



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

JULY 16, 2026

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

July 16, 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. Approval of May 21, 2026 Meeting MinutesTab 1**
(2 minutes/Cossey)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

- C. Public Comment Period for All Agenda ItemsTab 13**

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 July 15, 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 13**.

- 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.

H. US60/US65 Study Update.....Tab 3
(5 minutes/Thomas)
Staff will provide an update on the US60/US65 Study.

II. New Business

A. Ozark Greenways Update
(10 minutes/Tegeler)
Ozark Greenways' Executive Director Ben Tegeler will be providing an update regarding the activities of Ozark Greenways.

B. I-44 Design Build Presentation
(15 minutes/Bachman/Koestner/Prange)
The design build team will present details for the I-44 project in the Springfield area.

C. Resolution to Approve Line of CreditTab 4
(3 minutes/Parks)
Approval of a Resolution authorizing the renewal of a line of credit is requested.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE A RESOLUTION TO ALLOW THE OTO TO RENEW THE BUSINESS LINE OF CREDIT IN THE AMOUNT OF \$350,000 AS NEEDED TO COVER BUDGETED EXPENSES ASSOCIATED WITH MULTIPLE FEDERAL PROJECTS

D. Destination 2045 Amendment 12Tab 5
(3 minutes/Longpine)
One new project has been proposed to be added to the Constrained project list in the long range transportation plan.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT TWELVE TO DESTINATION 2045.

E. FY 2026-2029 Administrative Modification 5.....Tab 6
(2 minutes/Longpine)
Changes were made to the FY 2026-2029 Transportation Improvement Program.

NO ACTION REQUESTED – INFORMATIONAL ONLY

F. 2026 Public Participation Plan UpdateTab 7
(5 minutes/Knaut)
Staff will present the 2026 Public Participation Plan update. Included is the 2025 Public Participation Plan Evaluation.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE PUBLIC PARTICIPATION PLAN EVALUATION

- G. Draft FY 2027-2030 Transportation Improvement Program.....Tab 8**
(10 minutes/Longpine)
Staff will present the draft FY 2027-2030 Transportation Improvement Program (TIP).

BOARD OF DIRECTORS REQUESTED TO APPROVE THE FY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

- H. Planning Process and Financial Capacity CertificationsTab 9**
(5 minutes/Longpine)
MPOs must annually certify with FHWA and FTA compliance with federal, state, and civil rights regulations and that recipients of federal transit funding have the financial capacity to complete awarded projects.

BOARD OF DIRECTORS REQUESTED TO CERTIFY THE OZARKS TRANSPORTATION ORGANIZATION'S COMPLIANCE WITH THE METROPOLITAN TRANSPORTATION PLANNING PROCESS AND TO CERTIFY THE FINANCIAL CAPACITY OF CITY UTILITIES

- I. 2028-2032 Draft STIP Project Prioritization CriteriaTab 10**
(5 minutes/Fields)
The Board of Directors is asked to review the criteria used for prioritizing projects ahead of the 2028-2032 STIP project prioritization process.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE STIP PROJECT PRIORITIZATION CRITERIA

- J. FY 2028-2032 Draft STIP Prioritization Project ListTab 11**
(5 minutes/Fields)
The Board of Directors is asked to review the criteria used for prioritizing projects ahead of the 2028-2032 STIP project prioritization process.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE STIP PRIORITIZATION PROJECT LIST

- K. School Flasher Beacon Memorandum of AgreementsTab 12**
(2 minutes/Parks)
Staff will present the Memorandum of Agreements for the School Flasher Beacon with the Logan-Rogersville R-VIII School District and the City of Republic

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE EXECUTIVE DIRECTOR TO ENTER INTO A MEMORANDUM OF AGREEMENT WITH THE LOGAN-ROGERSVILLE R-VIII SCHOOL DISTRICT AND THE CITY OF REPUBLIC TO PROCURE SCHOOL ZONE FLASHING BEACONS

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 14

(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, September 17, 2026 at 12:00 p.m. in person.

Attachments

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

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM I.B.

May 21, 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 May 21, 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 May 21, 2026 meeting minutes”

OR

“Move to approve the Board of Directors May 21, 2026 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
MAY 21, 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:

Jerry Compton, Citizen-at-Large
Travis Cossey, City of Nixa (a)
Chris Coulter, Greene County (a)
Mark Crabtree, City of Battlefield
Eric Franklin, City of Republic
Brandon Jenson, City of Springfield

Marshall Kinne, Springfield Citizen-at-Large
Derek Lee, City of Springfield
Rusty MacLachlan, Greene County
Lynn Morris, Christian County
Beth Schaller, MoDOT (non-voting)
Kelly Turner, City Utilities

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

The following members were not present:

Steve Bach, Springfield Citizen-at-Large
Cecelie Cochran, FHWA (non-voting)
RJ Flores, Christian Co Citizen-at-Large
Eric Johnson, City of Ozark (a)

Mark Schenkelberg, FAA (non-voting)
Dan Smith, City of Springfield (a)
Brian Weiler, Springfield-Branson Airport (a)
Wes Young, City of Willard (a)

Others Present: Jered Taylor, Congressman Burlison's Office; Mike Ussery, Senator Schmitt's Office; Drew Hilpert, City Utilities; Chris McPhail, City of Battlefield; Nate Miller, City of Nixa; 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 12:04 p.m.

I. Administration

A quorum was present.

A. Approval of Board of Directors Meeting Agenda

Brandon Jenson made a motion to approve the May 21, 2026 agenda. Lynn Morris seconded the motion. The motion passed.

B. 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.

C. Adoption of the Consent Agenda

Kelly Turner made a motion to adopt the Consent Agenda. Eric Franklin seconded the motion. The motion passed.

Consent Agenda Items:

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

D. Executive Director's Report

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

E. MoDOT Update

Beth Schaller provided the MoDOT update.

F. Legislative Reports

Jered Taylor with Congressman Burlison's office and Mike Ussery with Senator Schmitt's office provided the legislative report.

G. Federal Funds Status Update

Jen Thomas provided the FY 2026 obligations update.

II. New Business

A. FY 2027-2031 Statewide Transportation Improvement Program

Sara Fields highlighted the FY 2027-2031 Statewide Transportation Improvement Program (STIP).

Marshall Kinne made a motion to endorse the FY 2027-2031 Statewide Transportation Improvement Program. Mark Crabtree seconded the motion. The motion passed.

B. 2026 MoDOT High Priority Unfunded Needs List

Sara Fields shared the recommended the 2026 MoDOT Unfunded Needs List.

Jerry Compton made a motion to approve the Unfunded Needs List. Derek Lee seconded the motion. The motion passed.

C. Wilson's Creek/Republic Road Trail

Debbie Parks reviewed the proposed partnership with Ozark Greenways for preliminary engineering of the Wilson's Creek/Republic Road Trail.

Program Agreement

Derek Lee made a motion 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 \$423,465 in Carbon Reduction funds. Marshall Kinne seconded the motion. The motion passed.

Memorandum of Agreement

Eric Franklin made a motion 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 engineering. Kelly Turner seconded the motion. The motion passed.

Engineering Services Contract

Marshall Kinne made a motion 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. Lynn Morris seconded the motion. The motion passed.

D. School Flasher Beacon Procurement

Debbie Parks reviewed the requested procurement for the flashing zone beacon equipment awarded to Logan-Rogersville R-VIII and the City of Republic.

Funding Agreement

Brandon Jenson made a motion to approve the Executive Director to enter into a Program Agreement with MoDOT for the Flashing School Zone Beacon Project in the amount of \$250,000 in Carbon Reduction funds. Eric Franklin seconded the motion. The motion passed.

Procurement

Marshall Kinne made a motion 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. Derek Lee seconded the motion. The motion passed.

E. FY2027 Unified Planning Work Program

Debbie Parks presented the FY2027 Unified Planning Work Program.

Derek Lee made a motion to approve the FY2027 Unified Planning Work Program. Eric Franklin seconded the motion. The motion passed.

F. FY2027 OTO Combined Budget

Debbie Parks reviewed the FY2027 OTO Combined Budget.

Lynn Morris made a motion to approve the FY2027 OTO Combined Operational Budget. Brandon Jenson seconded the motion. The motion passed.

G. Proposed Bylaw Amendment

Sara Fields shared the proposed bylaw amendment to increase dues.

Mark Crabtree made a motion to approve a bylaw amendment to increase dues by 15 cents, from 47 cents to 62 cents, as recommended by staff. Lynn Morris seconded the motion. The motion passed.

III. Other Business

A. Board of Directors Member Announcements

Kelly Turner shared that the 3rd week of June is Transit Appreciation Week.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues for member review.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting

With no further business to come before the Board, Travis Cossey closed the meeting at 1:12 p.m.

The meeting was adjourned at 1:12 p.m.

Eric Franklin
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM I.G.

Federal Funds Obligation Status – July 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 \$5.4 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 \$5.4 million by September 30, 2026.

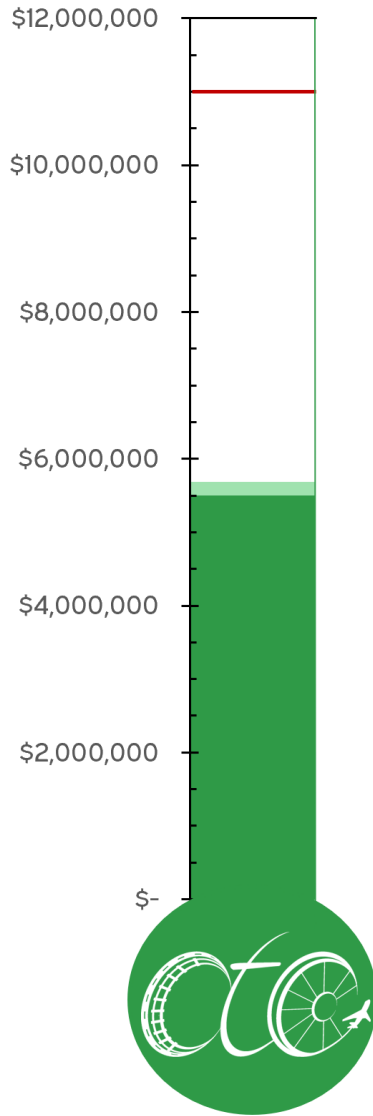
Staff has developed a status report which documents federal fiscal year obligations to date, as well as projected obligations for the 2026 fiscal year.

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.

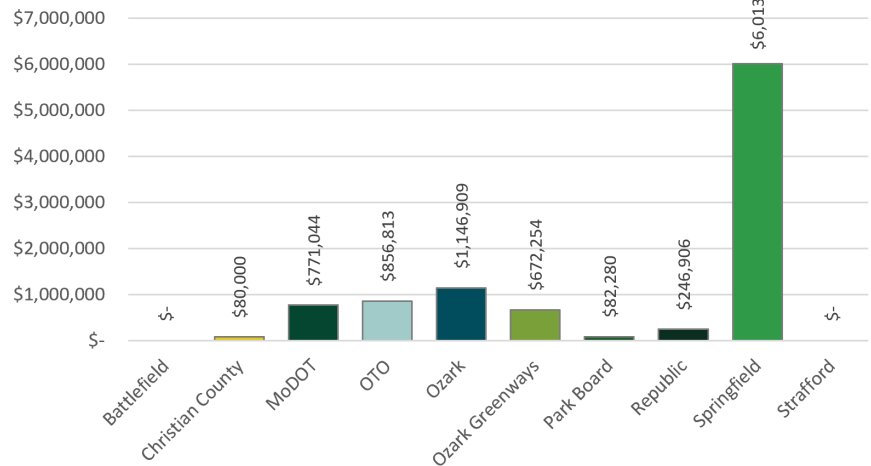
FY 2026 Project Tracking

YTD Funds Obligated

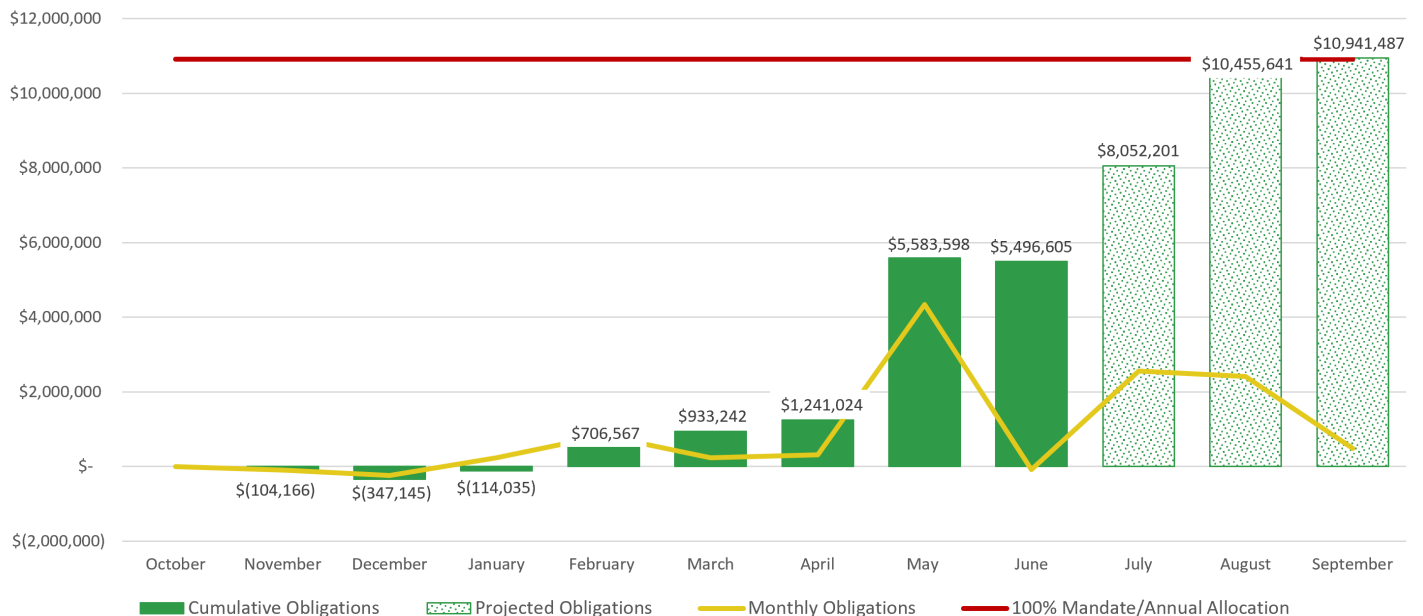


FY 26 Beginning Balance	\$13,329,147
100% Mandate/Annual Allocation	\$10,907,804
YTD Obligations	\$5,496,605
Amount Needed to 100% Mandate	\$5,411,199
Remaining Critical Obligations	\$5,681,401

Remaining FY26 Critical & At-Risk Obligations by Lead Agency



FY26 Federal Funding Obligations



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	(284,718.39)	(1,217,960.69)
S603067 E. Sunshine SW	Springfield	(23,063.56)	(1,241,024.25)
0441126 I-44 Aesthetics/Safety	MoDOT	(407,967.88)	(1,648,992.13)
5901824 TMC Signal Replacements	Springfield	(427,364.25)	(2,076,356.38)
5901846 60/65 Study	OTO	(14,312.67)	(2,090,669.05)
5901837 Bennett St. Fassnight Creek ROW	Springfield (CRP)	(1,279.71)	(2,091,948.76)
5901837 Bennett St. Fassnight Creek ROW	Springfield (STBG-U)	(2,650,720.29)	(4,742,669.05)
9900905 N. 21st and N. 22nd	Ozark	(840,929.11)	(5,583,598.16)
9901885 Tracker/Nicholas PE	Christian County	(103,594.11)	(5,687,192.27)
5900851 Springfield Resurfacing	Springfield	446,970.76	(5,240,221.51)
5944805 Jackson Street Resurfacing	Willard	24,993.47	(5,215,228.04)
9901827 ChadwickFlyr Jackson/Clay	Ozark	41.57	(5,215,186.47)
00FY827 UPWP FY 2027	OTO	(281,420.00)	(5,496,606.47)
PENDING OBLIGATIONS			
5901828 Sherman Parkway Link	Springfield	66,571.20	(5,430,035.27)
9901859 Battlefield Trail of Tears	Battlefield	44,272.67	(5,385,762.60)
S606006 Division RR	MoDOT	(300,000.00)	(5,685,762.60)
PLANNED CRITICAL OBLIGATIONS			
0652084/S603067 E. Sunshine SW	MoDOT	(164,685.00)	(5,850,447.60)
EN2604 Wilson's Creek Republic Rd Trail	OTO	(423,464.80)	(6,273,912.40)
EN2612 Area wide School Flashing Beacons	OTO	(36,000.00)	(6,309,912.40)
9901875 Chadwick Flyer Jackson Connector	Ozark	(254,919.00)	(6,564,831.40)
EN2607 Finley River Western Exp Ph 1	Ozark	(891,989.60)	(7,456,821.00)
9901867 Lost Hill Park Bridge CON	Park Board	(82,280.00)	(7,539,101.00)
EN2610 Hines Street Ped Project	Republic	(246,906.40)	(7,786,007.40)
MO2701 FY 2027 TMC Staff	Springfield	(592,000.00)	(8,378,007.40)
5901844 Springfield Resurfacing	Springfield	(2,400,000.00)	(10,778,007.40)
5901845 Kansas Ave ROW	Springfield	(400,000.00)	(11,178,007.40)
PENDING DEOBLIGATIONS			
5916808 ADA Sun., Nat'l, B.field		915.20	(11,177,092.20)
00FY824 OTO Operations/Planning		143,071.16	(11,034,021.04)
7441012 Kearney/Packer		0.00	(11,034,021.04)
9901883 Nixa North Street		92,533.09	(10,941,487.95)
AT-RISK TO OBLIGATE			
CC2504 - Tracker/Nicholas ROW	Christian County	(80,000.00)	(80,000.00)
5936804 Ward Branch National to Fremont	OTO	(397,348.00)	(477,348.00)
5901834 Posenke Gap	Ozark Greenways	(672,253.60)	(752,253.60)
SP2614 Flashing Beacon Equipment	Springfield	(545,608.00)	(1,022,956.00)
SP2611 Regional Transportation Planning	Springfield	(100,000.00)	(852,253.60)
5901849 FY26 ADA Improvements	Springfield	(743,760.00)	(1,766,716.00)
5900853 Main Bridge over Jordan ROW	Springfield	(352,000.00)	(1,204,253.60)
SP2612 Fremont ROW	Springfield	(880,000.00)	(2,646,716.00)
S604083 South Sidewalks 6th-14th	MoDOT	(306,359.00)	(1,510,612.60)

TAB 3



Study Updates

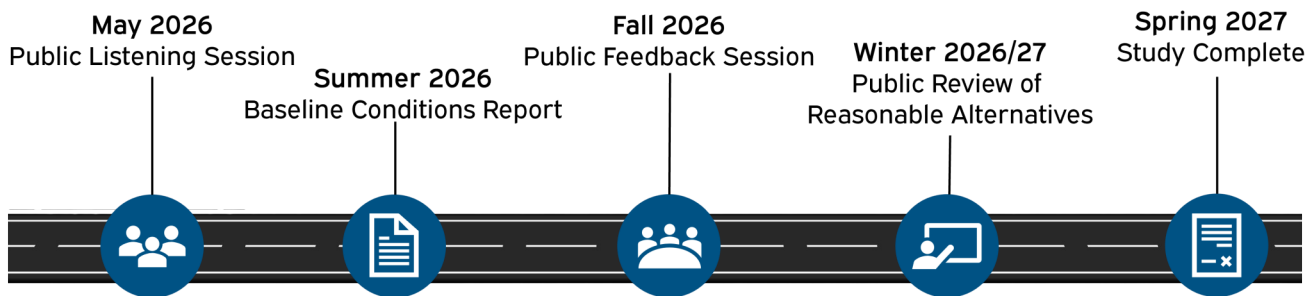
6065study.com



- Over 200 people attended the Public Listening Session on May 28th. KY3, Springfield Business Journal and the Daily Citizen have each reported on the study and meeting.
- Approximately 900 surveys or comments were received.
- The Technical Advisory Committee met on June 26th, and will meet again later this summer.

