical appointments, or participate in their community at all.

A stronger system would look like:

- **More frequent and reliable transit**
- **Better coordination between routes and shorter transfer times**
- **More flexible paratransit options**
- **Safer pedestrian access to transit**
- **Real options for traveling between communities without relying on a personal vehicle**

Transportation planning should reflect how people actually use the system, not just how traffic moves.

We appreciate the chance to provide input and hope to see a more balanced approach that works for everyone in the region.

--

Afton Harper

Assistant Director of Advocacy and Accessibility, MA

empower: abilities

OTO Response:

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



PUBLIC COMMENT



Area of concern: Highway 125/Route 66 and Washington Avenue

City/County of concern: Strafford/Greene County

Date received: 03/30/2026

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

Contact Name: Jessica Greene

Contact Email/Ph #: N/A

Comment:

A very dangerous intersection in Strafford . No safe pedestrian crossing option and many children dodge traffic to cross to and from school . Please look into a safe pedestrian option and traffic light at this intersection

Map



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



PUBLIC COMMENT



Area of concern: Adding a Layer to the Housing Units Map

City/County of concern: OTO MPO Area

Date received: 04/05/2026

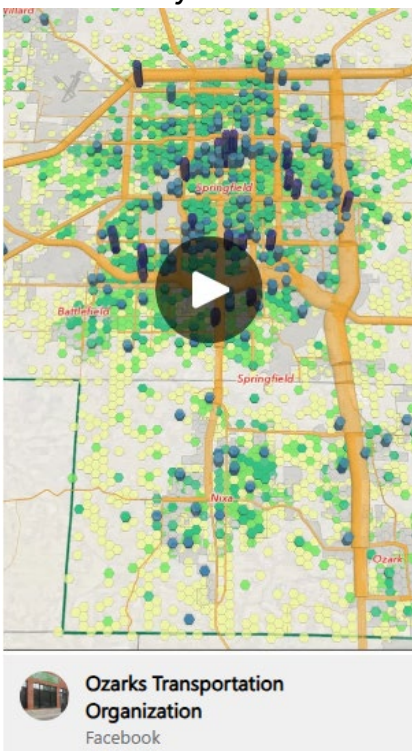
Received through: Facebook Messenger

Contact Name: Samuel [REDACTED]

Contact Email/Ph #: N/A

Comment:

Now overlay the bus routes that were cut.



(Map of housing units growth)

OTO Response:

Thank you for reaching out! Public input is vital to the planning process. Your comment will be shared with our Technical Planning Committee and Board of Directors. For more information regarding bus routes, please reach out to City Utilities Transit.



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail Bridge area

City/County of concern: Ozark/Christian County

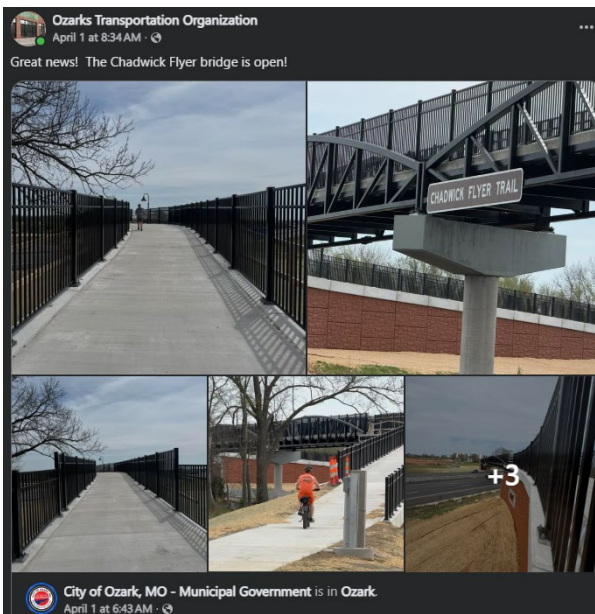
Date received: 04/03/2026

Received through: Facebook Messenger

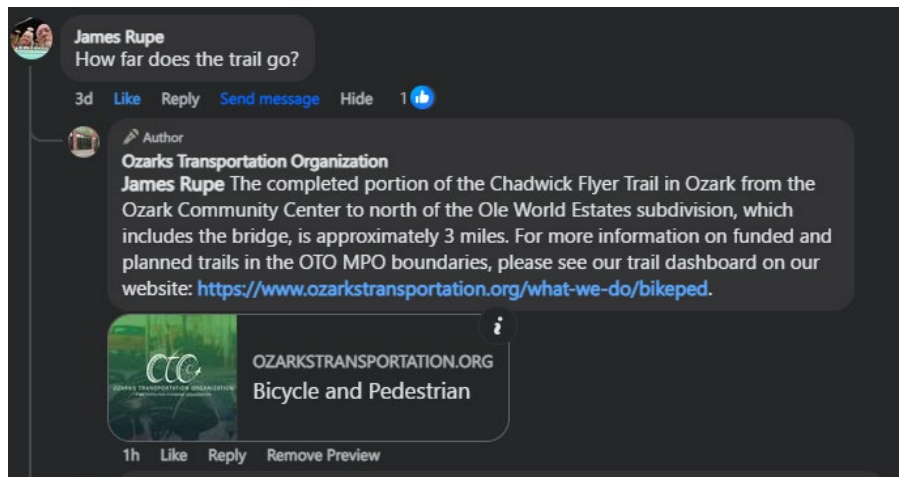
Contact Name: James Rupe

Contact Email/Ph #: N/A

OTO's Shared Post:



Comments & OTO Response:





PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail – Kissick to Trail of Honor

City/County of concern: Springfield/Greene County

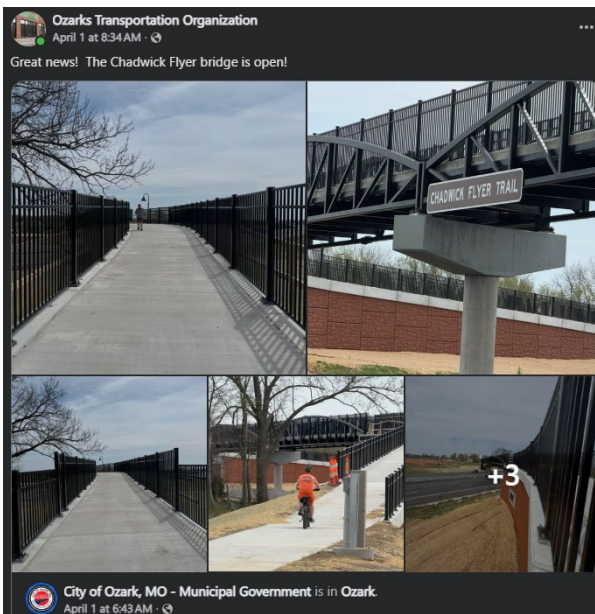
Date received: 04/05/2026

Received through: Facebook Messenger

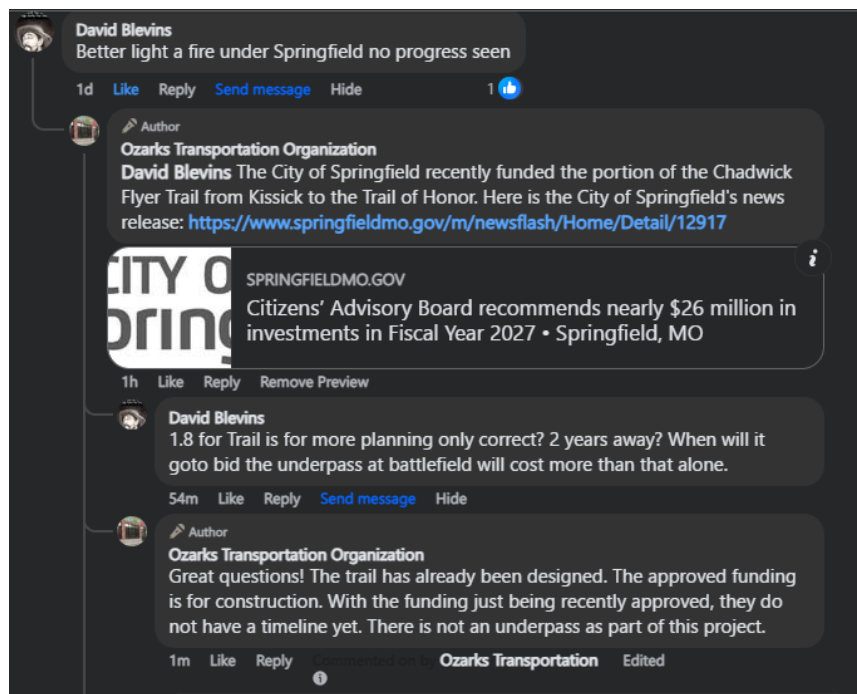
Contact Name: David Blevins

Contact Email/Ph #: N/A

OTO's Shared Post:



Comments & OTO Response:





PUBLIC COMMENT



Area of concern: W. Battlefield near Sanford Park

City/County of concern: Springfield/Greene County

Date received: 04/21/2026

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

Contact Name: Wade

Contact Email/Ph #: N/A

Comment:

I seen several people trying to cross get to the Sanford park to walk their dogs

Map



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



PUBLIC COMMENT



Area of concern: North Street between Maplewood Hills Rd and Jerico Street

City/County of concern: Nixa/Christian County

Date received: 04/26/2026

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

Contact Name: Blaire Chrouser

Contact Email/Ph #: N/A

Comment:

This area is desperately in need of a sidewalk. Also, the hill is very dangerous coming out of our neighborhood at old castle road and north st.