Next Steps

- The team will continue to meet with stakeholders individually or in small groups.
- CMT is working on the Baseline Conditions Report.
- OTO will be posting a summary of the feedback received on the website.



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 4

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.C.

Resolution to Approve Line of Credit

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization is managing projects utilizing reimbursable federal funds. The OTO established a Business Line of Credit in the amount of \$350,000 in 2022 with Arvest Bank to cash flow the construction of the Chadwick Flyer Trail Phase III. The OTO has renewed this line of credit three times since 2022. The OTO has continued to manage engineering services projects and studies in the OTO area. The OTO currently is under contract for the US-60/US-65 Study and will add the Republic Road Trail Study and Ward Branch Trail Construction project during the fiscal year.

MoDOT approved an OTO cash management plan for federal grants awards in November 2021 that allows us to submit invoices and reduces the time between invoice submittal and reimbursement. This should prevent a reduction in cash balances for a significant amount of time. It has been our experience that even with the cash management plan, there are occasions when reimbursements have been delayed.

As a backup plan, we would like to request reauthorization for the OTO line of credit to ensure that in the event timely reimbursements are not received we are able to meet our financial commitments.

The renewal resolution is provided with this agenda.

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 resolution to allow the OTO to renew the business line of credit in the amount of \$350,000 as needed to cover budgeted expenses associated with multiple federal projects.”

OR

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



Resolution # 2026-05

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

July 16, 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 deems it advisable and in the best interest of the Organization to renew a business line of credit with a maximum loan amount of Three Hundred and Fifty Thousand Dollars (\$350,000.00) to ensure that the cash flow of the Organization is sufficient.

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

NOW, THEREFORE, BE IT RESOLVED, the Board does hereby approve the renewal of the Line of Credit with Arvest Bank.

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.

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

The above resolution is hereby Adopted on this 16th day of July 2026.

ATTEST:

Mr. Travis Cossey
OTO Board of Directors Chair

Mr. Eric Franklin
OTO Board of Directors Secretary

TAB 5

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.D.

***Destination 2045* Amendment Number 12**

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

AGENDA DESCRIPTION:

New Project

The City of Springfield was awarded \$13.8 million federal Safe Streets for All (SS4A) implementation grant. A project must be added to the LRTP and the TIP in order to spend federal transportation funds.

One new project has been proposed to be added to the Constrained Project List in *Destination 2045*.

- A121 –Campbell Avenue Safety Improvements (New)

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting held on June 17, 2026, the Technical Planning Committee recommended the Board of Directors approve Amendment Twelve to *Destination 2045*.

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 Twelve to *Destination 2045*.”

OR

“Move to approve Amendment Twelve to *Destination 2045* with the following changes...”

Constrained Project List for Roadway, Bicycle, Pedestrian, ITS, Operations, and Maintenance

97: Non-Transit Constrained Project List

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2022	\$147,155,534
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2023	\$78,619,210
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2024	\$52,907,261
39	N/A	Various 2022-2025 TIP	Project Costs for TIP Adopted 7/15/2021	2025	\$38,395,001
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2023	\$430,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2024	\$800,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2025	\$1,500,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2026	\$2,100,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2027	\$2,163,000
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2028	\$2,227,890
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2029	\$2,294,727
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2030	\$2,363,569
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2031	\$2,434,476
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2032-2037	\$16,219,601
43	N/A	Various ADA/Bike/Ped/Trail Investments	Annual Program	2038-2045	\$26,624,524
10	N/A	MoDOT Signal Replacement Program	Annual Program	2026	\$4,502,035
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2025	\$2,458,636
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2026	\$2,532,395
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2027	\$2,608,367
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2028	\$2,686,618
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2029	\$2,767,216
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2030	\$2,850,233

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2031	\$2,935,740
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2032-2037	\$19,730,208
11	N/A	MoDOT Bridge Asset Management Program	Annual Program	2038-2045	\$32,947,211
12	N/A	MoDOT Safety Improvement Program	Annual Program	2025	\$1,966,909
12	N/A	MoDOT Safety Improvement Program	Annual Program	2026	\$2,025,916
12	N/A	MoDOT Safety Improvement Program	Annual Program	2027	\$2,086,693
12	N/A	MoDOT Safety Improvement Program	Annual Program	2028	\$2,149,294
12	N/A	MoDOT Safety Improvement Program	Annual Program	2029	\$2,213,773
12	N/A	MoDOT Safety Improvement Program	Annual Program	2030	\$2,280,186
12	N/A	MoDOT Safety Improvement Program	Annual Program	2031	\$2,348,592
12	N/A	MoDOT Safety Improvement Program	Annual Program	2032-2037	\$15,647,404
12	N/A	MoDOT Safety Improvement Program	Annual Program	2038-2045	\$25,685,260
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2025	\$8,741,816
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2026	\$9,004,070
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2027	\$9,274,193
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2028	\$9,552,418
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2029	\$9,838,991
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2030	\$10,134,161
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2031	\$10,438,185
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2032-2037	\$72,005,677

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
13	N/A	MoDOT Interstate and Major Routes Pavement Improvement Program	Annual Program	2038-2045	\$126,566,059
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2025	\$811,896
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2026	\$836,253
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2027	\$861,341
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2028	\$887,181
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2029	\$913,796
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2030	\$941,210
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2031	\$969,446
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2032-2037	\$6,572,273
19	N/A	MoDOT Minor Routes Pavement Program	Annual Program	2038-2045	\$11,164,411
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2025	\$546,364
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2026	\$562,754
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2027	\$579,637
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2028	\$597,026
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2029	\$614,937
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2030	\$633,385
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2031	\$652,387
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2032-2037	\$4,346,501
21	N/A	MoDOT Intersection Operational Improvement Program	Annual Program	2038-2045	\$7,134,794

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2025	\$1,803,000
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2026	\$2,082,600
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2027	\$1,912,802
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2028	\$1,970,186
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2029	\$2,029,292
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2030	\$2,090,171
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2031	\$2,152,876
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2032-2037	\$14,343,453
34	N/A	MoDOT/Springfield ITS Operations and Management Program	Annual Program	2038-2045	\$23,544,822
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2026	\$9,860,043
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2027	\$10,155,844
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2028	\$10,460,520
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2029	\$10,774,335
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2030	\$11,097,565
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2031	\$11,430,492
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2032-2037	\$76,155,222

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
44	N/A	Various Operations and Maintenance - State and Local Systems	Annual Program	2038-2045	\$125,009,026
48	N/A	MoDOT Scoping	Annual Program	2025	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2026	\$50,000
48	N/A	MoDOT Scoping	Annual Program	2027	\$51,500
48	N/A	MoDOT Scoping	Annual Program	2028	\$53,045
48	N/A	MoDOT Scoping	Annual Program	2029	\$54,636
48	N/A	MoDOT Scoping	Annual Program	2030	\$56,275
48	N/A	MoDOT Scoping	Annual Program	2031	\$57,964
48	N/A	MoDOT Scoping	Annual Program	2032-2037	\$399,851
48	N/A	MoDOT Scoping	Annual Program	2038-2045	\$702,827
49	N/A	MoDOT Rail	Annual Program	2026	\$200,000
49	N/A	MoDOT Rail	Annual Program	2027	\$206,000
49	N/A	MoDOT Rail	Annual Program	2028	\$212,180
49	N/A	MoDOT Rail	Annual Program	2029	\$218,545
49	N/A	MoDOT Rail	Annual Program	2030	\$225,102
49	N/A	MoDOT Rail	Annual Program	2031	\$231,855
49	N/A	MoDOT Rail	Annual Program	2032-2037	\$1,544,724
49	N/A	MoDOT Rail	Annual Program	2038-2045	\$2,535,669
A31	N/A	Various EV Chargers	EV Charger Program for about 60 Charging Ports	2024	\$937,500
A111	N/A	Springfield ROW Program	ROW Purchase for Future Projects	2026	\$5,000,000
57	3rd/Oak	Ozark 3rd and Oak Intersection Improvements	Intersection Improvements at 3rd and Oak - Crossing over drainage way	2032-2037	\$2,604,581
247	Azalea	Battlefield Azalea Gap	Complete the gap between Lilac Ln and Morning Glory	2023	\$875,500
A121	Campbell	Springfield Campbell Avenue Safety Improvements	Safety and related improvements from W Minota Street to W Sunshine Street and from W Walnut Lawn Street to S South Avenue	2027	\$17,300,000
1	Chestnut	MoDOT Chestnut Expwy Capacity and Safety Improvements	Capacity and Safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue)	2032-2037	\$5,064,462
212	Chestnut	MoDOT Chestnut Expwy from Glenstone to US 65	Operational Improvements	2038-2045	\$3,559,229
2	Division	MoDOT Division St Improvements	Capacity improvements from Airport Boulevard to West Bypass	2038-2045	\$16,016,529
99	Division	Springfield Division Street - Glenstone to Hwy 65	Capacity and Safety Improvements	2032-2037	\$15,844,532

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
45	EW Arterial	Greene East/West Arterial from Kansas Expressway to Campbell Ave	New roadway corridor with bicycle and pedestrian accommodations	2038-2045	\$26,249,311
114	Glenstone	MoDOT Glenstone Safety and Operational Improvements Phase III	Glenstone Safety and Operational Improvements from Valley Water Mill to James River Freeway	2030	\$950,078
183	I-244	MoDOT Conversion of JRF and US 65 to I-244	Ramp Improvements and Signage necessary to designate I-244	2029	\$1,229,874
4	I-44	MoDOT I-44 Capacity Improvements I	Capacity improvements from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield	2026	\$42,140,000
5	I-44	MoDOT I-44 Capacity Improvements II	Capacity improvements from Kansas Expwy to Glenstone Ave	2025	\$57,850,000
6	I-44	MoDOT I-44 Ramp Improvements	Ramp improvements at I-44/Rte. 125 interchange	2030	\$2,533,540
121	I-44	MoDOT I-44 Capacity Improvements	Capacity Improvements from US 65 to Rte 125	2026	\$93,950,000
41	I-44/MM/B	MoDOT I-44 and Routes MM/B Interchange	Interchange improvements at Routes MM/B	2023	\$7,332,570
22	ITS	MoDOT ITS from Springfield to Rogersville	ITS improvements from Springfield to Rogersville (Route 65 to Route 125)	2024	\$1,140,468
126	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, III, & IV	Kansas Expwy - Norton Rd to Kearney Includes Interchange	2026	\$53,720,000
127	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - Kearney to Grand	2032-2037	\$4,340,968
128	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2027	\$7,535,281
131	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase II	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	2032-2037	\$9,405,430
248	Kansas Expy/Sunshine	MoDOT Kansas and Sunshine Intersection	Intersection Improvements	2027	\$6,955,644
134	Kearney	MoDOT Kearney Safety and Operational Improvements - Airport to LeCompte	Kearney - Airport to LeCompte	2032-2037	\$2,652,331
138	Kearney	MoDOT Kearney Safety and Operational Improvements - LeCompte to Mulroy	Kearney - LeCompte to Mulroy	2038-2045	\$3,737,190
216	LeCompte	Springfield LeCompte Rd Capacity Improvements	Capacity Improvements	2038-2045	\$3,559,229
215	LeCompte/YY	MoDOT LeCompte Rd and Rte YY Intersection Improvements	Intersection Improvements	2038-2045	\$3,559,229
65	Longview/65	MoDOT Longview & 65 Interchange	Longview and 65 interchange	2038-2045	\$24,914,600

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
246	Main	Nixa Main Street Nixa from Route 14 to North	Widening and Sidewalks	2038-2045	\$5,345,693
A33	Main	Springfield Main Avenue	Replace Bridge on Main Avenue	2025	7,500,000
69	McCracken	Ozark McCracken Rd Expansion	McCracken Capacity, Operational and Safety Improvement	2030	\$2,406,863
78	Miller	Willard Miller - E Proctor to New Melville	This is a project to continue improvement on a collector street	2024	\$477,405
80	Miller	Willard Miller Rd - New Melville to Hughes	Approximately 3,980 feet of road widening with ADA compliant sidewalks and stormwater improvements	2032-2037	\$2,170,484
8	Mulroy Road	Other Mulroy and I-44	Interchange Improvements	2023	\$3,090,000
A101	Nicholas and Tracker	Christian Nicholas and Tracker	Intersection Improvements	2026	\$1,305,000
A102	North 21st/22nd	Ozark US 65 Western Outer Road Improvements through Ozark	Intersection and Roadway Improvements	2026	\$1,500,000
14	Route 125	MoDOT Rte. 125 Intersection and Outer Road Improvements	Intersection improvements at I-44 North Outer Road; Relocate North Outer Road	2032-2037	\$11,299,539
240	Route 125/Farm Road 84	MoDOT Route 125 and Farm Road 84 Intersection Improvements	Intersection Improvements	2038-2045	\$1,334,711
172	Route 125/OO	MoDOT S. 125/OO Signalization	Signalization	2028	\$1,194,052
173	Route 125/OO	MoDOT N. 125/OO Intersection Improvements	Intersection Improvements	2025	\$6,556,362
15	Route 13	MoDOT Rte. 13 Intersection improvements at FR 94	Add turn lanes/reconfigure intersection/safety enhancements	2028	\$1,791,078
16	Route 14	MoDOT Rte. 14 Improvements from 14th Avenue to Rte. W	Capacity, safety and operational improvements from 14th Ave. to Rte. W	2029	\$10,811,821
17	Route 14	MoDOT Rte. 14 Improvements from Rte. NN to 3rd Street	Widen bridge, add westbound right turn lane from Route NN to 3rd Street in Ozark. Potential Cost Share	2029	\$4,304,559
18	Route 14	MoDOT Rte. 14 Improvements Nixa to Ozark	Roadway improvements from Tiffany Boulevard/Majestic Oak Ave. to Fremont Road	2038-2045	\$42,427,784
61	Route 14	MoDOT Rte. 14 Improvements - Fremont to 32nd	Route 14 improvements from Fremont to 32nd	2038-2045	\$5,698,325
56	Route 14/Church	MoDOT Church and 14 Crossing improvements	Hwy 14 & Church control & Streetscape upgrade	2025	\$2,403,999
59	Route 14/W	MoDOT Intersection Improvements at W - Route 14	Intersection Improvements at W	2026	\$2,813,772

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
139	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Plainview to Hwy CC	2038-2045	\$39,151,514
140	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Hwy CC to Rte 14	2038-2045	\$19,575,757
142	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 & Aldersgate Intersection improvements	2038-2045	\$1,779,614
244	Route 174	MoDOT Rte. 174 Intersection improvements at Main St	Intersection improvements	2032-2037	\$3,328,075
243	Route 174	MoDOT Rte 174	Capacity Improvements Main to 60	2032-2037	\$7,234,946
23	Route 60	MoDOT US 60 Capital Improvements	Capital improvements from Route M/MM to Route 360	2025	\$10,091,334
24	Route 60	MoDOT Rte. 60 Freeway Improvements from Routes NN/J to Farm Road 223	Freeway improvements from e/o Rtes. NN/J to Farm Road 223	2032-2037	\$22,693,133
26	Route 60	MoDOT Rte. 60 Freeway Improvements	Freeway improvements from e/o Rte. 65 to w/o Rtes. NN/J w/o interchange at 189	2032-2037	\$28,939,785
196	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase I	Intersection Improvements	2029	\$4,181,571
200	Route 60	MoDOT US 60 improvements - RT 174 to MM	Six Lane	2026	\$31,064,043
250	Route 60	MoDOT Address flooding on Route 60 between NN and 223	Roadway geometric improvements to reduce flooding on Route 60	2032-2037	\$5,787,957
167	Route 60/65	MoDOT Ramp Improvements at Route 60/65	Ramp Capacity Improvements	2032-2037	\$14,469,893
235	Route 60/National	MoDOT JRF & National Interchange Capacity Improvements	Interchange Improvements	2038-2045	\$14,236,914
27	Route 65	MoDOT Rte. 65 Interchange Improvements at Kearney Street	Interchange improvements, replace bridge at Route 744 (Kearney St.) in Springfield	2030	\$19,001,551
28	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. 14 to Rte. F	Capacity and Operational Improvements from Rte. 14 to Rte. F	2025	\$11,145,815
29	Route 65	MoDOT Rte. 65 Capacity Improvements, Rte. CC to Rte. 14	Capacity Improvements Rte. CC to Rte. 14	2029	\$16,575,010
33	Route 65/CC	MoDOT Route 65 and Rte. CC Interchange operational improvements	Eastbound Dual Left turn lanes to Route 65, extend northbound ramp	2025	\$2,513,272
213	Route AA/Owen	MoDOT Rte AA intersection improvements at Owen Rd	Intersection Improvements	2038-2045	\$2,669,421
161	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection Realignment	Rte AB & Hwy 266	2038-2045	\$3,559,229

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
162	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Hwy 266 & Rte B	2032-2037	\$4,051,570
30	Route CC	MoDOT Rte. CC Capacity Improvements Fremont Road to Rte. 65	Capacity improvements from Fremont Road to Route 65 in Ozark	2025	\$6,009,999
31	Route CC	MoDOT Rte. CC Extension in Nixa	Extend Route CC from Route 160 to Main Street in Nixa	2032-2037	\$8,681,936
32	Route CC	MoDOT Rte. CC Intersection improvements at Main St.	Intersection Improvements at Rte. CC & Main Street in Nixa	2031	\$2,413,830
63	Route CC	MoDOT Rte. J Improvements Ozark	Rte J - US 65 to Hwy NN - Widening	2038-2045	\$5,338,843
154	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Cheyenne to Main	Rte. CC Cheyenne to Main	2030	\$11,400,931
155	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark - Fremont to Cheyenne	Rte CC - Fremont to Cheyenne	2032-2037	\$10,128,925
204	Route FF	MoDOT Route FF Intersection Improvements	Improvements at various locations along FF through Battlefield	2032-2037	\$4,340,968
36	Route MM	MoDOT Rte. MM Improvements I-44 to James River Freeway	Capacity Improvements from I-44 to James River Freeway in Republic	2025	\$10,061,830
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	2028	\$4,406,000
37	Route MM	MoDOT Route MM Capacity Improvements	Widen improvements from 3 to 5 lanes	2038-2045	\$3,000,430
251	Route MM	MoDOT Widen Bridge over James River Freeway	Bridge Widening	2038-2045	\$12,457,300
64	Route NN	MoDOT NN Improvements - Jackson to Weaver	Operational and Safety Improvements on HWY NN from Weaver to Jackson	2031	\$4,175,274
67	Route NN	MoDOT Hwy NN Improvements - J to Sunset	Capacity, Operational and Safety Improvements	2038-2045	\$2,598,237
245	Route O/Miller	MoDOT Route O and Miller Intersection and Pedestrian Improvements	Intersection and Pedestrian Improvements	2038-2045	\$177,961
174	Route OO	MoDOT OO Capacity Improvements	Capacity Improvements Route OO from south Route 125 to north Route 125	2025	\$3,278,181
169	Route OO/Washington	MoDOT Route OO and Washington Street Intersection Improvements	Intersection improvements at Washington Street, including widening of grade crossing and signalization	2026	\$4,502,035
209	Route P	MoDOT Rte P Intersection Improvements at Miller	Intersection Improvements	2032-2037	\$1,085,242

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
38	Route ZZ	MoDOT Rte. ZZ Extension	Extend Route ZZ to Route 60, construct railroad overpass in Republic.	2031	\$27,712,078
202	Route ZZ	MoDOT Rte ZZ Intersection Improvements at Hines	Intersection Improvements	2032-2037	\$2,170,484
233	Route ZZ/Repmo	MoDOT Rte ZZ & Repmo Dr Intersection Improvements	Intersection Improvements	2038-2045	\$2,669,421
A32	Smyrna	Christian Green Bridge	Replace Green Bridge in Christian County	2024	\$,3,560,000
58	South	MoDOT South Street Expansion	Capacity/Safety/Operational Improvements 6th to 14th	2028	\$1,515,252
40	Sunshine	MoDOT East Sunshine Safety and Operational Improvements	Safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	2032-2037	\$3,255,726
A103	Weaver	Battlefield Weaver Road Improvements	Roadway improvements between FF and Cloverdale	2028	\$2,000,000
147	West Bypass	MoDOT West Bypass Intersection Improvements Phase I	Various Intersection Improvements from Division to James River Freeway	2031	\$2,283,353
TOTAL COST					(\$2,072,225,226)
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,178,714,911
Remaining Funding					\$165,422,964
*Prior year funding identified in FY 2022-2025 TIP					

Non-Transit unconstrained Needs

100: Unconstrained Non-Transit List – Unfunded Needs

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
74	10th	Ozark 10th Street Bridge	10th Street Bridge - Part of the NN Improvements to South - Connect NN to Oak and then South St. Must cross Finley River	\$8,500,000
3	4th to Plainview	Battlefield New Road from City of Battlefield to Plainview	Connecting 4th in Battlefield to Plainview Road	\$2,000,000
222	Camino Alto/Lyon	Springfield Camino Alto & Lyon Ave	Signalization	\$2,500,000
92	Campbell	Springfield Campbell Avenue - Republic to Westview (Primrose)	Capacity and Safety Improvements	\$1,500,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
46	EW Arterial	Greene East/West Arterial - Campbell to National Ave	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
47	EW Arterial	Greene East/West Arterial - National Ave to Kissick	New roadway including bicycle and pedestrian accommodations.	\$19,000,000
185	EW Arterial	Greene East/West Arterial from Kissick to Southview	New roadway including bicycle and pedestrian accommodations.	\$15,000,000
187	EW Arterial	Greene E/W Arterial - Kansas Expy to FF	New roadway including bicycle and pedestrian accommodations.	\$17,000,000
52	Farm Road 115/140	Greene Farm Road 115 (Haseltine Rd) at Farm Road 140	Intersection improvements at FR 115 & FR 140 to include a new roundabout with storm water and pedestrian improvements.	\$1,500,000
7	Farm Road 190	Greene Extend Farm Road 190 past Battlefield	Extension from FF to FR 115	\$2,000,000
221	Farm Road 89/Hickory	Greene Farm Road 89 & Hickory Ln	Signalization	\$10,000
220	Farm Road 89/Williamsburg	Greene Farm Road 89 & Williamsburg Walk	Signalization	\$10,000
70	Farmers Branch	MoDOT Farmers Branch Expansion	Capacity, Operational and Safety Improvements Farmers Branch to County Line	\$3,350,000
71	Fremont	Ozark Fremont Rd Expansion	Fremont Rd - HWY CC to Longview Capacity, Operational and Safety Improvements	\$2,765,000
73	Fremont	Ozark Fremont Rd Expansion - Ph 2	Fremont Rd - Longview to 14. Capacity, Operational and Safety Improvements	\$3,550,000
231	Glenstone/Sunshine	MoDOT Glenstone & Sunshine intersection improvements	Operational improvements at Sunshine and Glenstone	\$5,000,000
234	Hines/Lynn	Republic Hines & Lynn intersection improvements	Intersection Improvements	\$2,000,000
83	Hughes	Willard Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	\$550,000
116	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - Chestnut to US 160	\$4,080,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
117	I-44	MoDOT I-44 Safety and Operational Improvements	I-44 - 360 to Chestnut	\$4,080,000
168	I-44/125	MoDOT I-44 and Route 125 Interchange Improvements	Interchange improvements at Route 125 including pedestrian accommodations	\$20,000,000
130	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase III	Kansas Expwy - Grand to Republic, excluding Sunshine Intersection	\$6,500,000
125	Kansas Expy	MoDOT Kansas Expressway Capital Improvements Phase I, II, & III	Kansas Expwy - OTO Northern Boundary to Norton	\$25,000,000
236	Kansas Expy/Walnut	MoDOT Kansas Expwy & Walnut St bike crossing	Bike/ped crossing improvements	\$150,000
219	Main/Farm Road 168	Greene Main & FR 168 intersection improvements	Intersection Improvements	\$550,000
81	McCracken	Ozark McCracken Rd Upgrades Ph 2	Operational and Safety Improvements Hawkins Road to HWY J	\$2,250,000
68	Melton	Ozark Melton Intersection & Turn Lane	Intersection at Melton & right turn lane on to Melton	\$996,000
55	National Avenue	Greene National Avenue (FR 163) Roadway Extension	Extend National Avenue (FR 163) from Farm Road 192 to the southern Greene County/Christian County line as a Primary Arterial corridor.	\$7,000,000
66	North	Ozark W North Rd Improvements	Longview expansion from Cheyenne to Fremont	\$1,560,000
88	North	Nixa North St expansion	Upgrading North St to current OTO Secondary Arterial Standards	\$8,000,000
62	OTC Entrance	MoDOT OTC Entrance Upgrades	OTC Campus Entrance control upgrade	\$2,500,000
54	Plainview Road	Greene Plainview Road (FR 182) Widening from Golden to Battlefield City Limits	Widening Plainview Road (FR 182) to a 3-lane section including upgraded pedestrian facilities and new curb & gutter.	\$10,000,000
184	Republic	Springfield Republic Road Bridge over JRF	New Bridge to connect to Gasconade	\$25,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
242	Route 125	MoDOT 125	Safety Improvements from FR 84 to OTO North Boundary	\$5,000,000
241	Route 125/Farm Road 132	MoDOT 125/ FR 132	Intersection Improvements	\$475,000
239	Route 125/YY	MoDOT 125/YY	Intersection Improvements	\$2,000,000
218	Route 13	MoDOT Highway 13 Connector to 160	Alternate route from US 360 to US 160	\$65,000,000
190	Route 14	MoDOT Hwy 14 Nicholas to OTO western boundary	Capacity and Safety Improvements	\$7,500,000
189	Route 14	MoDOT Hwy 14 improvements Rte W to Rte JJ	Capacity and Safety improvements	\$3,250,000
141	Route 160	MoDOT Rte. 160 Capacity Improvements	US 160 - Rte 14 to OTO Boundary improve transition from 6-lanes to 4-lanes to 2-lanes	\$6,000,000
193	Route 160	MoDOT US 160 widening from Jackson to Rte 123	Capacity Improvements	\$7,500,000
192	Route 160/Farm Road 123	MoDOT US 160 & FR 123 intersection improvements	Intersection Improvements	\$2,000,000
201	Route 174/Boston	MoDOT Intersection Improvements Rte 174/Boston	Intersection Improvements	\$1,500,000
238	Route 413	MoDOT MO 413 - JRF to West Bypass	six-lane	\$21,000,000
249	Route 60	MoDOT US 60 Safety and Capacity Improvements- M to Main St Phase II	Intersection Improvements	\$3,500,000
9	Route 60	MoDOT Rte. 60 Freeway Improvements	Interchange at 189	\$20,000,000
124	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - West Bypass to Kansas Expwy	\$16,000,000
123	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - MO 413 to West Bypass	\$15,000,000
122	Route 60	MoDOT James River Freeway Capacity Improvements	JRF - I-44 to MO 413	\$15,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
25	Route 60	MoDOT Rte. 60 Capacity Improvements west of Republic	Roadway improvements from County Road 194 to West Avenue in Republic.	\$3,979,000
42	Route 60/Main/P	MoDOT US 60 & Main St. Republic/State Highway P	Intersection improvements at US 60 & Main St./State Highway P, Republic. Linear and capacity improvements along Main St./State Highway P. to E Miller Rd.	\$3,000,000
164	Route 65	MoDOT US 65 Intersection improvements north of I-44	Us 65 & Rte AA/C	\$12,500,000
165	Route 65	MoDOT US 65 Intersection improvements north of I-44	US 65 & Rte KK/A	\$2,500,000
186	Route 65/Gasconade	Springfield Highway 65 & Gasconade Interchange	New interchange S. of Gasconade on US 60	\$60,000,000
225	Route AB	MoDOT Rte AB Safety improvements from Willard to Rte EE	Safety Improvements	\$1,000,000
159	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & Rte EE	\$1,000,000
160	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB and RR X-ing	\$500,000
157	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & New Melville (FR84)	\$500,000
158	Route AB/266/B	MoDOT Rtes. AB, 266 and B Intersection improvements	Rte AB & FR 94	\$500,000
214	Route B	MoDOT Rte B from Rte 266 to I-44 lane widening	Capacity Improvements	\$1,500,000
156	Route CC	MoDOT Rte. CC Improvements in Nixa and Ozark	Rte NN - Hwy J to Pheasant Rd - operational and safety improvements	\$29,000,000
205	Route FF	MoDOT Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
35	Route FF	MoDOT Rte. FF intersection improvements at Republic Road	Intersection improvements at various locations	\$2,600,000
208	Route M	MoDOT Rte M capacity improvements Rte ZZ to Rte FF	Capacity Improvements	\$20,000,000
232	Route M/Farm Road 101	MoDOT Rte M & FR 101 intersection improvements	Intersection Improvements	\$1,250,000
206	Route MM	MoDOT Rte MM intersection improvements at Sawyer	Intersection Improvements	\$1,250,000
75	Route NN	MoDOT Hwy NN Improvements Oak to South St	NN improvements Oak to South St - Connect NN to Oak and then South St. Must cross Finley River	\$642,070
210	Route P	MoDOT Rte P capacity improvements from Main to Miller	Capacity Improvements	\$4,250,000
217	Route P	MoDOT Rte P center turn lane US 60 to Lombardy	Add a center turn lane to Route P	\$3,750,000
79	Route W	MoDOT Hwy W Expansion	HWY W from 14 to Old Prospect Road, Capacity, Operational and Safety Improvements	\$2,700,000
203	Route ZZ	MoDOT Rte ZZ intersection improvements at FR 174	Intersection Improvements	\$1,500,000
82	Selmore	Ozark Selmore Widening	Capacity, Operational and Safety Improvements	\$3,810,000
76	Sunset	Ozark Sunset Intersection Improvements	Intersection at Sunset improvements	\$1,390,000
170	Washington/Madison	Strafford Realignment of Washington and Madison	Washington, Madison from Route OO to Bumgarner	\$750,000
53	Weaver Road	Greene Weaver Road (FR 178) Widening - West of Campbell Ave.	Widening Weaver Road (FR 178) to a 3-lane secondary arterial section. Project to include pedestrian facilities and curb/gutter.	\$50,000,000

Project No.	Route	Expected Sponsor Project Name	Description	Current Cost
20	West Bypass	MoDOT West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
Total				\$634,747,070

TAB 6

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.E.

Administrative Modification 5 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 5 to the FY 2026-2029 Transportation Improvement Program. This change does not affect Fiscal Constraint.

Basis for Administrative Modification

- *Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.*
- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000).*

1. ITS Operations and Management (MO2701)

Moved City of Springfield funding to FY 2026 and increased their STBG-U to \$592,000 with associated match, for a total programmed amount of \$2,019,000.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

26 May 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 Five to the OTO FY 2026-2029 Transportation Improvement Program (TIP) on May 26, 2026. Please find enclosed the administrative modification, which is outlined on the following pages. These changes did not affect Fiscal Constraint.

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

Sincerely,

Natasha L. Longpine, AICP
Transportation Planning Manager

Enclosure



Administrative Modification 5 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 5 to the FY 2026-2029 Transportation Improvement Program. This change does not affect Fiscal Constraint.

Basis for Administrative Modification

- *Update Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP.*
 - *Changes in a project's total programmed amount less than 25% (up to \$2,000,000).*
1. ITS Operations and Management (MO2701)
Moved City of Springfield funding to FY 2026 and increased their STBG-U to \$592,000 with associated match, for a total programmed amount of \$2,019,000.

MO2701-26AM5 - ITS OPERATIONS AND MANAGEMENT (2027)

Plan Revision

26AM5

Section

Cost Shares

Project Type

Operations

Lead Agency

MoDOT

County

Area Wide

Municipality

Area Wide

Status

Programmed

Total Cost

\$2,019,000

MoDoT ID

-

Federal ID

-

Project From

-

Project To

-

Project Considerations

Advance Construction

Project Description

Operations and management of Ozarks Traffic ITS in the urban Southwest District.

Funding Source Notes

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

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Operations	Local	\$0	\$148,000	\$0	\$0	\$0	\$0	\$148,000
Operations	MoDOT	\$0	\$0	\$255,800	\$0	\$0	\$0	\$255,800
Operations	MoDOT-AC	\$0	\$0	\$1,023,200	\$0	\$0	\$0	\$1,023,200
Operations	STBG-U (FHWA)	\$0	\$592,000	\$0	\$0	\$0	\$0	\$592,000
Total Operations		\$0	\$740,000	\$1,279,000	\$0	\$0	\$0	\$2,019,000
Total Programmed		\$0	\$740,000	\$1,279,000	\$0	\$0	\$0	\$2,019,000

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2026)	Programmed (2027)	Programmed (2028)	Programmed (2029)
FEDERAL				
BRO (FHWA)	\$36,000	\$36,000	\$36,000	\$36,000
CRP (FHWA)	\$1,563,899	\$0	\$0	\$0
I/M (FHWA)	\$135,000	\$0	\$0	\$0
NHPP (FHWA)	\$103,919,600	\$11,635,200	\$28,554,400	\$35,935,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$10,807,900	\$370,800	\$262,800	\$81,000
SCRIP (FHWA)	\$68,000	\$0	\$0	\$0
SS4A (FHWA)	\$1,152,000	\$0	\$0	\$0
STBG (FHWA)	\$23,256,000	\$40,000	\$1,600	\$1,600
STBG-U (FHWA)	\$19,491,840	\$6,742,669	\$4,034,881	\$846,266
TAP (FHWA)	\$2,168,164	\$134,836	\$0	\$0
Federal Subtotal	\$187,420,716	\$18,959,505	\$32,889,681	\$36,900,066
STATE				
MoDOT	\$381,129,206	\$8,695,000	\$9,237,800	\$9,405,800
MoDOT-AC	\$13,753,203	\$21,718,000	\$7,078,400	\$442,400
MoDOT O&M	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444
State Subtotal	\$401,476,328	\$37,158,579	\$23,216,928	\$16,907,644
LOCAL/OTHER				
Local	\$8,348,291	\$4,068,523	\$1,149,004	\$220,567
Local-AC	\$4,744,721	\$0	\$0	\$0
Other	\$100,000	\$0	\$0	\$0
Local/Other Subtotal	\$13,193,012	\$4,068,523	\$1,149,004	\$220,567
Total	\$602,090,056	\$60,186,607	\$57,255,613	\$54,028,277

	Prior Year	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Available State and Federal Funding	\$23,867,000	\$568,302,000	\$36,997,000	\$45,133,000	\$45,862,000	\$720,161,000
Federal Discretionary Funding	\$25,974,313	\$0	\$0	\$0	\$0	\$25,974,313
Available Operations and Maintenance Funding	\$0	\$6,593,919	\$6,745,579	\$6,900,728	\$7,059,444	\$27,299,671
Funds from Other Sources (inc. Local)	\$0	\$13,193,012	\$4,068,523	\$1,149,004	\$220,567	\$18,631,106
Available Suballocated Funding	\$8,941,340	\$11,022,645	\$11,124,296	\$2,847,873	\$11,573,718	\$45,509,872
TOTAL AVAILABLE FUNDING	\$58,782,653	\$599,111,576	\$58,935,398	\$56,030,605	\$64,715,729	\$837,575,962
Carryover		\$58,782,653	\$55,804,173	\$54,552,964	\$53,327,956	--
Programmed State and Federal Funding		(\$602,090,056)	(\$60,186,607)	(\$57,255,613)	(\$54,028,277)	(\$773,560,554)
TOTAL REMAINING	\$58,782,653	\$55,804,173	\$54,552,964	\$53,327,956	\$64,015,408	\$64,015,408

TAB 7

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.F.

OTO 2026 Public Participation Plan and 2025 Evaluation

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

AGENDA DESCRIPTION:

The OTO Public Participation Plan (PPP) provides the framework for public involvement in the regional transportation planning process and outlines how individuals, agencies, stakeholders, and other interested parties can participate in the development of transportation plans and programs.

The PPP is updated every three years to review current practices, evaluate the effectiveness of public involvement activities, and identify opportunities to improve outreach and engagement efforts. This agenda item includes both the 2026 update of the PPP and the 2025 annual evaluation of the public participation activities. The current PPP was approved by the OTO Board of Directors on July 20, 2023.