Map



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



PUBLIC COMMENT



Area of concern: Bike Boulevards

City/County of concern: Springfield/Greene County

Date received: 05/06/2026

Received through: Email

Contact Name: Kevin [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I advocated for these at a city meeting in 2003. I used to commute 9 miles to work through Palo Alto on these. I was told that we don't have enough bicyclists to establish bike boulevards. Obviously, someone was not aware of what they were. Can we start putting these in? It takes paint, signs, small intersection traffic calming devices, and willpower. It is insane to not have these in a grid city. Waiting 20+ years for imaginative people to rise to the top is exhausting. Just do it!

OTO Response:

Thank you for your comment! Public input is vital to the planning process. This information will be shared with our Bicycle & Pedestrian Advisory Committee, Technical Planning Committee, and Board of Directors. Thank you again for reaching out!



PUBLIC COMMENT



Area of concern: Bus Stops near OTC

City/County of concern: Springfield/Greene County

Date received: 05/06/2026

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

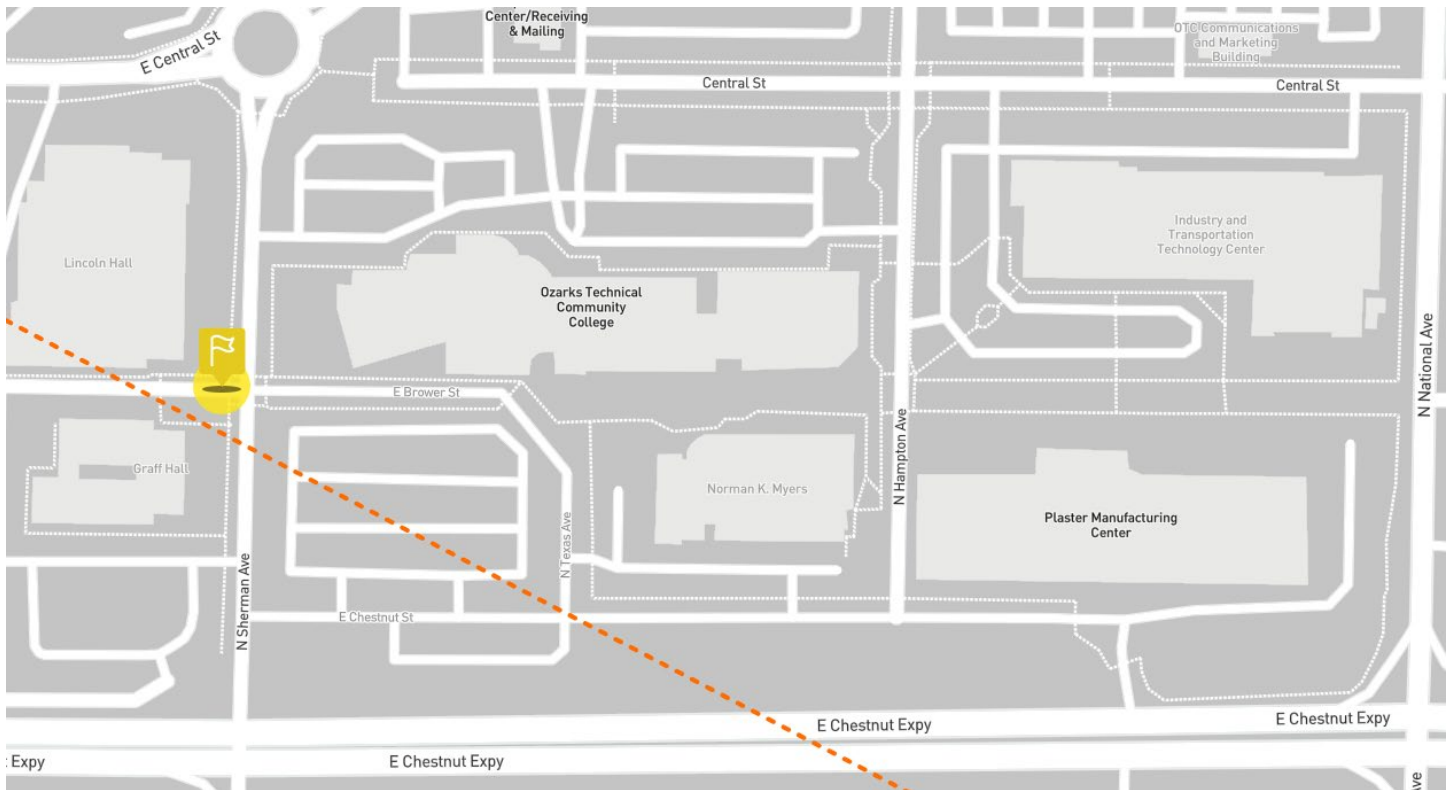
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

More bus stops around the OTC campus would be very beneficial for students and faculty!

Map



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



PUBLIC COMMENT



Area of concern: Bus Line on Bennett Street

City/County of concern: Springfield/Greene County

Date received: 05/06/2026

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

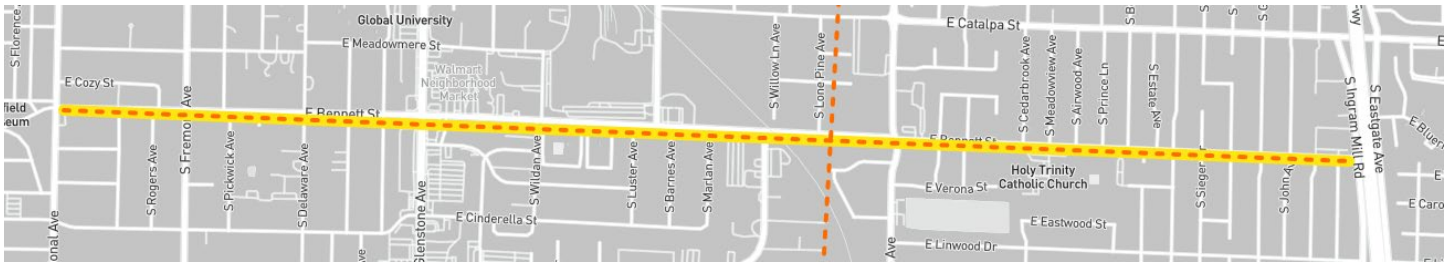
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

I think a bus line going through Bennett Street would be very beneficial for Kraft factory workers, residents in Rosewood/Briarwood apartments, and the many others!

Map



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



PUBLIC COMMENT



Area of concern: Railroad Crossing on Battlefield Road near Lone Pine

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

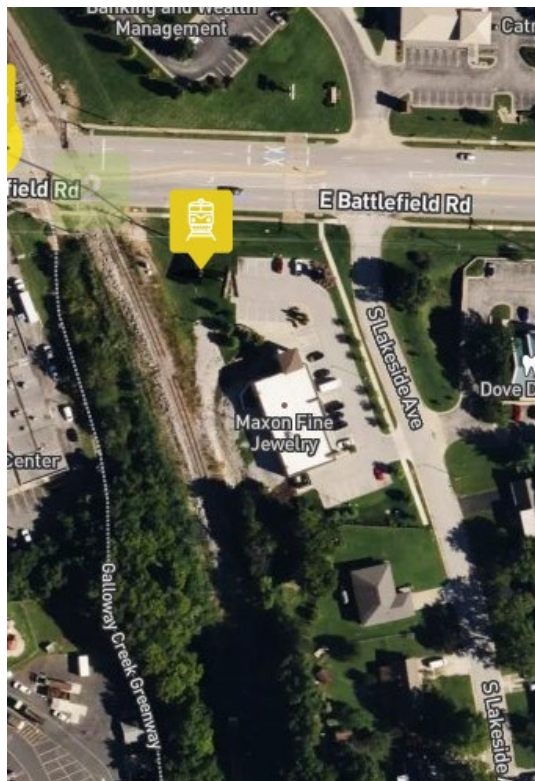
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

This a abandon line has already been damaged and warning lights do not work yet for the last 5 years school busses are required to stop. I've seen multiple wrecks and one involving a school bus. This needs to be gone along time ago