Updates include:

- A new section was included to describe how OTO evaluates public participation efforts, monitors participation trends, and uses public feedback to improve future outreach and engagement activities.
- Content throughout the plan was revised to reflect federal guidance, improve clarity and readability for the public, and better document OTO's outreach and engagement practices.
- The TIP Amendment Procedures were updated to clarify revision categories, cost thresholds, and documentation requirements, improving consistency and transparency in the management of TIP project changes.
- Results from the 2026 Interested Parties Public Participation Survey were added as Appendix A.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting held on June 17, 2026, the Technical Planning Committee recommended the Board of Directors approve the proposed Public Participation Plan.

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 proposed Public Participation Plan."

OR

"Move to approve the proposed Public Participation Plan, with these changes..."



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

DRAFT PUBLIC PARTICIPATION PLAN 2026

Approved by the Board of Directors



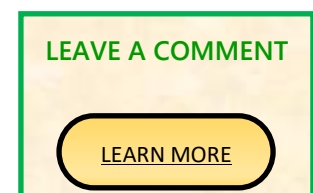
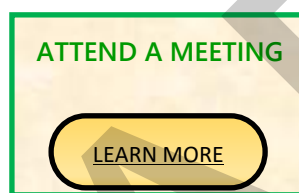
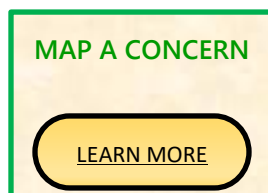
This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission,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

DRAFT

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Our goal at the Ozarks Transportation Organization is to have meaningful involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. Your comments are reviewed by staff and included in agendas for consideration by our Board of Directors and appropriate committees. Here is how you can join the conversation via the linked buttons to the OTO website:



WHAT WE DO WITH YOUR INPUT

The OTO solicits public comments for updates and major amendments to the requisite plans and key decision points in the planning process. Public comments for major plans are summarized along with an explanation of how comments were considered and, when appropriate, how they influenced the final version. Comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. In addition, public concerns are shared with MoDOT and local governments as appropriate. Meaningful public involvement is key to developing a sound and efficient transportation system that works for the people it serves.

Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.



Summary of Changes

The OTO 2026 Public Participation Plan (PPP) is an update of the 2023 PPP. The OTO updates its PPP every three years to review current practices, evaluate outreach methods, and identify opportunities to improve public involvement in transportation planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on July 20, 2023. Updates include:

- A section describing the evaluation of public participation was added to explain how the OTO reviews outreach activities, tracks participation trends, and uses public feedback to improve communication and engagement efforts.
- Content throughout the plan was updated to reflect current federal guidance, simplify descriptions and processes for better public understanding, and better document current OTO engagement practices.
- Results from the 2026 Interested Parties Public Participation Survey have been added as Appendix A.

Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002

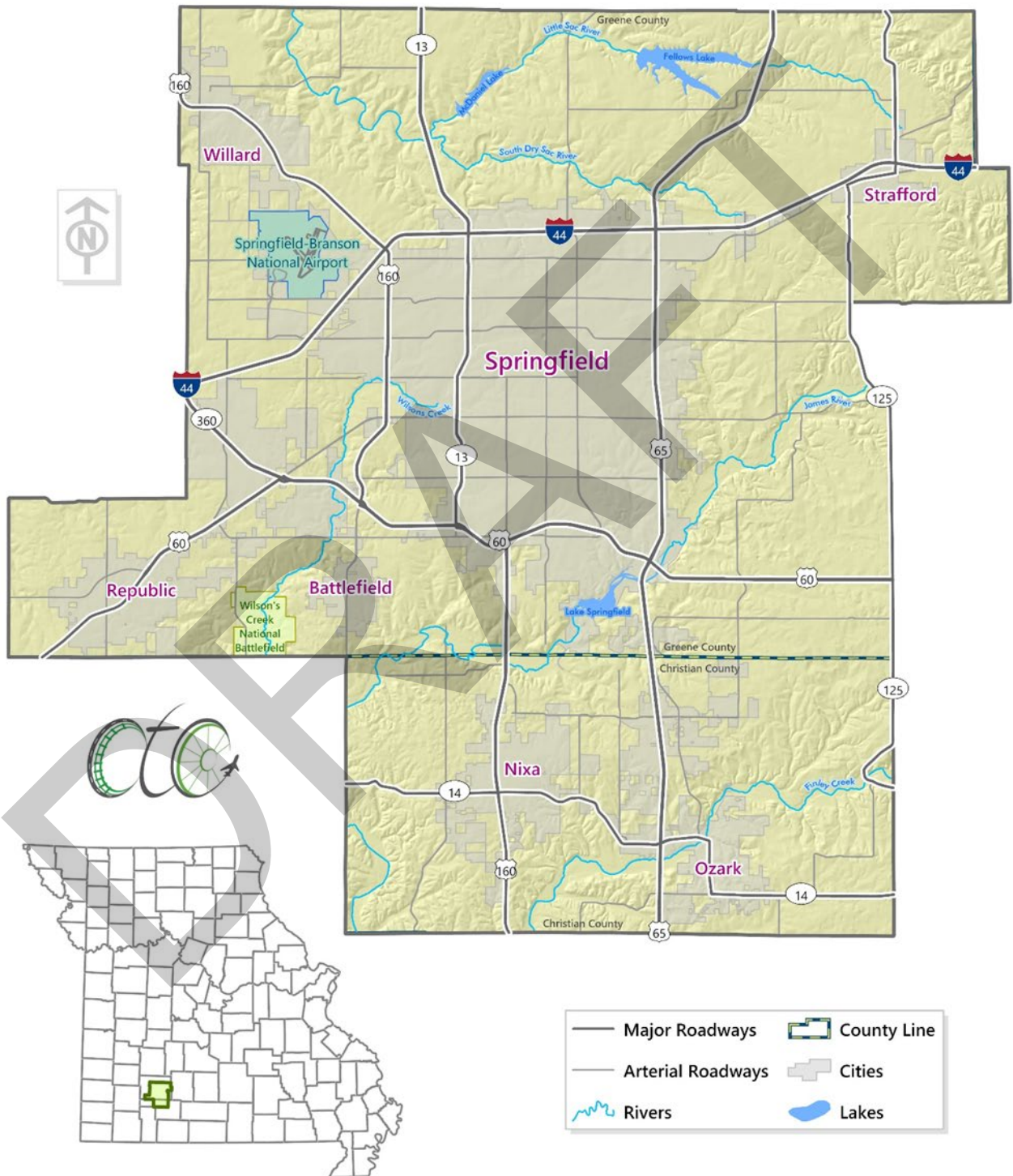


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Introduction

The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The mission of the OTO is: *To provide a forum for cooperative decision-making in support of an excellent regional transportation system.* The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive**, **cooperative**, and **continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard, representatives from public transportation agencies, and four citizen representatives.

The OTO is responsible for four major transportation plans and programs: [Long-Range Transportation Plan](#) (LRTP); [Transportation Improvement Program](#) (TIP); [Unified Planning Work Program](#) (UPWP); and [Public Participation Plan](#) (PPP). In addition, the OTO is responsible for preparing [other transportation plans and studies](#) as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a path for meaningful involvement of individuals, public agencies, and other interested parties in OTO's transportation planning processes.

The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs, "*include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs.*" (23 CFR §450.316)

To achieve broad public access, the OTO adheres to [other regulations](#) that require MPOs be proactive in involving residents, stakeholders, and interested parties throughout the metropolitan planning area. The OTO strives to provide meaningful opportunities for involvement in transportation decision-making regardless of a person's race, color, national origin, age, disability, income level, language proficiency, or other personal or economic characteristics. Consistent with guidance and requirements from the U.S. Department of Transportation (USDOT), including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the OTO seeks to reduce barriers to participation and provide accessible opportunities for public involvement throughout the transportation planning process. The following laws and regulations form the legal framework for OTO's public participation plan:

- 23 Code of Federal Regulations (CFR) 450.316 outlines the participation requirements for Metropolitan Planning Organizations (MPOs), including the development of a public participation plan;
- Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. Title VI applies to all organizations that receive federal funding;
- Section 504 and Section 508 of the Rehabilitation Act of 1973 and The Americans with Disabilities Act of 1991 prohibit discrimination based on a disability by public and private sector parties.

OTO believes that broad public participation strengthens transportation decision-making and helps plans, programs, and projects better reflect the needs and priorities of the region. Public engagement activities are intended to help identify community priorities,

emerging transportation needs, and establish long-term regional goals that influence transportation planning and investment decisions. The Public Participation Plan (PPP) establishes the framework for an inclusive, accessible, and transparent public engagement process in the OTO's transportation planning activities. The PPP identifies strategies, tools, and procedures the OTO will use to encourage early, continuous, and meaningful public participation and to evaluate the effectiveness of outreach efforts and public involvement activities.

Public involvement is an ongoing effort at the OTO. Whether it is a component of a major plan update, posting agendas for committee meetings, reviewing roadway concerns received from the citizens, or sending press releases to local media to notify the press and citizens of studies and proposed projects. Because public involvement is an ongoing effort at OTO, this plan is intended to provide staff with a common framework for communicating with individuals and stakeholders and reducing barriers to meaningful public engagement.

The remainder of the plan includes goals and policy objectives to ensure effective public involvement processes are in place for OTO planning activities and to hold ourselves accountable. Additional sections of the plan include methods for communicating with and gathering input from the public, public participation requirements for specific plans and activities required of MPOs, and finally, the processes and workflows the OTO employs are illustrated to provide structure and continuity for public engagement in the various activities of our transportation planning efforts.

Policy Objectives

The U.S. Department of Transportation defines public participation as an integral part of the transportation process that helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Furthermore, it states that “conducting meaningful public participation involves seeking public input at specific and key points in the decision-making process, where such input has a real potential to help shape the final decision or set of actions.” To ensure and encourage meaningful and continuous public involvement in transportation decision-making, the OTO will adhere to the following public participation policy objectives:

- The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.
- The OTO will review and consider public comments received during the development of the metropolitan transportation plan and the TIP and, when possible, explain how public input influenced decisions or plan development.
- The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.
- The OTO will develop planning material that is easily understood and visually engaging and strive to ensure citizens have the information necessary to deliver informed input.
- When the OTO prepares visualizations of transportation issues, it will do so with the public in mind.

- The OTO will make public information, including technical information and meeting notices, available in electronically accessible formats and means on the OTO website and will strive to ensure public documents and digital content are consistent with applicable Section 508 accessibility requirements.
- When conducting public meetings where matters related to transportation programs are being considered, the OTO will consider that meeting locations are accessible by public transportation, if available, and meet Americans with Disabilities Act requirements.
- The OTO will strive to demonstrate that public concerns are considered, questions are addressed, and comments are taken into consideration. Upon receiving public comments, the OTO will respond as appropriate and provide comments or content summaries to appropriate boards, committees, project sponsors, and partner agencies when relevant to their decision-making or responsibilities.
- The OTO will maintain an up-to-date database of contacts to ensure that interested parties have reasonable opportunities to comment on the transportation planning process and products.
- The OTO will seek out input from and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, limited English-speaking persons, and persons with disabilities who may face challenges accessing employment and other services.

Methods of Community Engagement

The Resources listed here are the methods the OTO uses to engage and communicate with the individuals and stakeholders served. These methods are not exclusive of one another and may be combined depending on the type of planning activity, the intended audience, and the level of public involvement needed. The OTO will strive to utilize the most effective and appropriate engagement methods to reach affected communities and encourage meaningful public participation.

Virtual Public Involvement

The OTO employs virtual public involvement tools that make public participation more convenient and affordable than in-person public meetings. In-person meetings may conflict with work and school schedules or are less accessible to individuals that rely on transit or have disabilities. OTO utilizes different platforms to live stream Technical Planning Committee and Board of Directors meetings. When meetings are livestreamed or recorded, the OTO will strive to make the recordings available through the utilized platforms as resources allow. Public comments may be submitted through established comment methods identified by OTO. This example illustrates how virtual public involvement has emerged to provide increased transparency and access to transportation planning activities at the OTO. While there are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties, OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.

[The OTO Website](#)

The OTO website provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features a “What we do” page which contains information regarding what a MPO does, and a “Who we are” page which provides information about the OTO and its committees. The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO’s planners and

administrative staff. OTO periodically reviews and updates the website to improve access to information for residents, stakeholders and interested parties.

["Give Us Your Input"](#)

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

[News & Updates](#)

This is another component of the "Give Us Your Input" page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

[Interactive TIP Tool](#)

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metro area. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. Using this tool, the TIP can be searched by project name, location, project type or agency, and TIP number. The tool also features a map viewer for projects. Comments submitted through the tool may be used to inform OTO staff and project sponsors and may be included in formal comment summaries when submitted during an active public comment period.

[The OTO Logo](#)

The OTO logo is prominently featured on work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

[Social Media](#)

OTO utilizes social media platforms like [Facebook](#) and [X](#) to share information regarding meetings, events, planning activities, surveys, and other opportunities for public

involvement. Social media may be used to distribute links to relevant documents, project information, and engagement tools, as well as to encourage public comments and participation. Platforms and communication methods may evolve over time and the examples identified in this plan are representative of the types of tools that may be utilized.

ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A [base map](#) consisting of layers for the transportation network, including sidewalks, trails, transit routes, and roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map. OTO publishes other applications that visualize transportation related topics that include, but are not limited to growth trends, congestion management and growth models. The OTO works to make published applications available on the OTO website under "Our Resources." In addition, the OTO continually explores new web maps and applications that help visualize transportation processes and outcomes to better inform and involve the public and stakeholders.

OTO Contacts Database

The OTO maintains a contact database of businesses, governmental agencies, community-based organizations, committee members, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, and special interest groups. The database is used for meeting and survey announcements as well as other project specific notifications.

Press Releases

Formal press releases are sent to local media contacts to announce upcoming OTO BOD and TPC meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees. OTO may choose to also purchase legal ads and/or paid advertisements as necessary.

Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then shared via email, social media, press releases, and the OTO website. Hard copies may also be produced and distributed at public meetings, and community events and can be made available at the OTO office upon request.

Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Informational materials such as brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

Posters and Flyers

Posters and flyers can be used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

This section describes public participation considerations for OTO primary planning activities. When notice, comment period, or approval requirements apply, they are identified in the applicable subsection. The following also identifies how the OTO provides

for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Individuals;
- Affected public agencies;
- Representatives of public transportation employees;
- Freight shippers;
- Providers of freight transportation services;
- Private providers of transportation;
- Representatives of users of public transportation;
- Representatives of users of pedestrian walkways and bicycle transportation facilities;
- Representatives of people with disabilities;
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues;
- Parties that have an interest in the planning and development of the transportation network including affected public agencies and private organizations in the OTO planning area;
- Traditionally underserved populations, such as low-income and minority households, who may face challenges accessing employment and other services;
- Other interested parties.

Long-Range Transportation Plan

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision-making. The LRTP builds on past transportation planning conducted by the OTO. All

transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over a minimum 20 year planning horizon.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will generally use a broad range of the participation techniques employed by the OTO. Public meetings and community events may be utilized as outreach efforts within different member communities during each complete update. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.

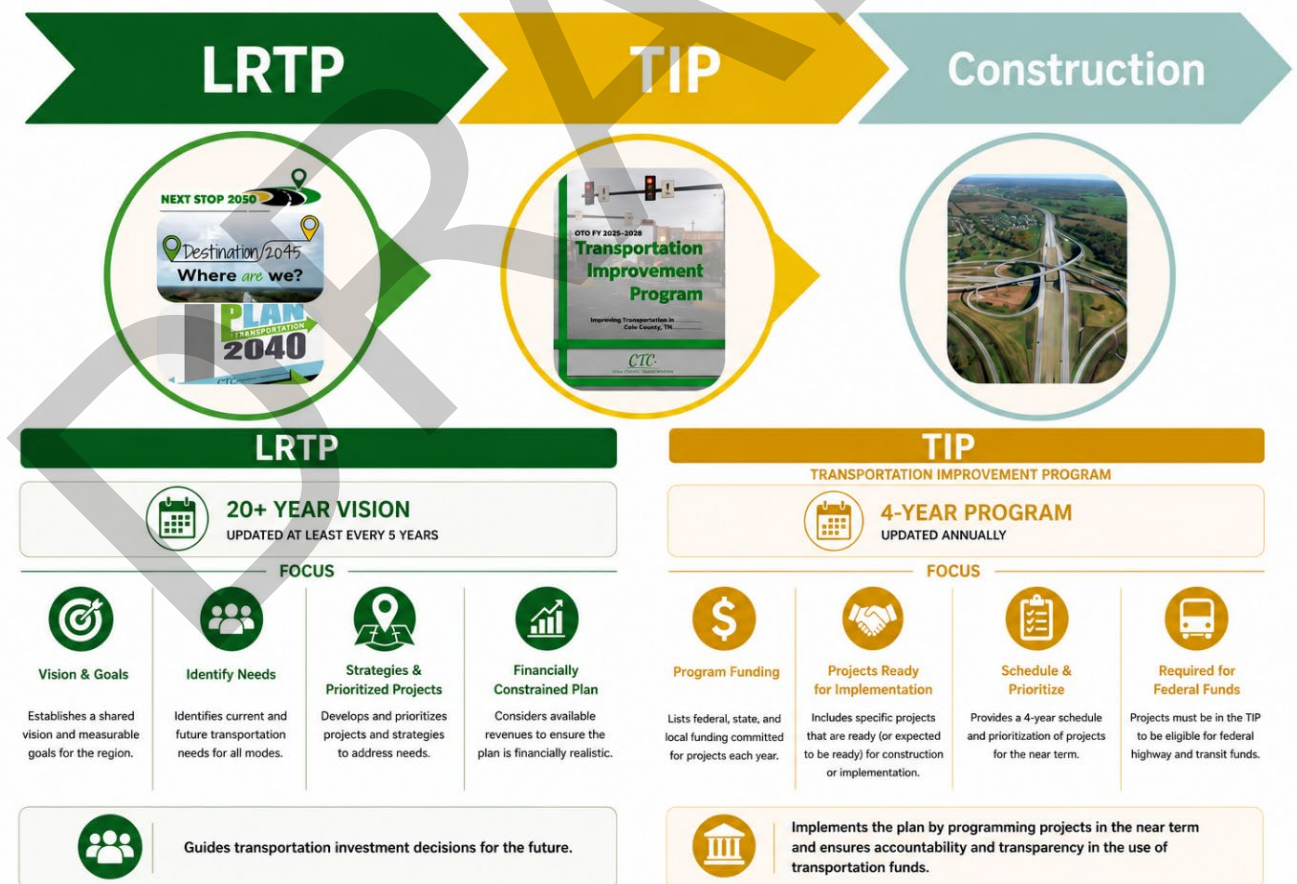
Revisions to the LRTP Requiring Amendments:

- Addition or deletion of any project (except as noted in the Administrative Modifications section below).
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion).
- Moving a project between the unconstrained and constrained lists
- Changes to the Major Thoroughfare Plan.
- Increases to a project's total cost estimate greater than 25 percent (or any amount greater than \$2,000,000).
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than 1/4-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. Administrative modification is a revision that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

Revisions to the LRTP Allowed as Administrative Modifications:

- Increases in a project's cost estimate less than 25 percent (up to \$2,000,000).
- Minor changes to the scope of a project.
- Minor increases to the termini of a non-capacity project (no more than 1/4-mile).
- Moving a project to another time band, provided fiscal constraint is maintained;
- Adding a project to the unconstrained list.
- Technical corrections.



Transportation Improvement Program

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated annually. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

The OTO consults with city and county governments within its study area during the annual TIP development process. When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

Agencies submitting projects for the TIP are responsible for conducting any project-level public involvement required by their own policies, funding requirements, or applicable law prior to or during the project development. Other required agencies that are consulted during the TIP development process include:

City Utilities of Springfield - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs;
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs;
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process;
- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO;
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP;
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements;
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP;
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment.

A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or

- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

Partner Agency Processes

[OATS Transit](#) - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice;
- Input from advisory groups like county partnerships or other transportation groups; and
- The Southwest Missouri Office on Aging.

[The Missouri Department of Transportation](#) – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

The TIP Public Involvement Process

Ahead of the TIP update process and upon completion of the annual STIP prioritization process, the OTO provides notice to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

The draft TIP is made available for comment for 30 days prior to Board of Directors approval. A legal notice can be placed in a newspaper of general circulation such as the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, and at the OTO offices. Additional paper copies or review locations, such as a branch of the Springfield-Greene County Library, CU Transit office, or the MoDOT SW District office may be used as appropriate. Any public comment received during this review period will be considered by OTO staff and will be presented to the Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP revisions are classified as Formal Amendments and Administrative Modifications. When a proposed change meets more than one category, the highest applicable level of review shall apply. OTO staff may elevate any proposed revision to a Formal Amendment when the change has policy significance, affects regional priorities, raises public interest, or warrants committee and Board consideration. Formal TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Formal TIP Amendments require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice is announced by press release, Board & TPC agendas, and on the OTO website.

Revisions Requiring Formal TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section).
2. Changes in a project's total programmed amount that exceed the applicable administrative modification thresholds and are not otherwise specifically allowed as an administrative modification.

3. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion).
4. Changes in the termini of a capacity improvement project of any length OR any project in which the total length changes more than 1/4 mile.
5. Moving a project into or out of the first four Federal Fiscal Years of a TIP, except as allowed in Administrative Modification #19.
6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source.
7. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. More than one administrative modification can be made to a project if meeting the described allowances. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period. The OTO staff ensures fiscal constraint is maintained.

Revisions Allowed as Administrative Modifications:

1. For existing LPA projects already included in the TIP with a total programmed project cost under \$1,000,000, changes in total programmed amount may be processed administratively, provided the project remains under \$1,000,000 after the change and no other formal amendment trigger applies.
2. For MoDOT projects and LPA projects with a total programmed project cost of \$1,000,000 or more, changes in a project's total programmed amount may be processed administratively if the change is 25% or less, up to a maximum programmed amount change of \$2,000,000, provided no other formal amendment trigger applies.

3. Adding a project that is 100% state, local, private, or other non-federal funding, provided it is not regionally significant, is included for informational purposes or coordination purposes, does not require federal action, and does not affect fiscal constraint or regional project selection. If OTO staff determines that the project may be of regional interest or may warrant public review, the project shall be processed as a Formal Amendment.
4. Adding emergency repair projects or emergency relief funding in response to a declared disaster, emergency event, sudden infrastructure failure, or urgent safety condition requiring immediate repair or restoration, provided the project is consistent with applicable federal and state eligibility requirements and does not create a new regionally significant capacity project. Examples may include emergency bridge repair, roadway washout repair, flood damage repair, slope failure repair, or other work necessary to restore essential transportation function or protect public safety.
5. Adding a project to the TIP which is split from a "parent project," provided the overall scope of work intended to be accomplished does not change. As part of the same administrative modification, funding may be distributed between the parent and split projects and may be revised within the applicable administrative modification thresholds.
6. Combining two or more projects already in the TIP, provided the overall scope of work intended to be accomplished does not change. As part of the same administrative modification, funding may be combined or redistributed between the projects and may be revised within the applicable administrative modification thresholds.
7. Minor changes to the scope of a project that do not substantially alter the project purpose, transportation function, environmental footprint, or public understanding of the project. Examples may include adding or modifying sidewalks, ADA improvements, crosswalks, bicycle accommodations, transit amenities, lighting, drainage, guardrail, retaining walls, signal equipment, ITS elements, access

management features, or other design details developed through project scoping or engineering.

8. Minor changes to the termini of a non-capacity project, meaning a change that increases or decreases the total length of the project by no more than 1/4 mile, provided the change does not substantially alter the project purpose, affected corridor, or public understanding of the project.
9. Adding or deleting a project development phase of a project, such as environmental, PE/design, ROW, utilities, construction, or other phase, without major changes to the scope of the project, provided any associated funding change is within the applicable administrative modification thresholds and fiscal constraint is maintained.
10. Moving funds between development phases of a project, such as environmental, PE/design, ROW, utilities, construction, or other phase, without major changes to the scope of the project, provided any associated funding change is within the applicable administrative modification thresholds and fiscal constraint is maintained.
11. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP, except as described in Number 19.
12. Changes to funding sources between eligible federal funding categories or between state and local sources may be processed administratively, provided the project remains eligible for the revised funding source, the change does not increase federal funding beyond the applicable administrative modification thresholds, does not add federal funds to a previously non-federal project, and does not alter the project scope, termini, or regional priority.
13. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate).

14. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction.
15. Changing a project's lead agency when agreed upon by the two agencies affected.
16. Changes to an existing project's local, state, or other non-federal funds, including non-matching funds, regardless of amount, to reflect updated cost estimates, negotiated engineering service contracts, accepted bid awards, contract awards, or other project-development or delivery costs, provided the change does not increase federal funds or include a scope or termini change beyond what is otherwise allowed administratively. Documentation of the revised cost, award, contract, or local funding commitment must be provided before the change is processed administratively. OTO staff may elevate the change to a Formal Amendment if the cost increase indicates a substantial change in project scope, project intent, or regional priority.
17. Adding or revising funding or project components located outside the OTO Metropolitan Planning Area, regardless of amount, when the funding or components have been approved through another MPO TIP or the MoDOT STIP. Documentation or notification of the prior approval must be received before the change is processed administratively. The change may not substantially alter the scope, termini, funding, or regional priority of the portion of the project located within the OTO area.
18. Adding a project or funding to the TIP, regardless of amount, when OTO has previously approved a resolution, certification, letter of commitment, or other official action committing to add the project or funding to the TIP upon receipt of a federal discretionary grant or similar competitive funding award. Documentation of the award must be received before the change is processed administratively. The administrative modification must be consistent with the project scope, funding purpose, funding sources, funding amounts, and conditions described in the prior OTO action. No additional federal, state, local, or private funding may be added through this provision unless that funding was included in the prior OTO action or is otherwise allowed as an administrative modification.

19. Revising or reinstating a previously approved project or project phase that is no longer shown in the active published TIP for the limited purpose of processing an obligation, award, closeout, or other project-delivery funding action, provided the project or phase was included in a prior approved TIP, the project has proceeded toward delivery, the change does not substantially alter the approved scope or termini, and the funding change is otherwise allowed as an administrative modification.

20. Technical Corrections.

Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The UPWP for the coming year is usually completed prior to the beginning of the new fiscal year for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft document is made available on the OTO website and can be made available at the OTO office for public comment. A press release announcing the comment period is sent out, posted on the OTO website, and posted at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

UPWP formal amendments can happen after the UPWP is approved. If a formal amendment is necessary, OTO staff will follow the same processes as for the approval of the plan.

UPWP Administrative Modifications are minor adjustments which can simply be made by OTO staff after verification that the change(s) falls into this category and do not require a formal amendment of the UPWP. No public input is required for administrative modifications.

Adjustments allowed under UPWP Administrative Modifications:

1. Technical Corrections, including, but not limited to, spelling errors, formatting mistakes, and updating dated information.
2. Changes in scope of work that do not involve any increase or decrease in the amount of compensation.
3. Budget component overruns of thirty percent (30%) or less, if the total budget amount of the UPWP is not increased.
4. Adding TEAP awards for member jurisdictions.

[Public Participation Plan](#)

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's policy objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involve an inclusive public participation process. The process will be designed to be consistent with the goals of the currently adopted PPP and may include new or unused methods for engaging the public, particularly to evaluate and validate the effectiveness of current strategies.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and, upon request, make a hard copy available at the OTO office. A press release announcing a 45-day public comment and review period will be sent out. Comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

Other Plans and Studies

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) as outlined in federal regulations. The TCP is intended to identify needs and gaps in human service transportation services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website, and a paper copy can be made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent out providing public notice of the comment period. Figure 1 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include, but are not limited to, the [OTO Title VI/ADA program](#), the [Annual Listing of Obligated Projects](#) (ALOP), the [Limited English Proficiency Plan](#), the Congestion Management Process, and the Performance Measures Report. When public comment is required or appropriate, OTO will provide public notice and a comment period of at least 15 days unless a different timeframe is specified elsewhere in this plan or by applicable requirements. Informational reports may be posted or distributed without a formal comment period.

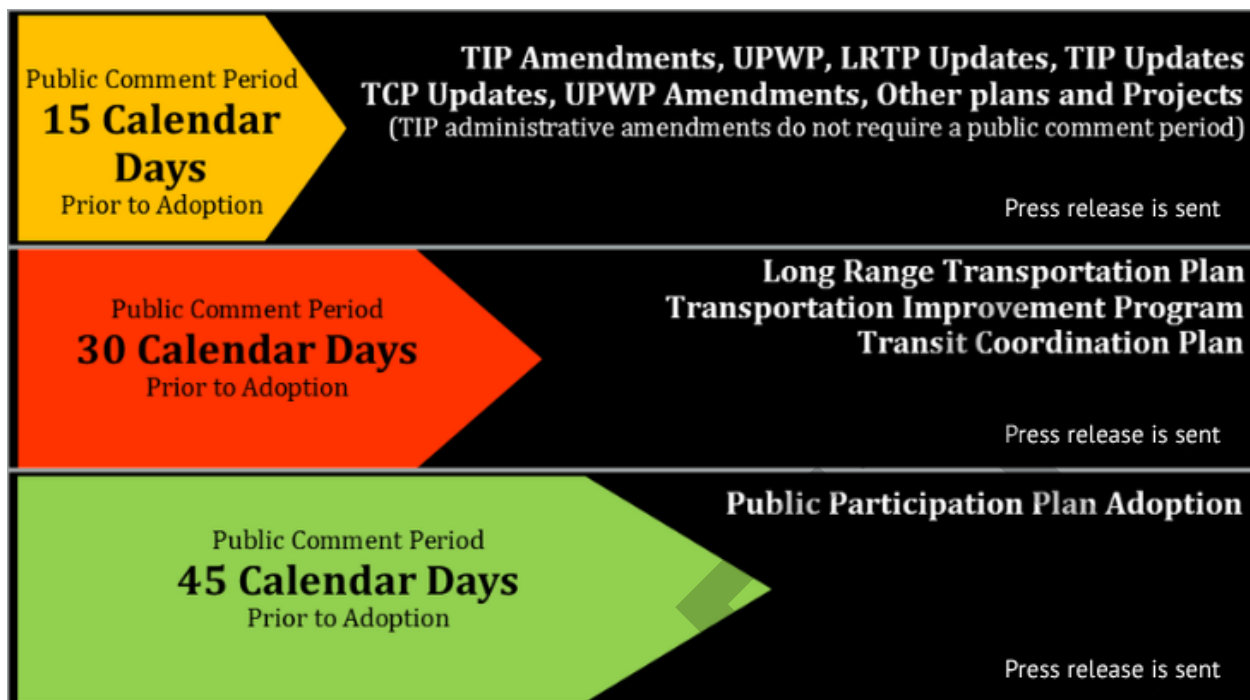


Figure 1 Public Comment Periods for Specific Plans and Purposes

Public Meetings

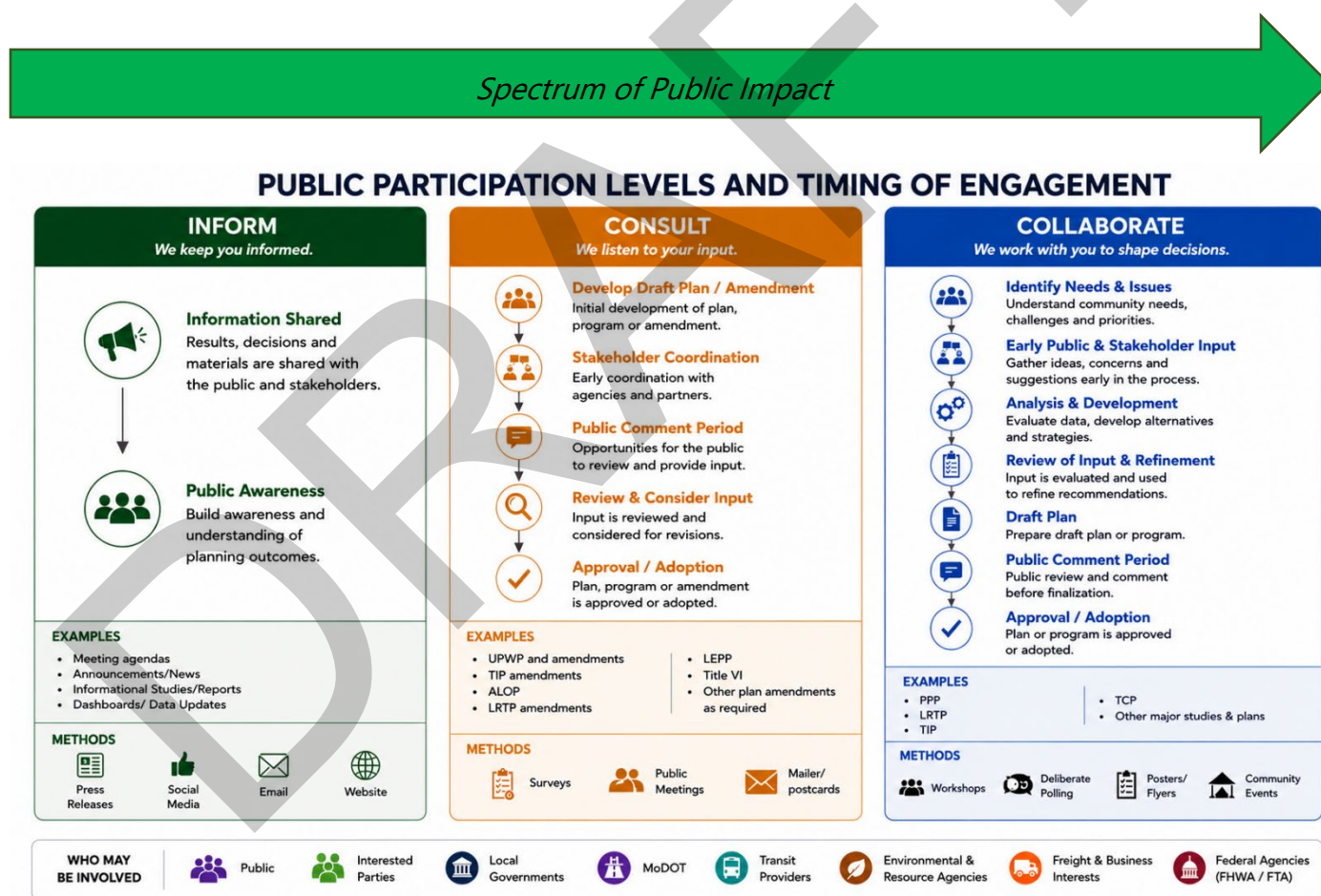
The [OTO Board of Directors](#) and all other committee meetings are open to the public. The OTO Board of Directors and Technical Planning Committee agendas, meeting notes or minutes and other meeting materials are routinely posted on the OTO website. Press releases are sent out and agendas are posted in public spaces, including the OTO office, at least 24 hours prior to the meeting date. Best practice for the OTO is to send the agenda to meetings one week prior to the meeting.

The Bicycle and Pedestrian Advisory Committee and Local Coordinating Board for Transit committee agendas and meeting minutes are routinely posted to the OTO website and posted in a public space at the OTO offices. Other ad-hoc and subcommittee meeting agendas are posted in a public space at the OTO offices, in accordance with applicable notice requirements and OTO practices.

OTO may choose to conduct public meetings in alternative ways, such as online meetings or video conferencing. In these instances, the OTO will post notice of the meeting on its website in addition to a public space in the OTO office and it will ensure that it clearly states on the agenda and meeting notice how to access the meeting.

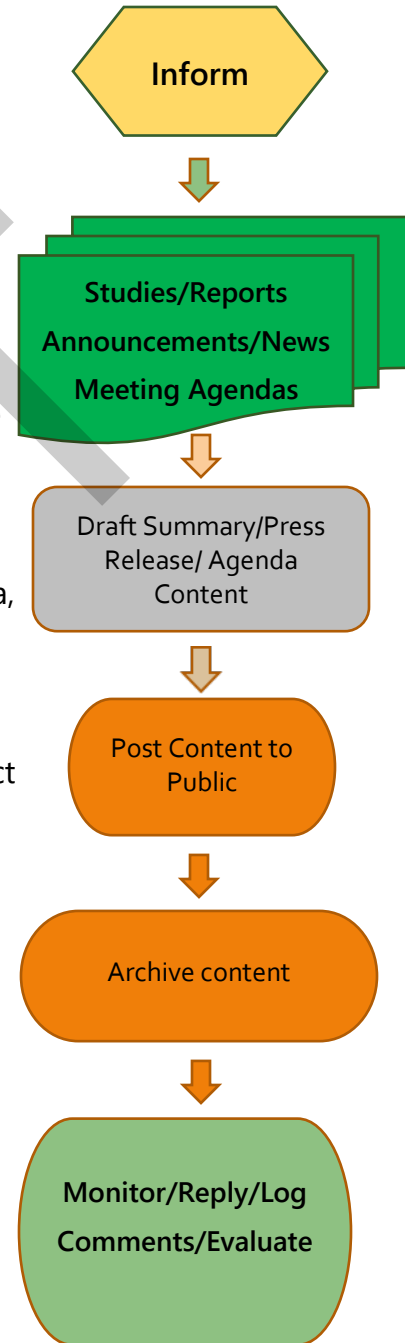
Public Participation Process

The goal of this framework is to provide structure and continuity for public engagement across OTO's transportation planning activities. The appropriate levels of public participation will vary depending on the type of activity, the level of public impact, applicable requirements, and the opportunity for public input to meaningfully inform the outcome. The table below describes a general spectrum of participation levels. Where specific notice, comment period, or approval requirements apply, they are identified in the applicable plan or activity section of this document.