Map



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



PUBLIC COMMENT



Area of concern: US 65 to US 60 Exit

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

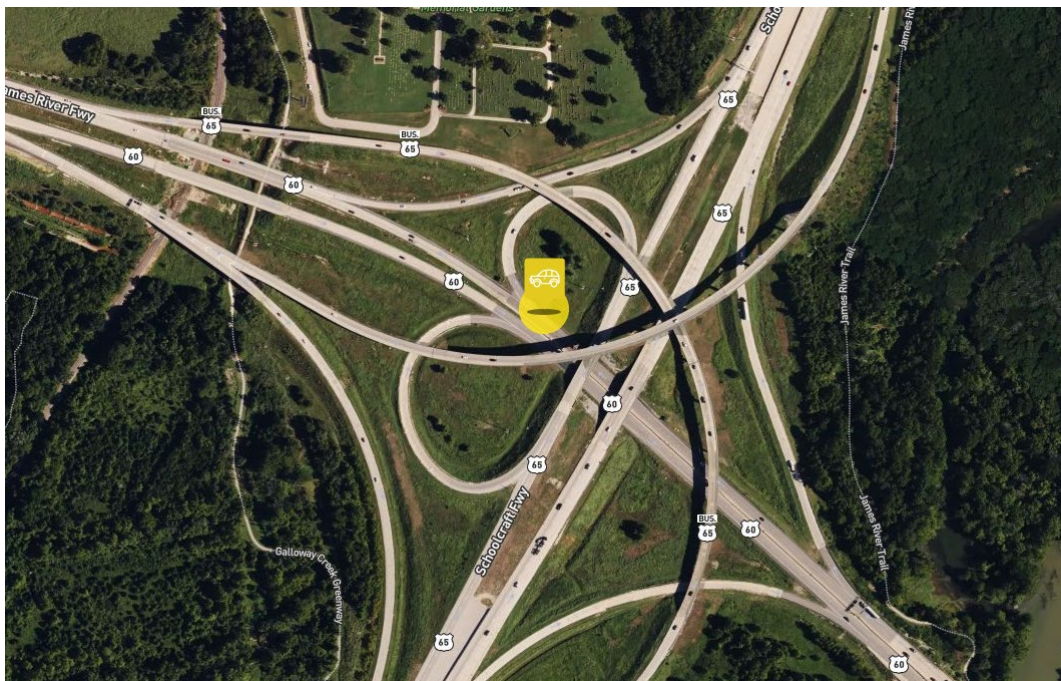
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

This exit is awful in placement and is very dangerous not enough space to merge from 20 miles per hour to 70 plus traffic coming off the hills if your behind a truck it's white knuckles time

Map



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



PUBLIC COMMENT



Area of concern: Nature Center Trails

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

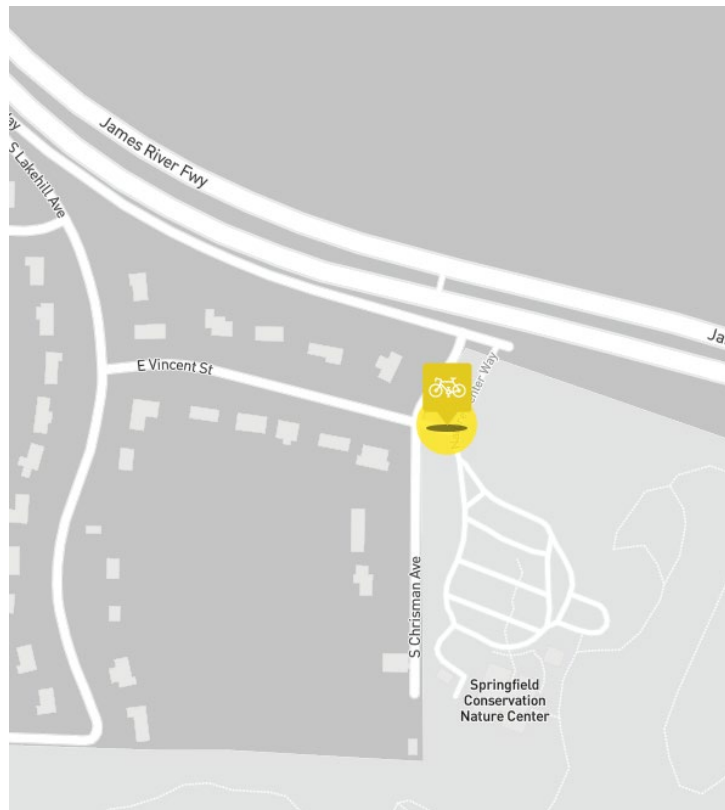
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

The trails of the nature center are not acceptable to bike traffic and should not be

Map



OTO Response: Thank you for reaching out. Public input is vital to the planning process. This trail is within the Department of Conservation’s Jurisdiction.



PUBLIC COMMENT



Area of concern: Chadwick Flyer Trail at Battlefield Road

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

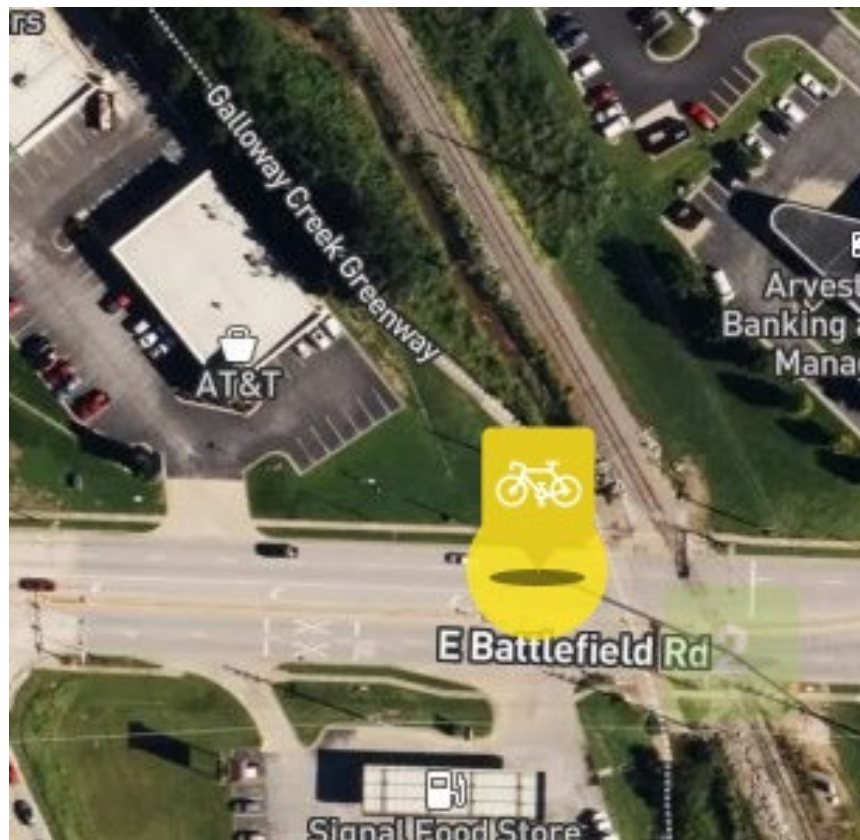
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

How will the trail cross this road the last engineering I saw had three options which non were correct I submitted drawing of my proposed route but was never contacted back.

Map



OTO Response: Ozark Greenways responded to the patron.



PUBLIC COMMENT



Area of concern: Battlefield and Fremont Intersection Curbs

City/County of concern: Springfield/Greene County

Date received: 05/07/2026

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

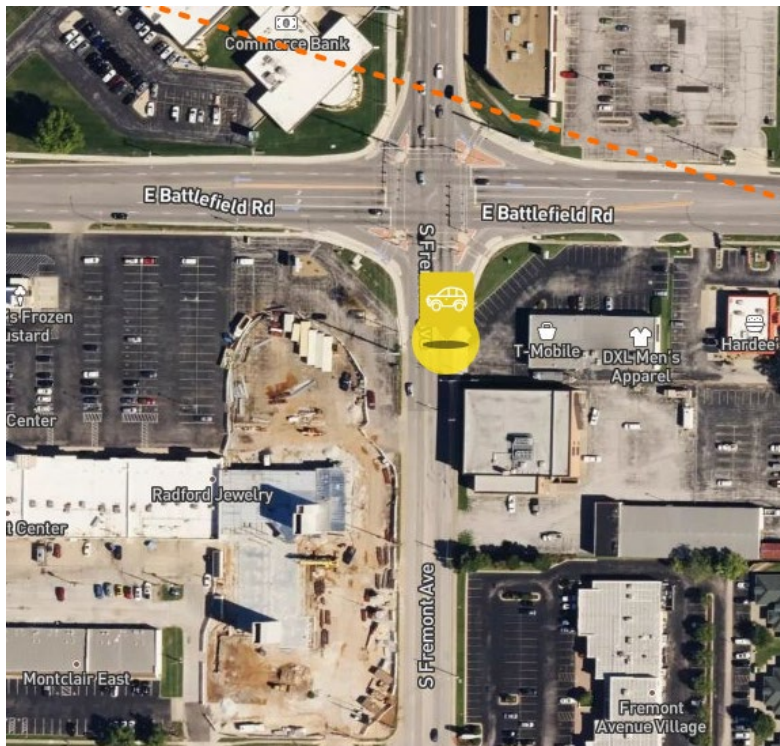
Contact Name: Dave [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

I've hit the curbs here several times times with my trailer not delineated correctly to hard to see the curbs

Map



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



PUBLIC COMMENT



Area of concern: Light Rail/Streetcar on Boonville from the Square to Commercial

City/County of concern: Springfield/Greene County

Date received: 05/10/2026

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

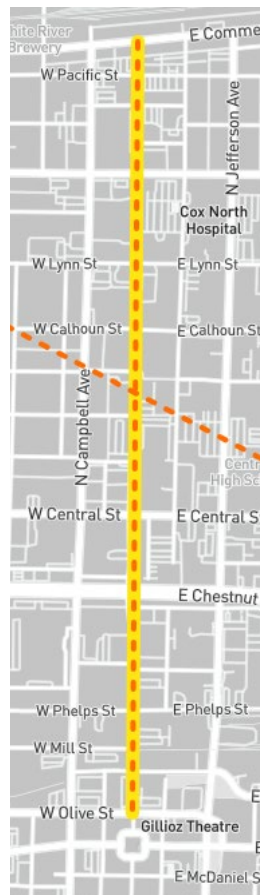
Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment:

Some sort of lightrail/streetcar system could promote connectivity and a better way of transport between Commercial street and Downtown. It could in theory be expanded to connect the universities (Drury, MSU, etc.) and even to other prominent corners of the city (Eg. Medical Mile, Bass Pro, etc.)