Inform

- The inform level can be a standalone process for public awareness and capacity building. The inform process, however, is also a component of higher levels on the participation spectrum. This process will be used to inform the public of surveys, public meetings, and comment periods for plans and studies that require a higher level of public impact.
- Examples of planning processes or documents that fall under the inform process are studies, reports, announcements or news and meeting agendas.
- OTO staff responsible for a project or task will prepare an agenda, summary or draft press release with key information for public use. This information will be distributed through appropriate outlets, which may include the OTO website, social media, a direct email to interested parties, email to media contacts and meeting packets, and postings at the OTO office.
- OTO will retain public-facing materials, such as agendas, notices, summaries, and press releases, consistent with applicable record retention practices.
- OTO staff will monitor, respond and log comments received through this process as able to and appropriate and will determine how comments should be shared.

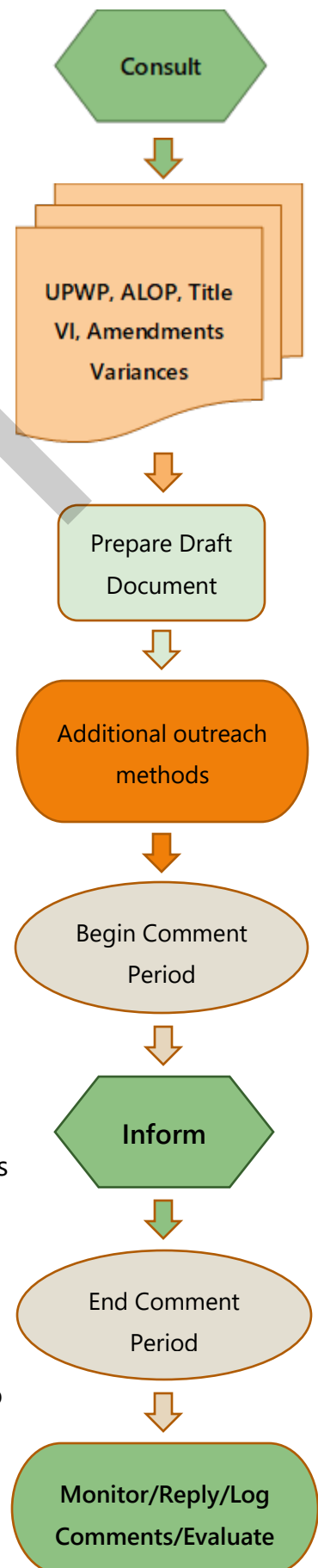


Consult

- The **Consult** level includes plans, policies, and amendments when OTO is **requesting public review and comment** before action is taken. The consult process **includes Inform-level** activities, so the public understands what is being considered, how to comment, and when comments are due.

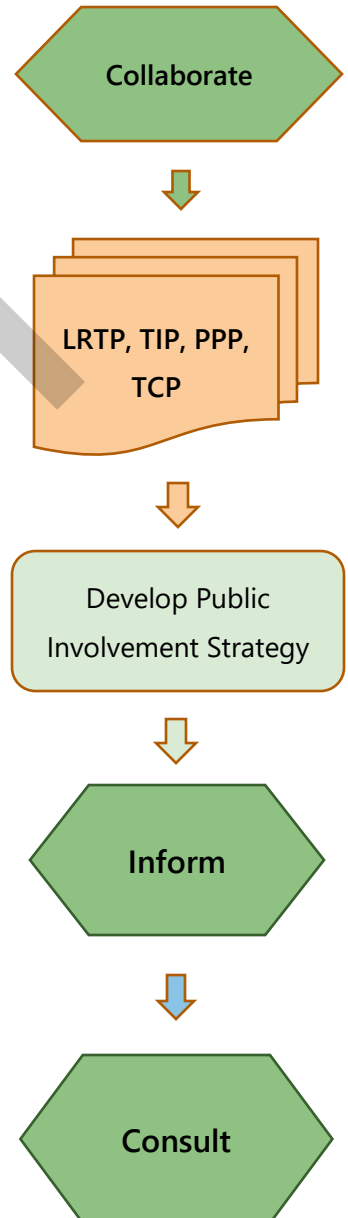
The UPWP, UPWP amendments, TIP amendments, LRTP amendments, and other actions identified in this plan have **required public comment periods** of specified lengths.

- Examples of planning processes or documents that fall under the consult process are the UPWP, ALOP, Title VI Plan, Amendments and Variances.
- Depending on the activity, OTO may use additional outreach methods beyond Inform-level notification, such as surveys, public meetings, workshops, direct outreach to affected stakeholders, mailers/ postcards, poster/flyers, or community events.
- Consult-level activities build on the Inform-level by using appropriate notification and information-sharing methods before requesting public review and comment.
- At the end of the comment period, OTO staff will review comments received and determine the appropriate method for documenting and sharing public input. Depending on the activity, comments may be summarized by the key theme, included in meeting materials, retained in the project file, or used to inform revisions to the plan, project, amendment or recommendation.



Collaborate

- **Collaboration** is the most intensive level of participation described in this plan and **includes** appropriate **Inform-** and **Consult-level** activities. At this level, OTO **seeks public and stakeholder input early** enough in the process to help **identify** needs, **shape** alternatives, **refine** priorities, and **inform** recommendations before a draft plan or final action is prepared.
- Major plans and studies at the collaborate level may include a project-specific public involvement strategy with outreach and engagement activities designed to **encourage participation**, **increase public awareness**, and **reach affected or traditionally underserved communities**. The methods used will vary depending on the type of plan or study, the level of public impact, available resources, and the opportunity for public input to meaningfully inform the outcome.
- Examples of Collaborate-level activities may include LRTP updates, PPP updates, TCP updates, major TIP development or funding prioritization efforts, and other major plans or studies. Final recommendations remain subject to the applicable committee review, public comment period, and Board of Directors approval.



Evaluation of Public Participation

Regularly reviewing and evaluating public participation efforts is important to ensure that the public has meaningful opportunities to participate in transportation planning activities. The OTO evaluates its public involvement efforts to understand how effectively information is shared with the public, how people participate in planning activities, and what improvements may help increase public awareness and engagement.

The OTO prepares periodic evaluations of its public participation activities to document outreach efforts, participation trends, and the effectiveness of different communication methods. The evaluation process helps the OTO understand how the public receives information, how comments and feedback are submitted, and which outreach methods are most successful in reaching residents and interested parties throughout the region. The results of these evaluations are used to improve future public involvement activities and identify action items for continued improvement.

As part of the evaluation process, the OTO tracks a variety of performance measures related to public engagement and communication. These measures may include:

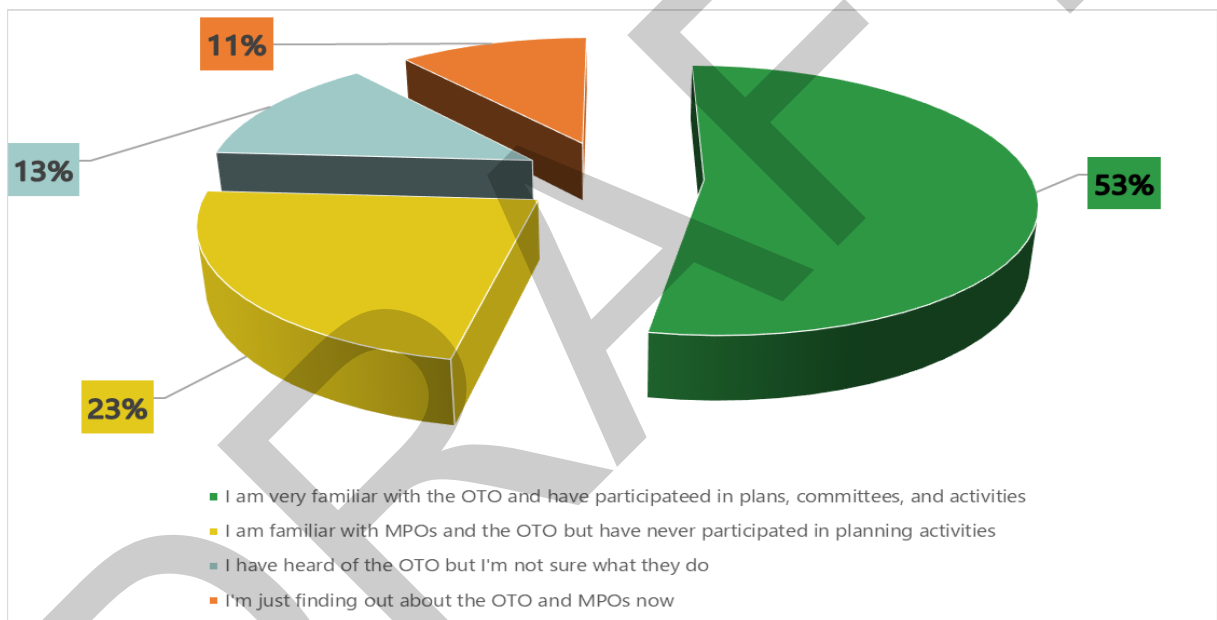
- Public comments received;
- Website and online engagement activity;
- Participation in surveys and public meetings;
- Media coverage and press releases;
- Social media engagement; and
- Attendance at community events and outreach activities.

The evaluation process also helps the OTO identify opportunities to improve communication and public understanding of transportation planning activities. Based on evaluation findings, the OTO may update outreach methods, improve accessibility to information, expand communication efforts, or develop new strategies to better inform and involve the public in transportation decision-making.

Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2026 Public Participation Plan update via an electronic survey. A link to the survey was sent to 578 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook, X and the OTO-website. The 8-question survey was active from April 6 – May 12, 2026, and resulted in 47 completed surveys.

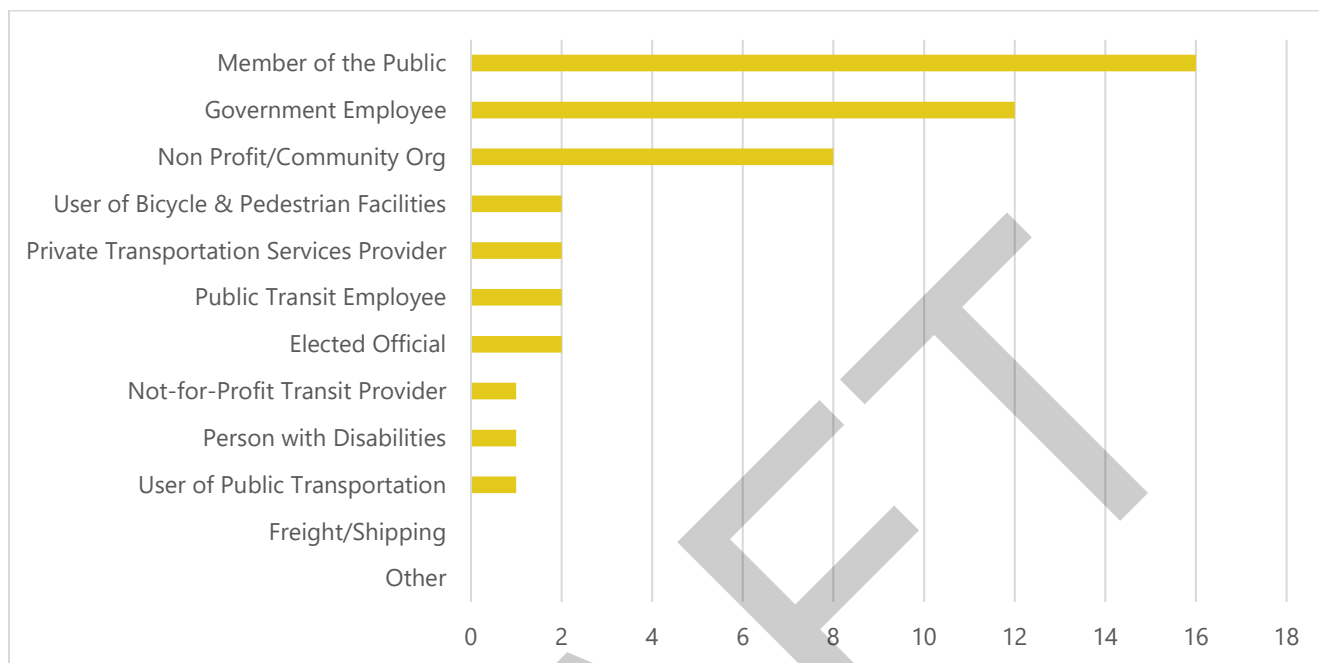
- Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



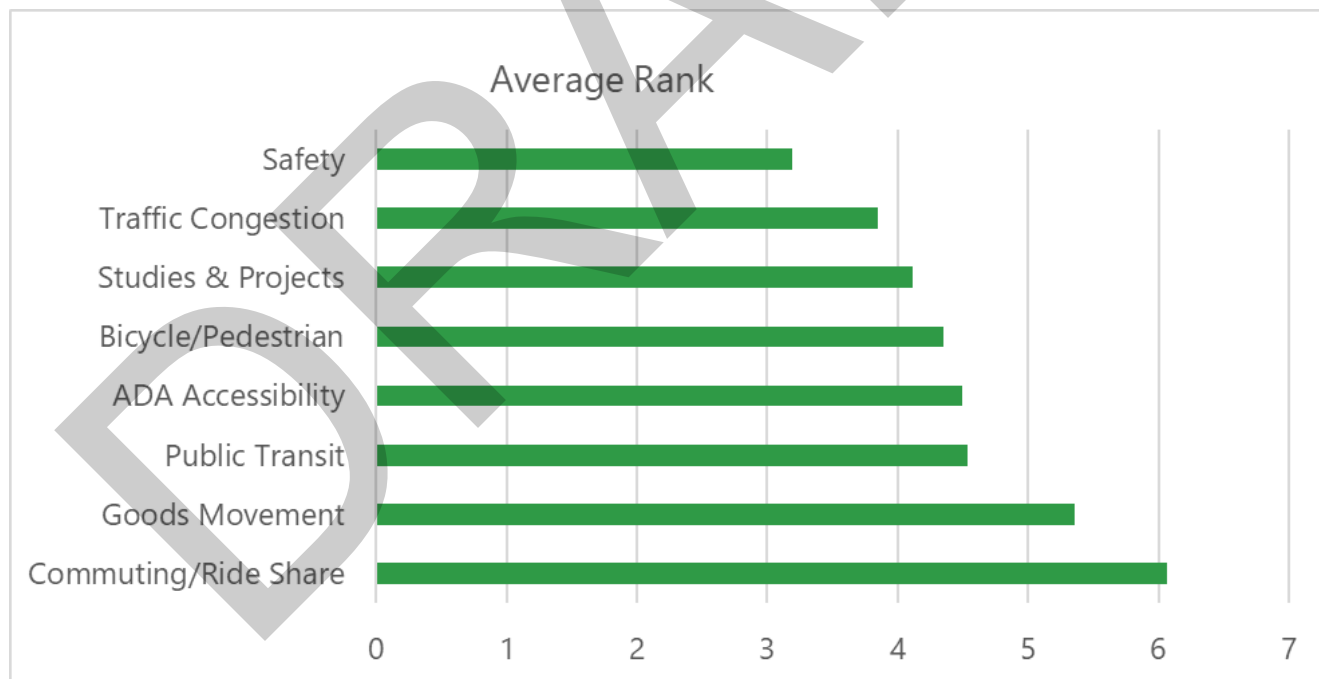
- Question 2: Which of these OTO plans or activities are you familiar with?



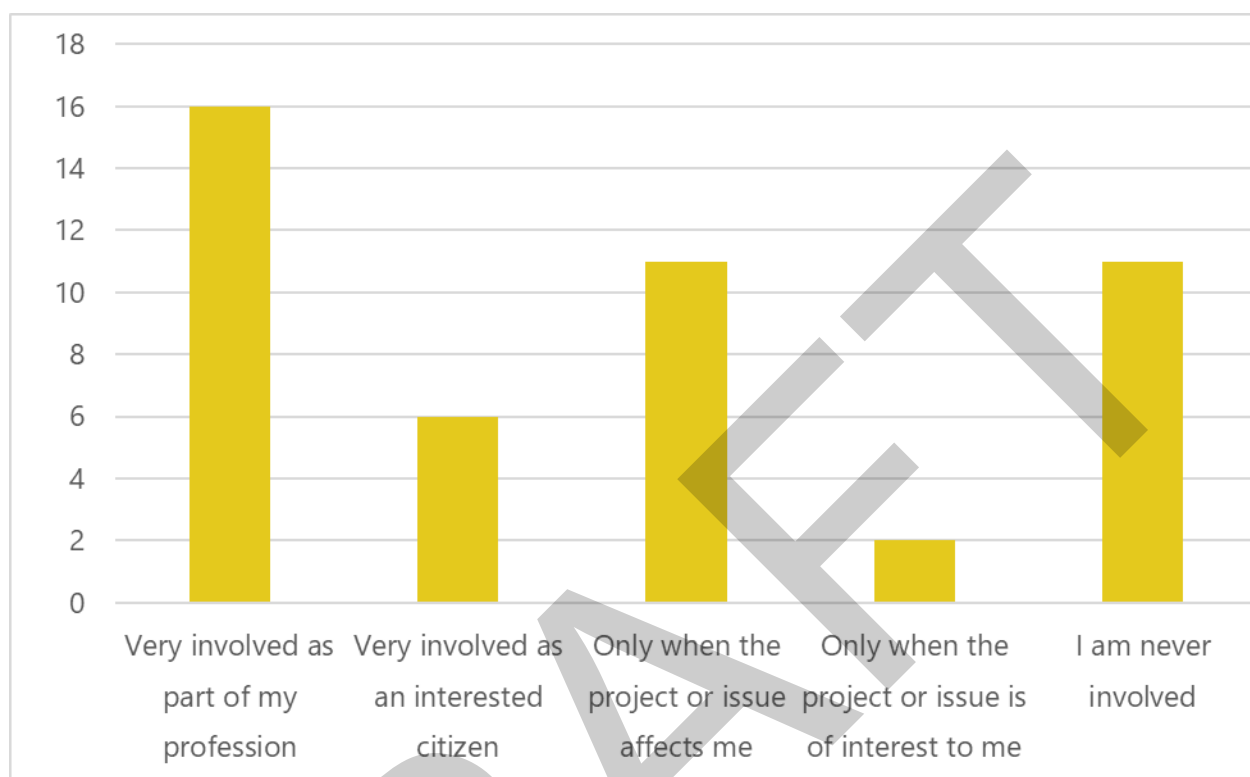
- Question 3: Which of the following best describes you?



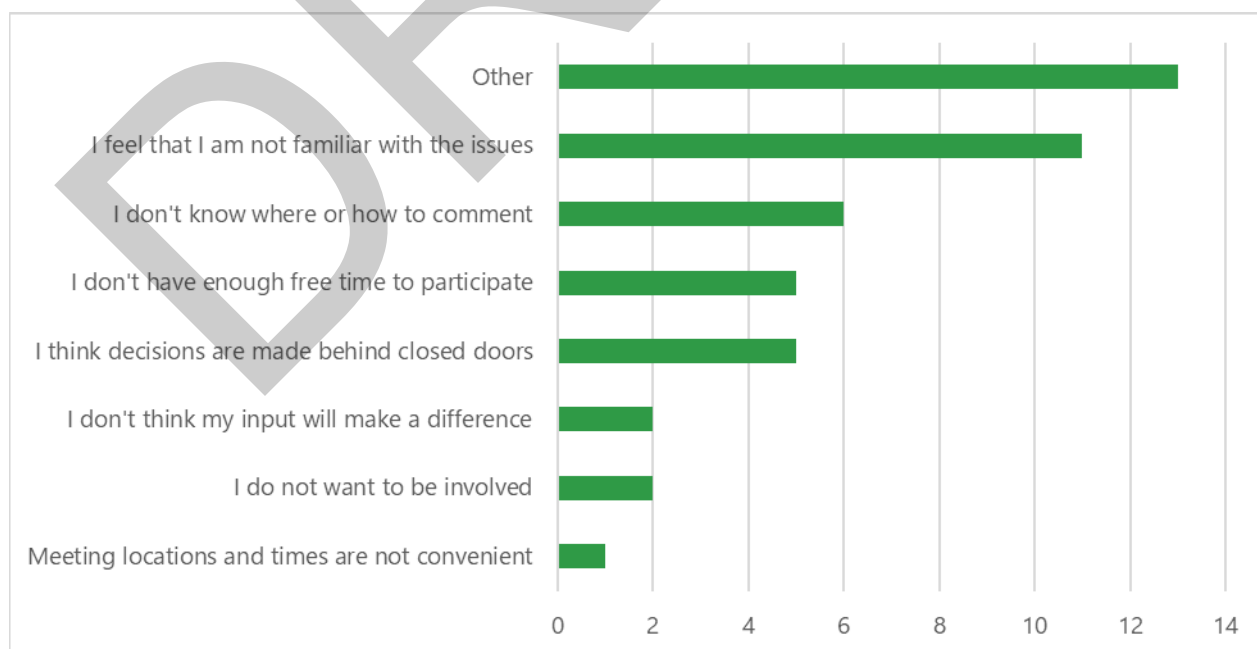
- Question 4: Please rank (1 – 8) the following in order of interest



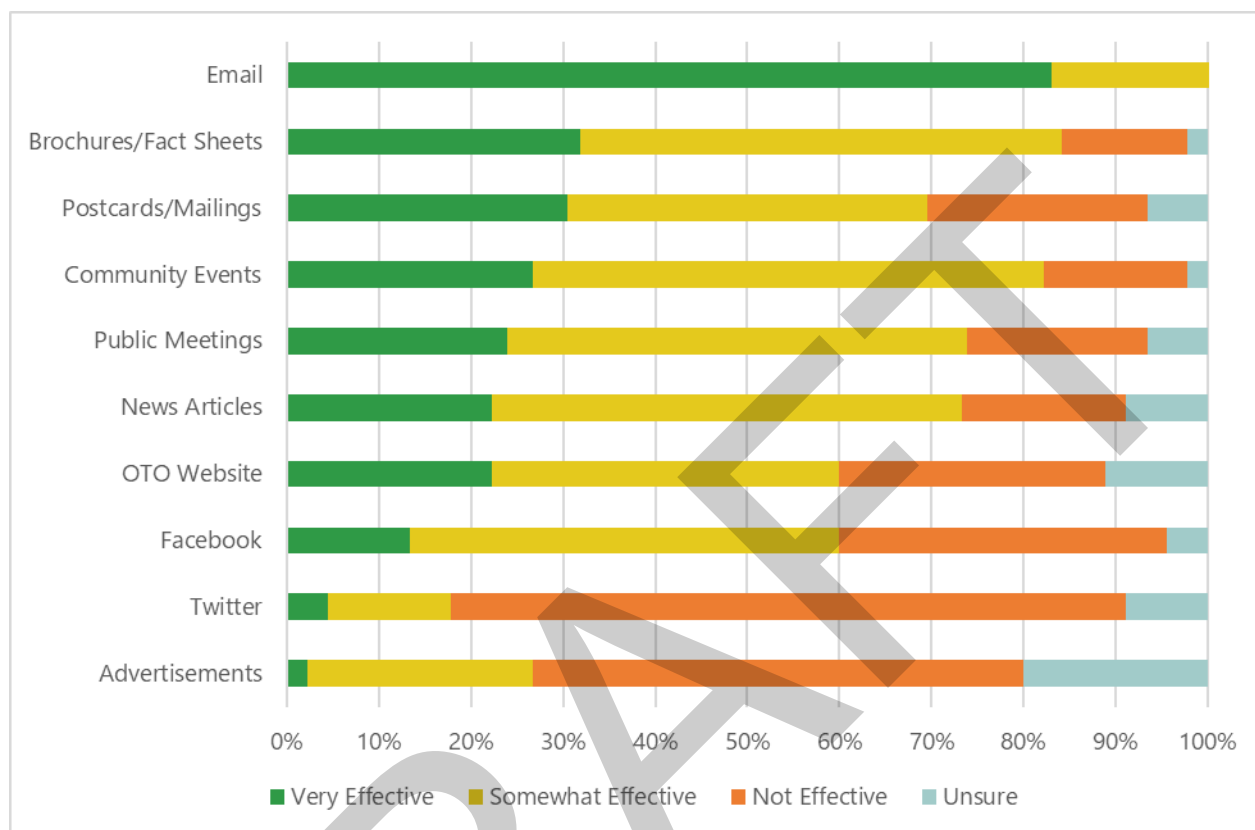
- Question 5: How best would you describe your current involvement with the transportation planning process?



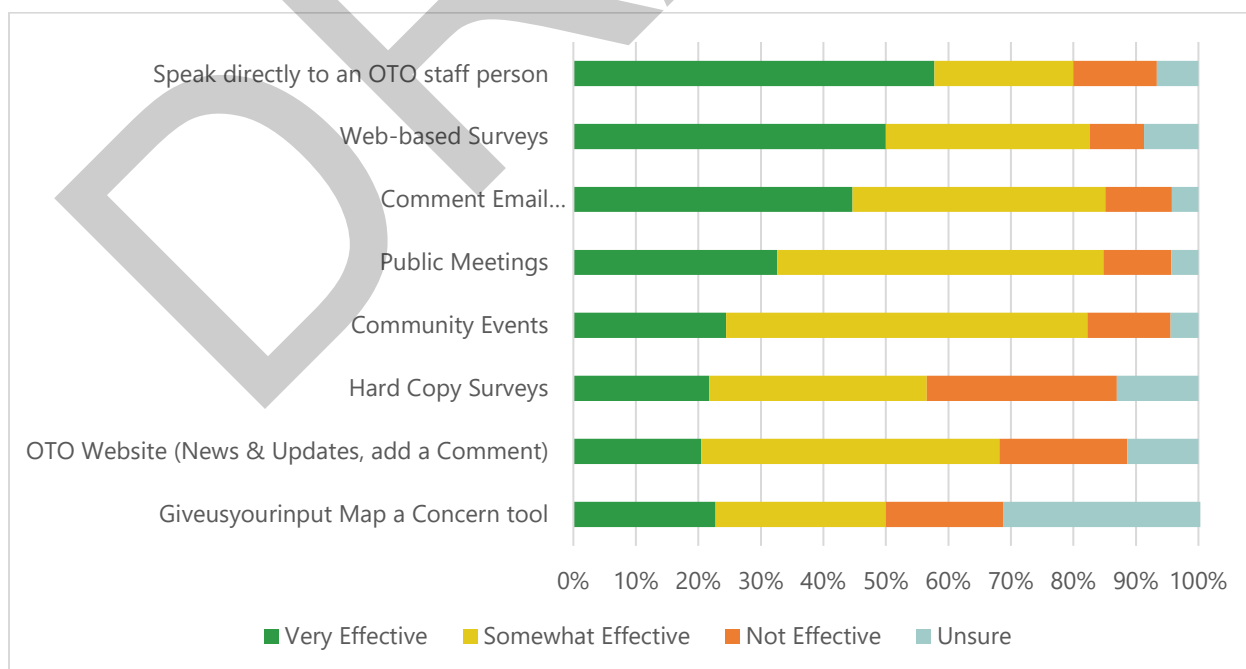
- Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



- Question 7: How effective are each of the following methods for getting information to you?



- Question 8: How effective are each of these methods for gathering your comments?





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Public Participation Plan 2025 Annual Evaluation

June 3, 2026



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

Introduction

The Ozarks Transportation Organization (OTO) reviews its Public Participation Plan and public involvement activities each year. This evaluation is completed in accordance with the Public Participation Plan adopted by the Board of Directors on July 20, 2023, and federal requirements in 23 CFR 450.316. The evaluation helps OTO understand how well information is shared with the public, how people provide feedback, and where improvements can be made. Based on the findings, OTO develops action items to guide public involvement efforts over the next year.

Goal

The goal of this evaluation is to improve how information is shared with the public and how feedback is received on transportation issues and plans. Performance measures and action items are used to identify successes and areas where improvements can be made.

Previously Designated Action Items

As part of the 2024 Public Participation Plan Evaluation, four action items were identified to improve outreach and increase public involvement. The four items included:

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

Performance Measures

OTO has tracked public participation performance measures for several years. This section summarizes the activities and communication methods that OTO monitors to better understand how information is shared and how people provide feedback.

Facebook Participation

Date	Followers	Men/Women (%)
August 2013	51	Not Available
August 2014	108	56/43
July 2016	175	54/43
March 2018	220	56/43
March 2020	437	44/55
March 2021	541	43/56
March 2022	550	44.5/55.5
March 2023	744	40/48
March 2024	776	56/44
March 2025	838	54/46
May 2026	871	45/55

Facebook Participation by Location

Date	Battlefield	Nixa	Ozark	Republic	Springfield	Willard	Strafford
August 2014	-	4	2	2	60	-	-
July 2016	15	5	11	7	72	-	-
March 2018	3	8	13	4	117	-	-
March 2020	3	21	41	13	207	-	-
March 2021	4	23	46	9	212	-	-
March 2022	20	30	47	38	208	-	-
March 2023	23	42	57	37	250	12	9
March 2024	29	57	57	38	259	14	11
March 2025	26	52	69	35	290	18	10
May 2026	5%	11%	14%	5%	52%	4%	-

Twitter/X Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
July 2016	149	216	1,503
March 2018	185	219	1,712
March 2020	264	308	1,881
March 2021	264	309	1,964
March 2022	286	351	2,052
March 2023	280	344	2,137
March 2024	290	340	2,245

Date	Followers	Following	Tweets
March 2025	284	332	2,401
May 2026	287	330	2,535

Number of Meetings Open to the Public

OTO generally holds six meetings each year for the Board of Directors (BOD) and Technical Planning Committee (TPC). Quarterly meetings are usually the standard for other standing committees like the Local Coordinating Board for Transit (LCBT) and the Bicycle and Pedestrian Advisory Committee (BPAC).

All meetings are open to the public and provide an opportunity for people to share comments and concerns with OTO staff and committee members. Electronic or email meetings may also be held when needed. The table below shows the number of meetings held by each board and committee each year.

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9**	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2
2020	6	7*	4	6
2021	6	8*	4*	6
2022	6	8*	3	4
2023	7	7*	4	7*
2024	7	7	5*	8
2025	6	8*	3	7

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

Press Releases Sent

The number of press releases sent each year depends on the planning activities and public comment opportunities taking place during that year.

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

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

Press releases sent out for **2014 - 41**
Press releases sent out for **2015 - 57**
Press releases sent out for **2016 - 53**
Press releases sent out for **2017 - 56**
Press releases sent out for **2018 - 54**
Press releases sent out for **2019 - 34**
Press releases sent out for **2020 – 45**
Press releases sent out for **2021 – 23**
Press releases sent out for **2022 – 43**
Press releases sent out for **2023 – 13**
Press releases sent out for **2024 – 24**
Press releases sent out for **2025 - 34**

Media Coverage of OTO

OTO maintains a log of media articles and stories where OTO was featured or mentioned. The log helps identify topics that receive media attention and track how often OTO planning activities are covered by local media.

- Media coverage from October 2014 to December 31, **2014 – 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 – 13**
- Media Coverage from January 1, 2020 to December 31, **2020 – 15**
- Media Coverage from January 1, 2021 to December 31, **2021 – 20**
- Media Coverage from January 1, 2022 to December 31, **2022 – 23**
- Media Coverage from January 1, 2023 to December 31, **2023 – 12**
- Media Coverage from January 1, 2024 to December 31, **2024 – 18**
- Media Coverage from January 1, 2025 to December 31, **2025 - 21**

Website Statistics

OTO has tracked website activity using Google Analytics since 2015. The table below summarizes website usage for ozarkstransportation.org. Beginning in 2023, Google Analytics

introduced a new metric called engaged sessions, which measures visits that include meaningful interaction with the website.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	Male/Female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8
2020	7,558	5,000	19,160	2:25	N/A	98
2021	14,171	9,987	28,128	1:24	N/A	100
2022	17,623	13,041	33,562	1:24	N/A	90.2
2023	7,491*	8,938	34,193	1:14	N/A	100
2024	7,313*	9,960	34,193	1:23	N/A	100
2025	6,552*	14,975	50,276	2:22	N/A	97.5

* Engaged sessions

Legal Ads

Legal ads are one of several methods OTO may use to inform the public about comment opportunities and other planning activities. Records of publication provide documentation of these outreach efforts.

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

Year	No. of Ads Printed
2024	2
2025	1

Public Comment Log

OTO maintains a Public Comment Log to track comments and questions received from the public. To the extent possible, the log documents comments received by email, phone, website forms, social media, and in-person conversations. The log may include:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of the comment
- Comment received
- Any response provided or action taken

OTO Logged Comments

Year	Comments Received
2013	70
2014	195
2015	63
2016	22
2017	40
2018	16
2019	20
2020	37
2021	187
2022	255
2023	86
2024	132
2025	141

Public Outreach in 2025

In 2025, OTO continued to reach out to the public in different ways. Public input for the upcoming Long-Range Transportation Plan (LRTP) update began at a community event in Ozark where people shared their opinions on transportation strengths and needs and gave

ideas on what transportation could look like in 2050. More than 250 comments were received during the event, and staff spoke with many additional people who did not leave a written comment. OTO also hosted an open house regarding the proposed removal of the FF Extension from the current Long-Range Transportation Plan. The open house was attended by 42 people, with almost half of attendees submitting a comment form. Furthermore, OTO moved livestreaming of Board of Directors and Technical Planning Committee meetings from Facebook to YouTube to make information easier accessible. Staff also attended several community events throughout the year and used billboard advertising to help more people learn about OTO and how to provide feedback on transportation issues.

Action Items for 2026

The following action items were identified to improve public participation in 2026. The updated list is based on progress made toward previous action items and the results of the performance measures. These action items identify areas where OTO can continue to improve how information is shared and how feedback is received. OTO staff will work on these items over the next year before the next Public Participation Plan Evaluation. These items include:

- Minimize the use of technical language in public notices, comment opportunities, surveys, and plan summaries to improve public understanding of transportation planning.
- Continue improving the accessibility of OTO documents, websites, and public involvement activities.
- Increase the use of graphics and visual tools to make transportation planning information easier to understand.
- Expand outreach through partnerships and community events to help more people learn about OTO activities and opportunities to participate.

Summary

The performance measures in this report now include data for the 2025 calendar year. These measures help OTO understand how people receive information, learn about transportation planning activities, and how they provide feedback on transportation issues and plans. A summary of findings from the performance measures includes:

- In 2025, 141 comments were logged compared to 132 in 2024. The majority was received via email or the comment form on OTO's website, followed by comments through the "Map It" feature and comments on Facebook.
- Website activity remained strong in 2025, with the highest number of users and page views recorded since OTO began tracking website statistics.
- Media coverage increased in 2025, with 21 news articles mentioning OTO compared to 18 in 2024. OTO also issued 34 press releases to keep the public informed about planning activities and opportunities for input.
- The number of followers on the OTO Facebook page continues to grow and reached its highest level since tracking began. While growth on X has remained relatively flat, OTO continues to use multiple platforms to share information and gather input.

OTO staff will continue working to improve how information is shared with the public and how comments are received on transportation issues and plans. The action items for 2026 focus on making information easier to understand and expanding opportunities for public involvement. The updated Public Participation Plan and implementation of these action items will help more people learn about transportation planning activities and share their ideas throughout the year.

TAB 8

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.G.

Draft FY 2027-2030 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The FY 2027-2030 Transportation Improvement Program can be found on the OTO website - <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program>.

OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP.

Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The document will be also available for review online at www.GiveUsYourInput.org.

The draft TIP was made available for public comment beginning on June 14, 2026. Any comments will be provided to the Board of Directors for consideration.

TIP SUBCOMMITTEE ACTION TAKEN:

At its meeting on June 8, 2026, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2027-2030 Transportation Improvement Program.

Changes since the Technical Planning Committee meeting include:

- Correcting a typographical error in the 2030 TAP Revenue
- Updating EN2413 to move ROW funding to Construction and to FY 2027
- Updating MO2701 to FY 2027
- Updating RP1703 – Route MM Improvements – to reflect award of \$23.5 million BUILD grant

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting held on June 16, 2026, the Technical Planning Committee recommended the Board of Directors approve the FY 2027-2030 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 the FY 2027-2030 Transportation Improvement Program.”

OR

“Move to ask staff to revisit the document to make these changes...”

This could require a special Technical Planning Committee meeting prior to the July Board of Directors meeting.

TAB 9

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.H.

Planning Process and Financial Capacity Certifications

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

AGENDA DESCRIPTION:

Planning Process

Metropolitan Planning Organizations must certify annually to FHWA and FTA their compliance with federal, state, environmental, and civil rights regulations and that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area. Requirements for compliance include:

- Title VI of the Civil Rights Act of 1964;
- Prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises;
- An equal employment opportunity program;
- The Americans with Disabilities Act;
- The Older Americans Act;
- The prohibition of discrimination based on gender; and
- The prohibition of discrimination against individuals with disabilities.

Financial Capacity

This certifies that applicants for FTA Section 5307, 5309, and 5339 funding have the financial capacity to undertake their programmed projects. In this case, City Utilities is the only recipient of this funding.

Attached are the Certification documents to be signed by the Ozarks Transportation Organization and the Missouri Department of Transportation. These are included with the annual update to the Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to certify the Ozarks Transportation Organization’s compliance with the metropolitan transportation planning process and to certify the financial capacity of City Utilities.”