Map



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

TAB 13



MoDOT's Sponsor-A-Highway program now available statewide

JEFFERSON CITY – The Missouri Department of Transportation’s Sponsor-A-Highway program, previously exclusive to the St. Louis and Kansas City areas, is now available statewide, providing an expanded opportunity to help keep roadsides cleaner and safer across the state.

Businesses, organizations, community groups and individuals can sponsor one-mile highway sections statewide through a MoDOT-certified service provider, Adopt-A-Highway Litter Removal Service of America, Inc., to handle litter removal and related maintenance on their behalf. Most highways in Missouri are now included in the Sponsor-A-Highway program, with the vast majority of roadway miles open for sponsorship.

“The expansion of this service, with the help of these sponsors, could allow us to offset some of the approximately \$13 million that we spend on litter-removal efforts each year,” said MoDOT Chief Safety & Operations Officer Becky Allmeroth. “Every area of Missouri that is kept free of litter allows us to devote our resources to other much-needed tasks. We encourage anyone interested in the effort to keep Missouri beautiful to explore this new opportunity.”

Through the service provider, each sponsored roadway is cleaned at least once per month, or more frequently as needed. In recognition of their support, sponsors receive Sponsor-A-Highway signage displaying their name and logo along the designated stretch of highway.

In addition to Sponsor-A-Highway, MoDOT has several other programs available to help keep Missouri free of litter:

- [Keeping Missouri Beautiful](#): MoDOT’s volunteer litter pickup program for Missouri state routes. Formerly known as the Adopt-A-Highway program.
- [No MOre Trash!](#): Missouri’s statewide litter-prevention campaign, working to make Missouri litter-free through education, prevention and cleanup programs.
- [Trash Can Contest](#): MoDOT’s annual contest geared toward Missouri public school students in partnership with the No MOre Trash! program to raise awareness and discourage littering.

To participate in the Sponsor-A-Highway program, call Adopt-A-Highway Litter Removal Service of America, Inc. at (800) 499-2367 or visit adoptahighway.net/missouri.

To learn more about MoDOT’s litter efforts, visit modot.org/litter.

###

For more information, call MoDOT at 888-ASK-MODOT (275-6636) or visit www.modot.org. To receive the latest statewide news and text alerts, signup for [e-updates](#).

Follow MoDOT: [Facebook](#) | [X](#) | [Instagram](#) | [YouTube](#)

Districts Involved

STATEWIDE

Published On: Mon, 05/04/2026 - 07:26

Missouri Department of Transportation

105 W. Capitol Avenue

Jefferson City, MO 65102

1-888-ASK-MODOT (275-6636)

1-866-831-6277 (Motor Carrier Services)

MEDIA INQUIRIES



Bethany Belt

Senior Communications Specialist

Communications

Bethany.Belt@modot.mo.gov



Route 66 Centennial Shifts into Gear, Celebrating Heritage and What's Coming Down the Road Next

Leaders Highlight Historic Legacy and Major New Investments Along the Corridor

SPRINGFIELD, Mo. – Federal, state and local leaders gathered today in Springfield – the birthplace of Route 66 – to kick off the National Route 66 Centennial Kickoff Celebration. The event honored a century of history on America’s “Mother Road” while highlighting major infrastructure improvements now underway along its modern successor, Interstate 44.

Federal Highway Administrator Sean McMaster recognized the national significance of Route 66 and praised Missouri’s progress on I-44 through the Forward 44 program, noting the strong partnership driving the work.

"Under the leadership of President Trump and U.S. Transportation Secretary Sean Duffy, we are getting this country building again by getting back to basics," said McMaster. "Route 66 is more than just a highway. It's a symbol of the transformative power of transportation and how infrastructure can shape a nation. Together with Missouri, we are committed to delivering a transportation system that works for Americans and there's no better place to do it than right here on Route 66."

Missouri Gov. Mike Kehoe highlighted the cultural and economic importance of Route 66 and emphasized how the same pioneering spirit moves Missouri forward today.

“Just like 100 years ago, Missouri benefits by serving as a crossroads for commerce, travel, agriculture and opportunity,” Gov. Kehoe said. “Missouri may be the historic birthplace of Route 66, but the work happening on I-44 and projects across our state reflects our commitment to the future. As we celebrate our past, we are committed to improving Missouri’s infrastructure for the future.”

Missouri Department of Transportation Director Ed Hassinger reflected on both the legacy and the future of the legendary route.

“Sometimes a road becomes more than a road,” Hassinger said. “Route 66 is an American icon. It was a passageway to opportunity, a conduit for national expansion, a place where families found recreation, where ideas traveled and where communities came together. Today we celebrate where this road has taken us, and also where we’re headed next.”

MoDOT emphasized the ongoing work to widen and bring other improvements to what’s now I-44 in Springfield between Missouri Route 13 (Kansas Expressway) and U.S. Route 65. The active project will replace three bridges and enhance pedestrian and trail access. Construction is scheduled for completion in May 2027. More information is available at [Forward 44: Springfield Improvements | Missouri Department of Transportation](#).

For more information about the Route 66 Centennial, visit: route66centennial.org.

Districts Involved

STATEWIDE

Published On: Thu, 04/30/2026 - 07:10

Missouri Department of Transportation

105 W. Capitol Avenue

Jefferson City, MO 65102

1-888-ASK-MODOT (275-6636)

1-866-831-6277 (Motor Carrier Services)

MEDIA INQUIRIES



Jacob Luecke

Assistant Director

Communications

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Email:

Jacob.Luecke@modot.mo.gov



[Home](#) > [Articles](#) > [Week of April 6, 2026](#) >

FY27 Budget Lacking Surface Transportation Reauthorization Proposal

FY27 Budget Lacking Surface Transportation Reauthorization Proposal

APRIL 10, 2026 | JEFF DAVIS

In spring 2020, the year the FAST Act was about to expire, the Trump Administration included a full reauthorization proposal in its [fiscal 2021 budget](#) – a ten-year proposal with \$755 billion in contract authority. (A few weeks later, COVID-19 happened, and talks never went anywhere, so Congress did a one-year extension.)

Fast forward to spring 2026, the year the IIJA is about to expire, and the second Trump Administration has submitted a budget that is notable for the absence of any surface transportation reauthorization proposal.

We will split this lack-of-proposal into two parts: Highway Trust Fund, and General Fund.

Highway Trust Fund

The budget request does have placeholder dollar amounts for each existing Highway Trust Fund spending account, and for fiscal year 2027, those accounts get a small inflation adjustment.

HTF Contract Authority Subject to Limitation (Million \$\$)					
		IIJA	Request	Increase in Terms of	
		<u>FY 2026</u>	<u>FY 2027</u>	<u>Million \$</u>	<u>Percent</u>
FHWA	Federal-Aid Highways	62,657.1	63,973.0	+1,315.9	+2.10%
FMCSA	Operations & Programs	390.0	398.0	+8.0	+2.05%
FMCSA	MC Safety Grants	536.6	548.0	+11.4	+2.12%
NHTSA	Operations and Research	209.6	214.0	+4.4	+2.10%
NHTSA	HT Safety Grants	849.7	867.0	+17.3	+2.04%
FTA	Transit Formula Grants	14,642.0	14,950.0	+308.0	+2.10%

HTF Total	79,285.0	80,950.0	+1,665.0	+2.10%
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But there is no information for any of those accounts aside from the total amounts. Here’s a representative quote from one of the budget justification documents:

“ ...the details of activities funded by these accounts are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department’s mission. ”

Here’s what that quote looks like in tabular form:

Program and Financing (in millions of dollars)

Identification code 069-8083-0-7-401	2025 actual	2026 est.	2027 est.
Obligations by program activity:			
0010 Surface transportation block grant program	16,487	17,786	.....
0014 National highway performance program	25,386	27,385	.....
0015 Congestion mitigation and air quality improvement program	1,038	1,120	.....
0016 Highway safety improvement program	3,497	3,772	.....
0017 Metropolitan planning program	466	503	.....
0019 National highway freight program	1,357	1,464	.....
0020 Nationally significant freight and highway projects	1,265	1,315	.....
0024 Federal lands and tribal programs	1,252	1,277	.....
0029 Research, technology and education program	241	266	.....
0032 Administration - LAE	492	504	.....
0033 Administration - ARC	3	3	.....
0040 PROTECT formula program	952	1,027	.....
0041 Carbon reduction program	772	833	.....
0043 Charging and fueling infrastructure grants	98	113	.....
0044 Rural surface transportation grant program	377	392	.....
0045 PROTECT discretionary program	107	157	.....
0058 Other programs	4,127	3,095	.....
0059 Surface Transportation Reauthorization Activities .....	.....	.....	63,246
0091 Programs subject to obligation limitation	57,917	61,012	63,246

Needless to say, the budget justifications for the surface modes are shorter than usual this year, with very little program specificity for Highway Trust Fund accounts.

For post-2027 information, you need to dig up the “A&A Table.”

It used to be printed in the back of one of the print volumes of every budget, but nowadays it's online-only because it's so long. It's the "Federal Budget by Agency and Account Table," and if you know where to find it, its 516 pages show the assumptions in the President's Budget for every single spending account in the government for every fiscal year for the next ten years. It can be tricky to use because the numbers shown there are net of highway-to-transit flex transfers, transfers of TIFIA funding to the Secretary's office, budget sequestration, and rescissions, but you can get a lot from it.

The A&A table shows just how little thought has gone into the Highway Trust Fund out-year assumptions in this budget. The Administration does provide 2.1 percent inflation adjustments for the Trust Fund accounts in 2027. But then the budget undoes those assumptions in 2028 and reverts back to the 2026 spending level for every account except for NHTSA Highway Traffic Safety Grants. This means that the budget assumes new HTF contract authority in 2028 will be \$1.65 billion less than the amount requested for 2027.

Highway Trust Fund Contract Authority (Subject to Limitation) - Million \$\$						
		FY 2026	Proposed	FY 2027	Out-Year	FY 2028
		<u>IJA</u>	<u>Increase</u>	<u>Request</u>	<u>Reversion</u>	<u>A&A Table</u>
FHWA	Federal-Aid Highways	62,657.1	+1,315.9	63,973.0	-1,315.9	62,657.1
FMCSA	Ops & Programs	390.0	+8.0	398.0	-8.0	390.0
FMCSA	MCS Grants	536.6	+11.4	548.0	-11.4	536.6

NHTSA	Ops & Research	209.6	+4.4	214.0	-4.4	209.6
NHTSA	HS Grants	849.7	+17.3	867.0		867.0
FTA	Transit Formula Grants	14,642.0	+308.0	14,950.0	-308.0	14,642.0
	Total, HTF	79,285.0	+1,665.0	80,950.0	-1,647.7	79,302.3

The law governing budget baselines says that for programs like these, the baseline projections of the future should be the net amount provided in the last year of the expiring funding bill. So the baseline would be a flat-line at the FY 2026 level in 2027 and every year after. The President’s budget gives us one year of growth above baseline, then takes it away.

The truly weird thing is that the A&A table also shows the assumed obligation limitation levels for these accounts. Each obligation limitation is given the same amount of increase in 2027 that its matching contract authority account is given. But the ob limits stay at the higher level and are flat-lined there in 2028 and every year thereafter. Every year from 2028 to 2036, the highway ob limit is \$1.3 billion above the amount of new highway contract authority subject to limit, and the mass transit ob limit is \$308 million above the amount of new FTA contract authority. The only exception is NHTSA grants, where the CA and ob limit are evenly matched every year.

This matches the decision from on high to give every non-defense discretionary account a hard freeze in the budget after 2027. Even FAA Operations (air traffic controller salaries and hiring) gets a hard freeze at the 2027 level for a decade, and we all know that is not going to happen in reality.

This also throws cold water on the Highway Trust Fund cash flow assumptions in [Table 13-4](#) of *Analytical Perspectives*. These projections only go five years and combine the two accounts of the Trust Fund, but they were interesting at first because of how closely the bottom line matches the Congressional Budget Office’s forecast.

OMB Projections of Highway Trust Fund Consolidated Cash Flow (Billion \$)							
	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Beginning-of-FY Balance	100.3	73.5	46.3	16.4	-15.6	-49.6	-85.1
Receipts	43.8	47.0	47.1	46.8	46.3	46.0	45.7
Interest	3.9	2.0	0.9	0.1			
Outlays	-74.4	-75.9	-77.7	-79.8	-81.0	-82.4	-83.8
End-of-FY Balance	73.5	46.3	16.4	-15.6	-49.6	-85.1	-122.4
CBO End-of-FY Balance		44.6	11.8	-22.3	-55.5	-88.4	-121.1

But then we realized that the spending side of the OMB projections is based on the ten-year freeze of obligation limitations at the elevated 2027 level, while the spending side of the CBO projections gives the ob limits a spending increase of around 2 percent every year. So this is an apples-to-oranges situation and no comparison of the two baselines is possible on the spending side.

On the revenue side, however, the two baselines should be comparable, so this is interesting:

HTF Tax Receipts in Spring 2026 Baselines (Billion \$)						
	<u>FY26</u>	<u>FY27</u>	<u>FY28</u>	<u>FY29</u>	<u>FY30</u>	<u>FY31</u>
CBO	47.2	48.0	48.6	49.1	49.6	50.0
OMB	47.0	47.1	46.8	46.3	46.0	45.7
Differ.	0.2	0.9	1.8	2.8	3.6	4.3

CBO is apparently projecting that the Trump Administration’s actions to get rid of electric vehicle incentives and pull back Biden-era emissions rules will result in more gallons of gasoline being consumed than the Trump Administration itself is projecting.

General Fund

The 2021 IIJA law was unique in that it was able to supplement multi-year Highway Trust Fund contract authority with multi-year advance appropriations from the General Fund which were just as reliable, in advance, as contract authority. (The IIJA advances were better, in some ways, because they were not subject to annual obligation limitation delays and takedowns.) But because the IIJA GF advances were so unique, it was obvious that they were going to be harder to extend at the end of the IIJA than the old reliable Trust Fund programs.

This has come to pass. The new budget does not propose any more advance appropriations for infrastructure programs. And, out of the \$36.8 billion in IIJA advances for the Department of Transportation in fiscal 2026, the budget only proposes continuing \$1.9 billion, for three programs:

IIJA Division J Advance Appropriations for USDOT			
		FY 2026	FY 2027

		<u>IIJA Adv.</u>	<u>Proposed</u>
FHWA	INFRA Grant Supplementary	640.0	770.0
FHWA	Formula Bridge Program	5,500.0	713.7
MARAD	Port Infrastructure Development	450.0	450.0
Everything Else at USDOT		30,220.6	0.0
Total, IIJA Division J/USDOT and Proposed		36,810.6	1,933.7

Looking at all surface transportation modes, the 2.1 percent increase in Highway Trust Fund spending in 2027 is more than matched by the 95 percent decrease in General Fund support, for a combined reduction of 25 percent in surface transportation spending below 2026.

Surface Transportation Funds Provided Directly By the IIJA in FY 2026 and their FY 2027 Counterpart Budget Proposals					
		FY 2026	FY 2027	Change in Terms of	
		IIJA	Proposed	Million \$	Pct.
Office of the Sec.					
	HTF	0.0	0.0	0.0	div/0
	GF Adv.	3,800.0	0.0	-3,800.0	-100.0%
	Total	3,800.0	0.0	-3,800.0	-100.0%
FHWA*					
	HTF	63,396.1	64,712.0	1,315.9	2.1%
	GF Adv.	9,454.4	1,483.7	-7,970.8	-84.3%
	Total	72,850.5	66,195.7	-6,654.9	-9.1%

FMCSA					
	HTF	926.6	946.0	19.4	2.1%
	GF Adv.	134.5	0.0	-134.5	-100.0%
	Total	1,061.1	946.0	-115.1	-10.8%
NHTSA					
	HTF	1,059.3	1,081.0	21.7	2.1%
	GF Adv.	321.7	0.0	-321.7	-100.0%
	Total	1,381.0	1,081.0	-300.0	-21.7%
FRA					
	HTF	0.0	0.0	0.0	div/0
	GF Adv.	13,200.0	0.0	-13,200.0	-100.0%
	Total	13,200.0	0.0	-13,200.0	-100.0%
FTA					
	HTF	14,642.0	14,950.0	308.0	2.1%
	GF Adv.	4,250.0	0.0	-4,250.0	-100.0%
	Total	18,892.0	14,950.0	-3,942.0	-20.9%
Total, Surface					
	HTF	80,024.0	81,689.0	1,665.0	2.1%
	GF Adv.	31,160.6	1,483.7	-29,677.0	-95.2%
	Total	111,184.6	83,172.7	-28,011.9	-25.2%

*Even though the \$1.484 billion in Highway Infrastructure Programs funding requested in the FY27 Budget is not direct spending, it so precisely replaces IIJA

advances that we are showing it here.



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How Transportation Engineering Shapes Safer and More Efficient Roads

We take a closer look at how transportation engineering plays a direct role in how people move through cities, suburbs, rural communities, and commercial corridors every day.



by **Ben Williams** — 2026-05-13 08:47 in **Automotive**



Every lane, signal, intersection, sidewalk, bridge approach, turn lane, and highway ramp is part of a larger system designed to move people safely and efficiently. When that system works well, drivers experience fewer delays, pedestrians feel more protected, freight moves more reliably, and communities can grow with fewer transportation conflicts.

Safer and more efficient roads do not happen by accident. They are the result of careful planning, data analysis, design, construction coordination, and long-term performance monitoring. Transportation engineers evaluate how roads are used today, how they will be used in the future, and what improvements are needed to support public safety, economic activity, and quality of life.

What Is Transportation Engineering?

Transportation engineering is a specialized field of civil engineering focused on the planning, design, operation, and improvement of transportation systems. While many people think first of highways and roadways, the field also includes intersections, pedestrian facilities, bicycle routes, transit access, traffic signals, drainage considerations, construction phasing, and roadway safety features.

The goal is not simply to build more roads. In many cases, the better solution is to improve how existing infrastructure functions. That may mean redesigning a dangerous intersection, adjusting signal timing, adding turn lanes, improving sight distance, creating safer pedestrian crossings, or coordinating roadway improvements with future land development.

Transportation engineers often study questions such as:

- Where are crashes happening most often?
- Why does congestion occur at certain times of day?
- How will a new development affect nearby roads?
- Are pedestrians and cyclists safely accommodated?
- Can signal timing be improved to reduce delays?
- What design changes will improve long-term traffic flow?

By answering these questions, transportation engineering helps communities make informed decisions rather than relying on guesswork.

The Connection Between Road Safety and Engineering Design

Road safety depends on more than driver behavior. Design has a major influence on how people navigate the road, how quickly they react, and how much room they have to correct mistakes. A well-designed roadway gives users clear information and enough space to move safely.

For example, transportation engineers consider lane width, shoulder conditions, turning radii, speed limits, pavement markings, lighting, and visibility. They also study how vehicles, pedestrians, cyclists, buses, and trucks interact in the same space. When these elements are not properly coordinated, the risk of crashes increases.

Good roadway design can help reduce common safety issues, including:

- Rear-end crashes at congested intersections
- Side-impact collisions caused by unclear turning movements
- Pedestrian conflicts at poorly marked crossings
- High-speed crashes on roads with inadequate sight distance
- Unsafe merging conditions near ramps or lane drops
- Confusion caused by inconsistent signage or pavement markings

In growing regions, working with a **transportation engineering firm** can help public and private projects address traffic patterns, roadway capacity, and safety needs before problems become more difficult and expensive to solve.

Improving Traffic Flow Without Overbuilding

Efficiency is another major purpose of transportation engineering. As communities grow, traffic demand changes. A road that functioned well ten years ago may no longer serve current travel patterns. New neighborhoods, commercial centers, schools, warehouses, airports, and employment hubs can all change how traffic moves through an area.

However, improving traffic flow does not always require major widening or large-scale reconstruction. Transportation engineers often look for practical solutions that improve performance while making responsible use of available space and budgets.

These solutions may include:

- Coordinated traffic signal timing
- Dedicated left-turn or right-turn lanes
- Roundabouts or innovative intersection designs
- Access management for driveways and entrances
- Improved ramp spacing and merge areas
- Better roadway striping and signage
- Transit stop placement that reduces traffic conflicts

Small changes can produce meaningful results when they are based on accurate traffic data and sound engineering judgment. For example, adjusting signal timing along a busy corridor may reduce stops, improve travel times, and lower driver frustration. Adding a turn lane at a key location may prevent backups from blocking through traffic. Reconfiguring an intersection may reduce conflict points and improve safety for all users.

How Data Guides Better Transportation Decisions

Modern transportation engineering relies heavily on data. Engineers collect and analyze information about traffic volume, vehicle speed, crash history, turning movements, pedestrian activity, peak-hour demand, and future growth projections. This data helps determine what problems exist and which solutions are most appropriate.

Traffic studies are especially important for development and infrastructure planning. Before a new project moves forward, engineers may evaluate how it will affect nearby intersections and roadways. This allows communities, developers, and agencies to identify needed improvements early in the process.

Common transportation data sources include:

- Traffic counts
- Crash reports
- Travel time studies
- Signal performance data
- Field observations
- Land use and growth projections
- Pedestrian and bicycle activity counts

Data also helps prioritize improvements. Not every roadway issue can be fixed at once, so engineers help identify which locations present the highest safety risks, the greatest congestion problems, or the strongest need for near-term upgrades.

Designing Roads for All Users

Transportation engineering has evolved beyond a vehicle-only approach. Today, effective roadway design must consider everyone who uses the transportation network. This includes drivers, pedestrians, cyclists, transit riders, emergency responders, delivery vehicles, school buses, and people with disabilities.

A road may move cars efficiently but still fail the community if it is unsafe or uncomfortable for people walking or biking. Similarly, a corridor may create problems if it does not provide safe access to bus stops, schools, parks, medical facilities, or commercial areas.

Pedestrian and Bicycle Safety

Pedestrian and bicycle improvements can include sidewalks, shared-use paths, bike lanes, crosswalks, pedestrian refuge islands, curb ramps, accessible signals, and improved lighting. These features help create safer connections between neighborhoods, businesses, schools, and public spaces.

Transportation engineers also consider how roadway speed affects pedestrian safety. A crossing that may be acceptable on a low-speed street may require more protection on a wider, faster corridor. Design decisions must reflect real-world conditions, not just minimum requirements.

Accessibility and ADA Compliance

Accessibility is another important part of transportation design. Roads and sidewalks must support safe movement for people of all ages and abilities. This includes curb ramps, detectable warning surfaces, accessible pedestrian signals, proper sidewalk slopes, and clear paths of travel.

ADA transition planning and accessibility upgrades help communities identify barriers and improve public infrastructure over time. These improvements are not only regulatory requirements; they also make transportation systems more usable and inclusive.

The Role of Intersections in Roadway Performance

Intersections are some of the most important points in any transportation network. They are also common locations for congestion and crashes because multiple movements happen in a limited space. Vehicles may be turning, stopping, merging, accelerating, or crossing paths with pedestrians and cyclists.

Transportation engineers study intersections carefully to determine how they can operate more safely and efficiently. In some cases, the solution may involve signal timing adjustments. In others, it may require new turn lanes, improved signage, a roundabout, protected turn phases, or a redesigned layout.

Innovative intersections can also help manage high traffic volumes while reducing conflict points. These designs must be carefully evaluated because they can change how drivers navigate a location. Clear signage, pavement markings, and public understanding are essential to successful implementation.

Supporting Growth and Economic Development

Reliable transportation infrastructure supports economic development. Businesses need access for customers, employees, deliveries, and freight. Residential communities need safe connections to jobs, schools, healthcare, and services. Public agencies need transportation systems that can handle growth without creating avoidable congestion or safety concerns.

Transportation engineering helps align infrastructure with development. When roads, intersections, and access points are planned early, projects can move forward more smoothly and with fewer long-term problems. This is especially important in fast-growing areas where development pressure can quickly outpace existing roadway capacity.

For private development, transportation engineers may assist with traffic impact analyses, site access planning, driveway permitting, roadway improvements, and coordination with local or state agencies. For public projects, they may support corridor studies, roadway design, safety improvements, construction plans, and long-range transportation planning.

Technology and Intelligent Transportation Systems

Technology is increasingly important in roadway operations. Intelligent Transportation Systems, often called ITS, use tools such as cameras, sensors, dynamic message signs, traffic monitoring systems, and connected signal networks to improve real-time management of transportation systems.

ITS can help agencies respond more quickly to crashes, congestion, weather events, and construction impacts. It can also support better signal coordination and provide drivers with timely information. As transportation systems become more complex, technology allows agencies to manage roads more actively instead of relying only on physical expansion.

Construction Planning and Long-Term Performance

Transportation engineering does not stop at design. Construction phasing, inspection, and coordination are essential to successful roadway projects. Engineers must consider how construction will affect traffic, nearby businesses, emergency access, pedestrians, and adjacent properties.

Construction engineering and inspection services help confirm that roadway improvements are built according to plans and specifications. This protects public investment and supports long-term performance. Poor construction coordination can create delays, safety concerns, and maintenance problems, so technical oversight is a critical part of the process.

Why Transportation Engineering Matters

Every community depends on roads that are safe, efficient, and adaptable. Transportation engineering brings together planning, design, safety analysis, technology, and construction knowledge to improve how people and goods move.

Strong transportation systems help reduce crashes, manage congestion, support development, improve accessibility, and create better daily experiences for road users. Whether the project involves a local intersection, a major highway, a pedestrian corridor, or a regional transportation plan, engineering decisions shape how well the system performs for years to come.

As travel patterns continue to change and communities keep growing, transportation engineering will remain essential to building roads that do more than carry traffic. It helps create connected, resilient, and safer places where people can move with greater confidence and efficiency.

The federal gas tax is on Trump's hit list. Data shows how much would be saved without it

An average of 51 cents per gallon goes toward state and federal taxes and fees. Federal taxes account for 18 cents of that.



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May 11, 2026, 1:25 PM CDT / Updated May 14, 2026, 2:15 PM CDT

By Joe Murphy and Jiachuan Wu

As [national gas price averages hover around \\$4.50 per gallon](#), one state has already suspended its gas tax, and now President Donald Trump and his Cabinet are talking

about doing the same.

While a suspension would offer some relief, an NBC News analysis shows that gas prices would still average 35% more per gallon than they were at the start of the Iran war, even if all state and federal taxes were suspended. Average gas prices nationwide are up more than 50% since the war was launched at the end of February.

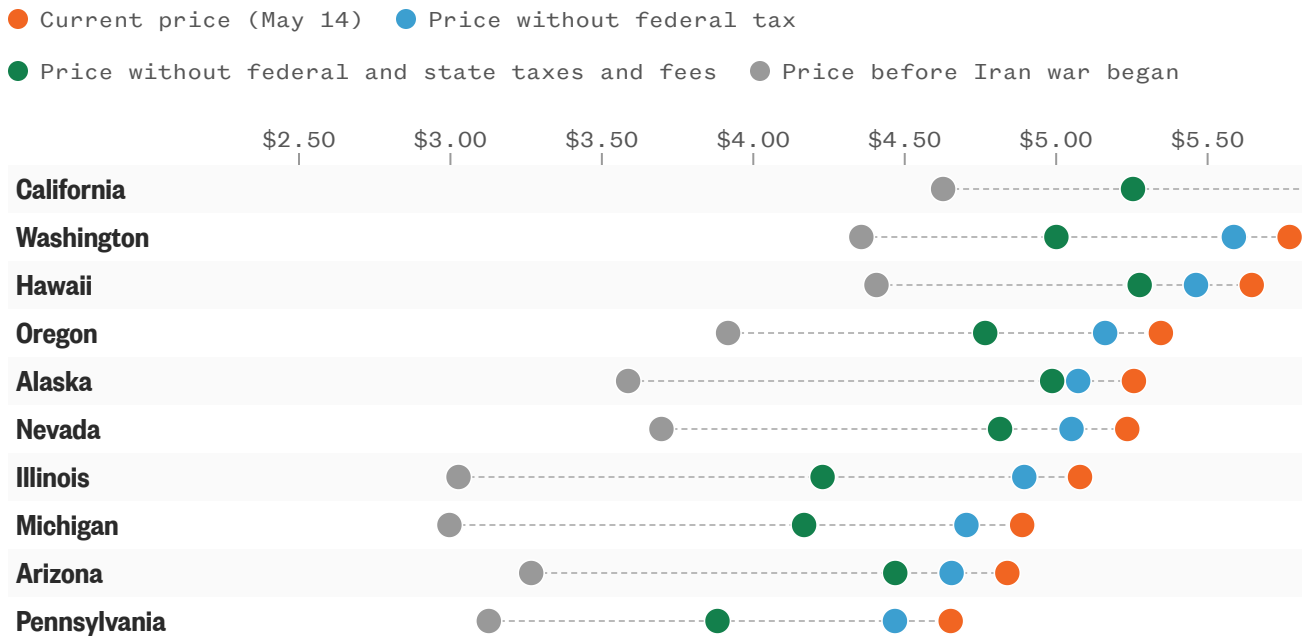
[Trump told reporters Monday](#) that he intended to suspend the 18 cents per gallon federal gas tax. Such a suspension would require an act of Congress. [Democrats in the House and Senate proposed measures to suspend the gas tax](#) in March.

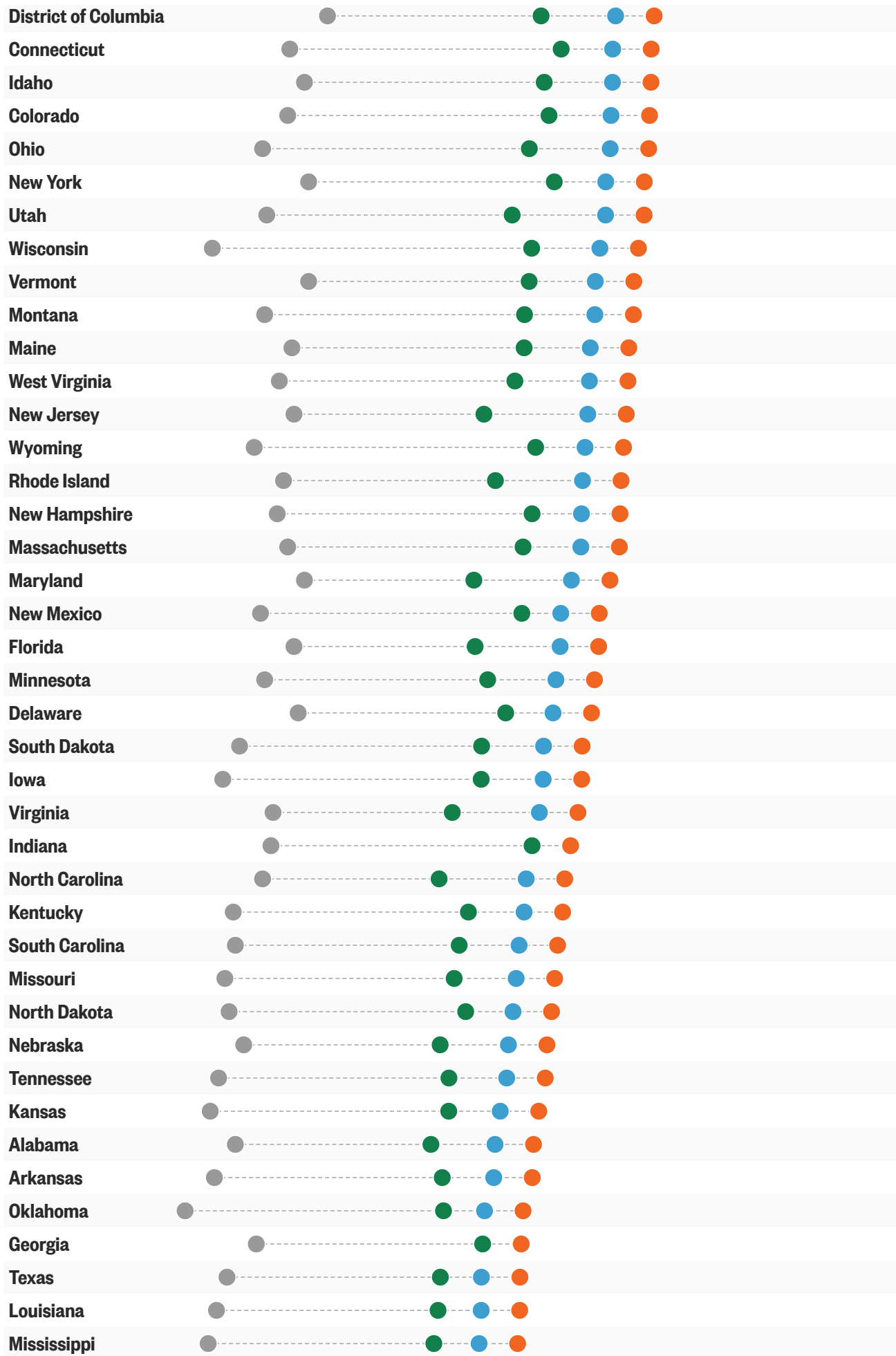
“All measures that can be taken to lower the price at the pump and lower the prices for Americans, this administration is in support of,” [Energy Secretary Chris Wright said on NBC News’ “Meet the Press” on Sunday](#).

An average of 51 cents in taxes and fees is tacked on to every gallon of regular gas that’s pumped in America. Some of this revenue goes to the state levying the tax, and about 18 cents of it goes to the federal coffers.

Gas prices without the taxes and fees

What the average price per gallon would be if federal, or federal and state, taxes and fees were suspended.





Notes: Georgia and Indiana have suspended their gas taxes, and Utah has reduced its gas tax. Certain states and localities impose sales or other gas taxes and fees. Local taxes and fees are not accounted for here.

Source: AAA, U.S. Energy Information Administration

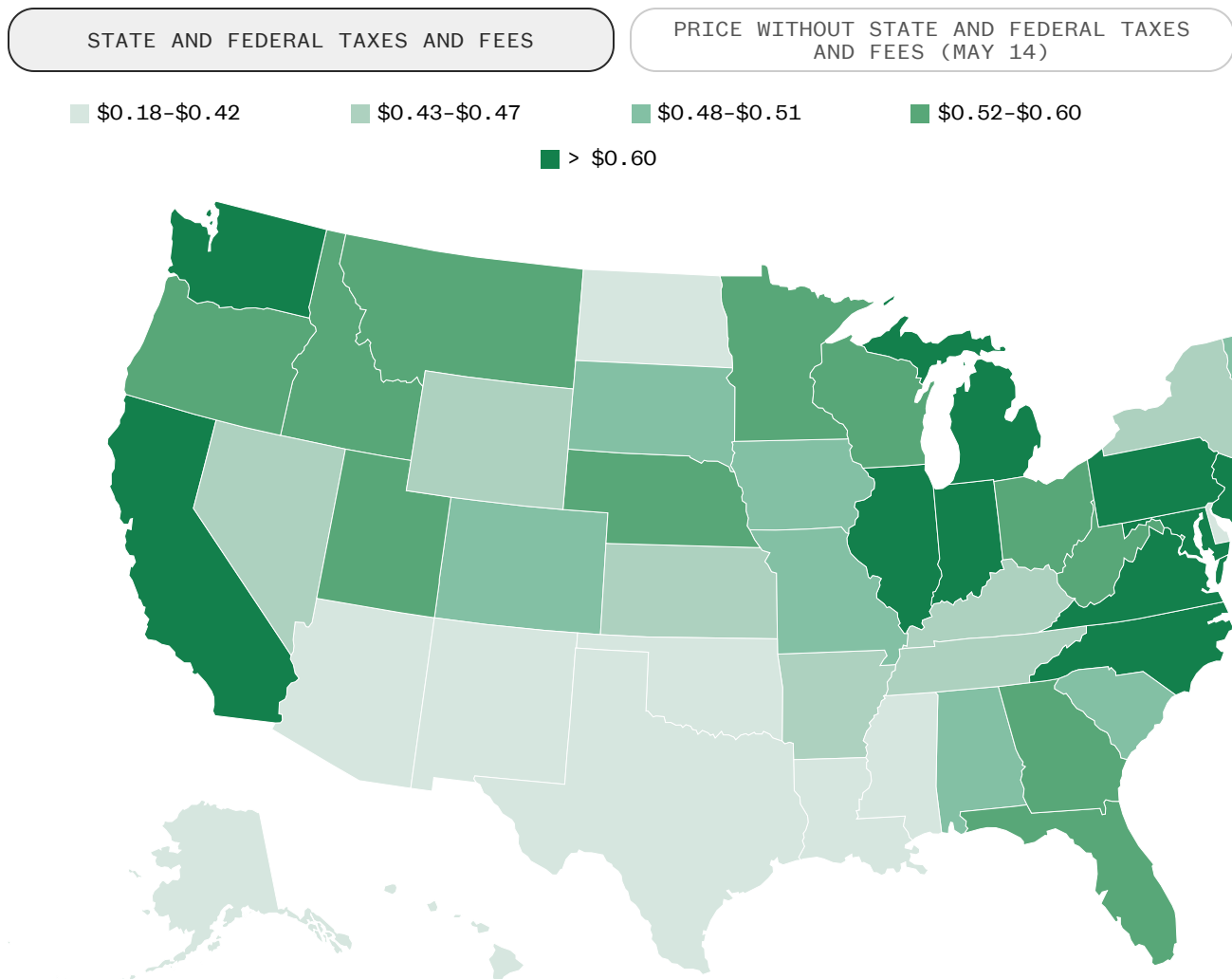
[Georgia suspended its gas tax in March.](#) That suspension is set to expire May 19.

How much these taxes and fees account for varies: 5% of Alaska's cost per gallon goes to taxes and fees, while 17% of the price people in Illinois pay comes from state and federal taxes and fees, according to an NBC News analysis. On average, across all states, 11.5% of the price paid per gallon goes to taxes and fees.

Taxes and fees range from 27 cents per gallon in Alaska to 89 cents per gallon in California. Note that local taxes are not factored into this data.

Gas taxes and fees

Taxes and fees per gallon range from 27 cents in Alaska to 89 cents in California.



State ^	State and federal taxes and fees (per gallon)	Price without state and federal taxes and fees (May 14) (per gallon)
Alabama	\$0.49	\$3.58
Alaska	\$0.27	\$4.99
Arizona	\$0.37	\$4.47
Arkansas	\$0.43	\$3.64
California	\$0.89	\$5.26
Colorado	\$0.48	\$4.15

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Notes: Georgia and Indiana have suspended their gas taxes, and Utah has reduced its gas tax.

Source: [AAA](#), [IIS](#), [Energy Information Administration](#)

Some of the federal gas tax money goes toward the [Highway Trust Fund](#), which itself is used to fund highway and mass transit projects. One estimate put the cost of a gas tax holiday at a minimum \$2.5 billion per month.

In March, [Trump said at a Cabinet meeting](#) that he had “thought about” suspending the federal gas tax.

The federal gas tax has not been increased since [Bill Clinton signed the last increase into law in 1993](#). The 18 cents it cost per gallon in 1993, after inflation, would be worth 8 cents in 2026 dollars.

CORRECTION (May 14, 2026, 3:15 p.m. ET): A previous version of a chart and map in this article miscalculated Indiana’s and Utah’s average price per gallon of gas without state taxes. The state taxes had already been removed or reduced from the current price, which the graphics did not acknowledge. 📺



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DRIVING DATA AND VEHICLE SENSORS HELP DETECT EARLY COGNITIVE DECLINE



FAU researchers analyzed nearly 4,800 real-world trips from older drivers using in-vehicle sensors and cognitive testing.

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5/7/2026

Study Snapshot: As the population ages – especially in places like Florida, home to millions of older drivers – there is a growing opportunity to identify early signs of cognitive decline before safety becomes a concern. Driving is a complex, real-

world activity that depends on memory, attention and decision-making, yet most research has relied on simulations or self-reports rather than actual behavior. Scientists are increasingly asking whether subtle changes in how people drive could reveal the earliest stages of pre-mild cognitive impairment and mild cognitive impairment, when intervention may be most effective.

In an ongoing study, FAU researchers analyzed nearly 4,800 real-world trips from 36 older drivers using sensors installed in their vehicles, alongside detailed cognitive testing. The results, published in the journal *Sensors*, found clear differences in driving patterns: those with early cognitive impairment showed less consistent pedal control, shorter trips and less efficient speed regulation, while cognitively unimpaired drivers demonstrated steadier control, higher average speeds and more responsive braking. Importantly, it was the combination of these behaviors – not any single action – that most effectively distinguished the groups, highlighting the potential for everyday driving data to serve as an early warning sign of cognitive decline.

With more older adults staying behind the wheel longer than ever, understanding how early cognitive changes affect driving has become increasingly important. In the United States, there are more than 50 million licensed drivers age 65 and older, including roughly 5 million in Florida – one of the highest concentrations in the country. As this population grows, so does the need for simple, real-world ways to detect early cognitive decline before it leads to safety risks.

As interest in early cognitive decline grows, researchers are exploring whether subtle changes in everyday driving can signal pre-mild cognitive impairment (Pre-MCI) and mild cognitive impairment (MCI). Early evidence suggests these changes may appear before clear clinical symptoms, making driving a potential actual marker of early decline.

However, research on how early cognitive decline affects driving is still developing, with many unanswered questions. Importantly, few studies have combined objective, continuous daily driving data with comprehensive cognitive assessments.

To address these gaps, [Florida Atlantic University](#) researchers examined whether subtle changes in everyday driving behavior can signal the presence of pre-MCI or MCI, and which specific driving patterns are most useful in identifying these early changes.

As part of an ongoing study, the team installed sensors in the vehicles of older adults and tracked their driving over three years. Developed by FAU [College of Engineering and Computer Science](#) researchers, the in-vehicle sensor network uses commercially available hardware and software to reduce development time, risk and cost. The system is simple and compact, with minimal wiring and sensors to remain unobtrusive, and includes two units: one for telematics data and one for video.

For the study, researchers compared trip-level driving data between cognitively unimpaired drivers and those with pre-MCI or MCI. Each recorded trip represented a single driving episode and included measures such as distance travelled, trip duration, average and maximum speed, engine performance, throttle patterns, fuel level and counts of driving events like hard braking, rapid acceleration and sharp turns.

The analysis combined recorded telematics and accelerometer data with neuropsychological testing. Participants underwent detailed cognitive assessments every three months up to three years.

Analysis of the nearly 4,800 driving trips revealed subtle changes in how older adults drive can signal early cognitive decline. Published in the journal Sensors (<https://www.mdpi.com/1424-8220/26/1/290>), the study shows that it's not any single behavior, but the overall driving pattern, that reveals these early warning signs.

Drivers with pre-MCI or MCI tended to have less consistent control of the gas pedal, took shorter or more fragmented trips, and showed signs of less efficient speed regulation. In contrast, cognitively unimpaired drivers were more likely to drive at higher average speeds, brake more frequently when needed, and maintained steadier, more controlled use of the accelerator – patterns that suggest greater confidence and responsiveness on the road.

“What makes these findings especially compelling is how clearly the combined driving patterns separated the two groups,” said Ruth Tappen (</nursing/directory/ruth-tappen/>), Ed.D., senior author, professor and eminent scholar in FAU's Christine E. Lynn College of Nursing (</nursing/>) and a member of the FAU Stiles-Nicholson Brain Institute (</brain/>). “When all the behaviors were analyzed together, the model was highly accurate at distinguishing cognitively unimpaired drivers from those with early impairment. Everyday driving habits – captured passively through in-car sensors – may offer a powerful new way to detect subtle cognitive changes long before they become obvious.”

Study co-authors are David Newman, Ph.D., professor and statistician, Christine E. Lynn College of Nursing; Monica Roselli, Ph.D., professor and associate chair of psychology, and Joshua Coniff, a Ph.D. student of neuropsychology, both within FAU's Charles E. Schmidt College of Science (</science/>); Subhosit Ray, Ph.D., a postdoctoral fellow in the Christine E. Lynn College of Nursing; Sonia Moshfeghi, Ph.D., a postdoctoral fellow in FAU's Sensing Institute (I-SENSE (</isense/>)); Jinwoo Jang, Ph.D., an associate professor in FAU's College of Engineering and Computer Science and an I-SENSE fellow; KwangSoo Yang, Ph.D., an associate professor; and Borko Furht, Ph.D., a professor and director of the NSF Research Center, both with FAU's College of Engineering and Computer Science.

This research was funded by the National Institutes of Health, National Institute on Aging, awarded to Tappen.



The driver-facing camera is mounted in the left corner of the windshield and is directed to the driver's face to analyze his/her behavior and facial expressions. The forward-facing camera is mounted under the rearview mirror and is used to record events external to the vehicle. (Photo credit: Jinwoo Jang, Ph.D., FAU College of Engineering and Computer Science)

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