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature

Travis Cossey
Chair
Ozarks Transportation Organization

July 16, 2026
Date

Signature

Stacy Reese
District Engineer
Southwest District
Missouri Department of Transportation

July 16, 2026
Date

FINANCIAL CAPACITY ANALYSIS CERTIFICATION

(FTA CIRCULAR 7008.1A)

I certify that the agencies requesting Federal Transit Administration grants under Sections 5307, 5309, and 5339 have the financial capacity to undertake the programmed projects listed in the FY 2026-2029 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the Ozarks Transportation Organization, the City Utilities Transportation Department, OATS, Inc., and Missouri State University. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

Signature

Travis Cossey
Chair
Ozarks Transportation Organization

July 16, 2026

Date

TAB 10

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.I.

2028-2032 Draft STIP Project Prioritization Criteria

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

AGENDA DESCRIPTION:

The Statewide Transportation Improvement Program (STIP) Prioritization Criteria is used to score projects as the starting point for project recommendations. Staff would like the Board to review the criteria and recommend any changes.

No revisions have been proposed to the criteria for this round of scoring.

Included for review is the draft Prioritization Glossary which includes the criteria to be used for the next round of prioritization. The 2028-2032 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

CRITERIA	POINTS
High Volume Corridors	15
Safety	25
RR Crossing	5
Congestion Current	14
Congestion Future	4
MultiModal	3
Percentage Freight	5
Travel Time	14
Bridge Condition	5
Economic Development	10
TOTAL	100
Additional Regional Points	+25

The committee is encouraged to make any recommendations for changes at this time to allow staff time to incorporate the changes into the scoring prior to the committee meetings this summer.

Following the Board approval of the Prioritization Criteria in July, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- July 2026 – OTO staff **Score Projects**
- July through September 2026 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- October through November 2026 – OTO Approval of **STIP Priorities**
- January through March 2027 – MoDOT updates on proposed project programming

- March through May 2027 – OTO **TIP Programming** of STIP Projects
- May 2027 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2027 – OTO Board requested to **Endorse the STIP**
- July 2027 – FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled held on June 17, 2026, the Technical Planning Committee recommended the Board of Directors approve the STIP Project Prioritization Criteria as presented.

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 STIP Project Prioritization Criteria as presented.”

OR

“Move to recommend that criteria are revised as follows...”

FY 2028-2032 STIP Project Prioritization Glossary

- 1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.** (15 points possible) *Corridors are scored based upon Roadway AADT. This data is obtained annually from MoDOT. The most recent data is used.*

Over 65,000 15 Points

40,000 to 65,000 = 10 Points

30,000 to 40,000 = 6 Points

20,000 to 30,000 = 3 Points

10,000 to 20,000 = 1 Points

0 to 10,000 = 0 Points

2. Safety

- A. Safety Scores for Project Segments and Intersections. MoDOT State of the System Segments are scored based on the 2021-2025 five-year total number of crashes per mile. Intersections are scored based on the highest crash per mile segment entering the intersection.

The crashes per mile for all segments were grouped into four classes by percentile rank representing the top 25% and so on to the lowest 25%. Points were then awarded based on the following scale.

75th percentile and up = 15 points

75th – 50th percentile = 10 points

50th – 25th percentile = 5 points

25th – 0th percentile = 0 points

- B. The project area intersects the OTO regional High Injury Network is an identified in the Destination Safe Streets Safety Action Plan. (10 points possible)

Yes = 10

No = 0

- 3. Improvement or Removal of At-Grade Railroad Crossing.** *If a project improves or removes an at-grade railroad crossing, it receives four points.*

Yes = 5

No = 0

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current volume-to capacity greater than or equal to 0.92 = 11 Points

Current Volume-to-Capacity Greater than or equal to 1 = 14 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2024 Average Annual Daily Traffic totals and percentage of bus and combo semi-trailer traffic obtained from the MoDOT

Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percentage of bus and semi traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. Capacities at other locations of known improvements, e.g. auxiliary lanes added to segments along James River Freeway were revised by OTO staff. The travel demand model no-build scenario for 2050 includes projects committed through 2024. The projected volume to capacity ratio for the 2050 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Current volume-to-capacity ratios were calculated for total roadway volumes including all directions of travel. A project was awarded points based on the highest v/c ratio intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. **Congestion Management Future.** The segment with the highest future v/c ratio intersecting the project area was used to determine the score. (4 points possible)

Future 2050 volume-to-capacity greater than or equal to 0.86 = 4 Points. Future volume-to-capacity ratios were calculated for opposing directions.

6. **Multi-Modal** (3 points possible)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Percentage Freight Traffic

Greater than 30% = 5

20% to 30% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

9. Travel Time

The OTO employs HERE speed probe data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data is collected for all weekdays during April. The free flow speed is calculated using the speed limit and the average speed is calculated using the 25th percentile speed during the AM or PM period. The 25th percentile speed is then subtracted from the speed limit.

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Freeways

10 mph or more Below the Speed Limit= 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

10. Bridge Condition (5 points possible)

Project corridor addresses a structurally deficient bridge determined to be fair, poor, or very poor by MoDOT. Using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 5 points (Poor)

Bridge rated as a Condition 5 = 2 points (Fair)

11. Economic Development (10 points possible)

Each community will be allowed to designate areas for the highest economic development focus.

Communities with a population of less than 10,000 will designate one area. Jurisdictions between 10,000 and 100,000 will be able to designate two areas. Communities over 100,000 people will be able to designate three areas. The ruling body will be required to pass a resolution or officially adopt these areas, and proof must be provided along with a site map. New resolutions or adoptions will be required every five years.

Project within ½ mile travel distance by road to designated economic development area will receive 10 points.

12. Regional Points (25 points possible)

If a community has not had a STIP Project other than resurfacing, maintenance, or a minor safety improvement in the last five years, an additional 25 points may be awarded. The year that the project first appeared in the STIP will be used for the five-year look back. However, the look back period will begin with the 2025-2029 adopted STIP.

Example: Project appeared in the STIP in 2025 for construction. If no other project were programmed in the jurisdictional boundary during the next five years of STIP Prioritization rounds, the project would be awarded 25 additional points in calendar year 2030 for programming in the 2031-2035 STIP.

TAB 11

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.J.

FY 2028-2032 Draft STIP Prioritization Project List

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

AGENDA DESCRIPTION:

OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program. This list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year.

Members are asked to review the list and propose any additions, deletions, or modifications.

BOARD OF DIRECTORS ACTION REQUESTED:

Members are asked to review the FY 2028-2032 Draft STIP Prioritization Project List.

FY 2028-2032 Proposed Projects for STIP Prioritization

Priority Rank	Roadway	Project Description
	Rte 14/3rd	Pedestrian Crossing Improvements- Ozark
	160/Ward Branch	Bike/Pedestrian Underpass improvements
	Chestnut Expwy	Safety Improvements- Kansas to National (City of Springfield)
	Chestnut Expwy	Pedestrian safety improvements/crosswalks from I-44 to West Bypass
	Glenstone	Add center turn lane between Seminole and Sunset
	Glenstone & Luster	Intersection Improvement (public comment)
	Glenstone/44	Interchange Improvements
	Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan
	Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street
	I-244	Interstate designation along US65 and JRF/360
	I-44	Future Overpass near Exotic Animal Paradise
	I-44	Widen to six lanes from Rte. MM to LP 44 (Chestnut Expressway)
	I-44	Widen to six lanes from MO 360 to Rte MM
	I-44 & Rte MM	Interchange improvements
	I-44 & US 65	Phase II interchange improvements at Rte. 65
	Kearney/National	Intersection Improvements
	MO 13 & FR 94	Safety Improvements at FR 94 (Add J-turn)
	MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)
	MO 13 (Kansas Expressway)	Sidewalk addition from Erie Street to Walnut Lawn
	MO 13 (Kansas Expwy)	Intersection/access mgmt Chestnut to 44 (at Division, Atlantic, College, Walnut and Chestnut Expy and N of Kearney to Golden Plaza \$9M)
	MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary
	MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division - include hawk signal at Bolivar Rd
	MO 13 (Kansas Expwy)	Context sensitive solution Division to Chestnut
	MO 13 (Kansas Expwy)	Access Management Division to Chestnut (\$2 million)
	MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Mt Vernon
	MO 13 (Kansas Expwy)	Context Sensitive Solution from Mt. Vernon Street to Grand Street
	MO 13 (Kansas Expwy)	Widen to six lanes, intersection improvements Battlefield Road to Rte. 60
	MO 13 Kansas Expressway	Capacity and safety improvements from JRF interchange to Republic Rd
	MO 13 Kansas Expressway	Access improvements VA entrance south of Republic Rd
	MO 13/Division	Intersection improvements at Kansas Expressway and Division Street- New Thru/Right on Division and reconfigure left turn lanes \$1.4 M
	MO 360	ITS Improvements from I-44 to 60
	MO 360	widening from West Bypass to 413
	MO 413	Six Lane - JRF to West Bypass
	MO 744	Kearney Street Phase II Safety and Intersection Improvements
	N 19th St Extension	19th St extension from current terminus to Lakeland Dr for future outer road
	RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements
	Rte 125	Safety Improvements FR 84 to OTO North Boundary
	Rte 125	Roadway improvements from N. of I-44 to Rte DD - Strafford
	Rte 125	Roadway improvements from DD to FR 84 - Strafford
	Rte 125	Traffic study at intersection with Evergreen and to the north to FR 84
	Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14
	Rte 125	Poor condition north of US 60 from dog bone to LR middle school
	Rte 125 & FR 186	Intersection improvements
	Rte 125 N. of JJ	Improve curve delineation
	Rte 125/DD	Intersection Improvements (City of Strafford)
	Rte 125/Evergreen	Intersection improvements and relocation of outer road (Evergreen)
	Rte 125/FR 132	Intersection Improvements
	Rte 125/FR 84	Intersection Improvements
	Rte 125/OO South	Intersection Improvements
	Rte 125/Rte D	Intersection improvements
	Rte 125/Rte U	MoDOT SW Safety Plan/HFST Curves
	Rte 125/Washington	Intersection improvements
	Rte 125/YY	Intersection Improvements
	Rte 14	Nicholas to OTO Western Limits
	Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
	Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
	Rte 14	NN to 3rd Bridge widening
	Rte 14	Ave
	Rte 14	Capacity and Safety Improvements 14th Street to W
	Rte 14	Capacity and Safety Improvements W to JJ
	Rte 14/18th St	Outer Rd intersection improvements - Ozark
	Rte 14/32nd	Intersection Improvements (Public Comment)
	Rte 14/Church	Intersection improvements including pedestrian improvements (City of Ozark)
	Rte 14/Fremont	Intersection improvements
	Rte 14/Oak	Intersection Improvements
	Rte 14/Rte JJ	Intersection Improvements - Ozark
	Rte 14/Rte W	Intersection Improvements
	Rte 174	Capacity Improvements Main to 60
	Rte 174/Boston Ave	Intersection Improvements
	Rte 174/Main St	Intersection Improvements
	Rte 266	Capacity & Safety improvements Rte B to Rte AB
	Rte 744	Widening from US 65 to Partnership
	Rte 744/Mulroy	Intersection improvements
	Rte AA/Nicolas Rd	Intersection Improvement
	Rte AA/Owen Rd	Intersection Safety Improvements
	Rte AB	Railroad grade separation
	Rte AB	Capacity & Safety improvements Rte EE to Rte 266
	Rte AB	Safety Improvements from Rte 160 to EE
	Rte AB/FR 84	Intersection Improvements (Public Comment/City of Willard)
	Rte AB/FR 94	Widen and straighten S curve at FR 94 Willard
	Rte AB/Hwy 160	Intersection improvements with pedestrian underpass
	Rte AB/Rte EE	Intersection improvements

Priority Rank	Roadway	Project Description
	Rte B	Capacity improvements from 266 to I-44
	Rte CC	Extend Rte CC to 160 - Nixa
	Rte CC	Capacity and Safety Improvements Main to Cheyenne
	Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
	Rte CC	Widening from Fremont to 22nd Street- Ozark (\$15M)
	Rte CC/ Old Castle	Intersection Improvements
	Rte CC/22nd Street	Intersection improvements
	Rte CC/Fremont	Intersection Improvements (Public Comment)
	Rte CC/US 65	Interchange and operations improvements
	Rte D	Capacity improvements from SGF limit to Hwy 125
	Rte D/Forrest Heights	Intersection Improvement
	Rte D/Oak Grove	Intersection Improvement
	Rte EE	Safety improvements I-44 to Airport Blvd
	Rte EE	Widen to three lanes and pedestrian connectivity om I-44 to Rte 160
	Rte EE	Shoulders on Division - Haseltine to West Bypass
	Rte EE/Willard S. Elementary	(Public Comment)
	Rte F	Tennessee Road to Cave Hollow Road, repair erosion due to nearby creek.
	Rte FF	Capacity Improvements through Battlefield
	Rte FF & 4th Street	4th Street roundabout at FF
	Rte FF/3rd	Intersection Improvement
	Rte FF/Republic Rd	Intersection/Ped Crossing
	Rte H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
	Rte H	Capacity improvements from Sasha Ln to I-44
	Rte J	Additional WB lane between Farmer Branch & 17th
	Rte J/FR 164	Poor condition
	Rte J/James River Rd	Change to solid left turn signal onto W James River Road to a blinking yellow.
	Rte J/NN	Intersection Improvement
	Rte J/NN	2 thru lanes EB/WB at intersection
	Rte M	Capacity Improvements ZZ to FF
	Rte M/FR 101	Operational improvements
	Rte MM/FR 140	Intersection improvements
	Rte MM/Sawyer	Intersection Improvements
	Rte N/FR 168	Four way stop/Flashing light
	Rte NN	Capacity and Safety Improvements J to Pheasant
	Rte NN	Capacity and Safety Improvements Weaver to Jackson
	Rte NN	Realign curve south of Route 60
	Rte NN to Sunset	Bike lanes & sidewalks
	Rte NN/FR 194	Intersection improvements
	Rte NN/Melton	Intersection improvements
	Rte NN/Sunset	Intersection improvements
	Rte O	extension to Wylie - new road
	Rte O (Willard)	capacity and safety improvements
	Rte OO	Center turn lane from Rte 125 N to Rte 125 S
	Rte OO/Washington	Signalization and safety improvements, including ped improvements
	Rte P	Widening from Main to Miller
	Rte P	Center turn lane from US 60 to Lombardy
	Rte P/Miller Ave	Intersection Improvements
	Rte YY	Widen from 65 to FR 193
	Rte YY	Add lanes from US 65 to FR 193
	Rte YY & Le Compte Rd	Intersection Improvements
	Rte YY/FR 193	Intersection improvements at FR 193
	Rte ZZ	Improvements from FR 178 to Rte M (Public Comment)
	Rte ZZ	Extension from new intersection at US 60 to Rte M
	Rte ZZ/FR 174	Intersection Improvements
	Rte ZZ/FR 178 (Hines)	Intersection Improvements Cost Share with Republic
	Tracker & Nicholas	Intersection improvements
	US 160	Widening from Jackson to Hwy 123
	US 160	Widening between Nixa and Springfield
	US 160	Capacity Improvements from south of Plainview (FR 57) to AA
	US 160	Six-Lane from AA to CC
	US 160	Widen from South to Pembroke - Nixa
	US 160	Safety and Capacity 14 to OTO Southern Boundary
	US 160	4 lane to Pembroke/Rosedale
	US 160	Interchange ramp improvements at Route 60 (James River Freeway)
	US 160	Sidewalk addition from Tracker to Aldersgate
	US 160 West Bypass	Signal timing
	US 160 Intersection Safety Projects	Study and determine needed Intersection Safety Improvements from I-44 to Sunshine
	US 160/Battlefield	Intersection improvements
	US 160/Chestnut Expwy	Intersection improvements
	US 160/Division	Intersection improvements
	US 160/FR 123	Intersection Improvements
	US 160/FR 192	Intersection improvements
	US 160/FR146	Intersection Improvements
	US 160/Grand	Intersection improvements
	US 160/Mt. Vernon	Intersection improvements
	US 160/Nichols	Intersection improvements
	US 160/Pembroke	Intersection Improvements (Public Comment/City of Nixa)
	US 160/Plainview Rd	Intersection improvements
	US 160/Rosedale Rd	Intersection improvements
	US 160/Rte 413	Widen dual left turn lanes NB & WB (City of Springfield)
	US 60	Capacity and Safety Improvements west of Republic
	US 60	Intersection Improvements from P to MM including intersection at P and Bailey

Priority Rank	Roadway	Project Description
	US 60	Capacity Improvements from new Bailey Intesection to Republic Rd
	US 60	Capacity improvements from Republic Rd to Relocated MM intersection
	US 60	Capacity Improvements from West Bypass to 413
	US 60	Capacity improvements Rte FF to I-44
	US 60	Capacity improvements from 413/Sushine to MM
	US 60	Capacity improvements from MM to I-44
	US 60	JRF- Capacity Improvements Kansas to West Bypass
	US 60	Upgrade to freeway from Routes NN/J to west of Route 125
	US 60	ITS from 65 to 125
	US 60	Capacity improvements from Kansas Expwy to Rte 413
	US 60	Bike/Ped underpass under JRF at Natures Way and Republic Rd
	US 60 at FR 93/Oakwood	Intersection Improvement
	US 60/65	Phase II interchange improvements at Rte. 65
	US 60/65	Emergency Bypass Route from FR189 to Gasconade including new interchanges
	US 60/FR 189	New Interchange
	US 60/FR 193	Intersection Improvement
	US 60/FR 213	Intersection Improvement
	US 60/Fremont	Fremont bridge widening over JRF (City of Springfield)
	US 60/Hines	Intersection improvements
	US 60/Main St.	Intersection improvements
	US 60/National Ave	Interchange/Operational improvements
	US 65	Capacity and safety improvements from I-44 to Kearney
	US 65	New Longview Interchange
	US 65	6-lane from F to EE
	US 65 S to US 60 E	Ramp improvement
	US 65/Chestnut Expwy	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)
	US 65/Division	Interchange - Bridge Replacement may be needed by 2037 plus RR grade separation
	US 65/Gasconade Interchange	New Interchange
	US 65/Rte AA	Intersection Improvements
	US 65/South	Interchange improvements
	US 65/South - on-ramp from South in Ozark	Add Dual rights onto 65
	US160	Add Capacity CC to 14
	US360/60/413	Interchange Ramp Improvements to include adding/extending lanes
	ZZ Extension	ZZ realignment to Highway 14

TAB 12

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM II.K.

School Zone Flashing Beacon Memorandums of Agreement

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

AGENDA DESCRIPTION:

At the May 2026 OTO Board of Directors meeting, the procurement of School Zone Flashing Beacons was approved for the Logan-Rogersville R-VIII School District and City of Republic.

1. Logan-Rogersville R-VIII School District – Four Flashing Beacon packages on S. State Highway 125 between E. Farm Rd 170 and NE Outer Rd. Logan-Rogersville R-VIII is providing \$6,000 local match funding.
2. City of Republic – Two Flashing Beacon packages on S. State Route N between W. North St and W. State Highway 174. The City of Republic is providing \$3,000 local match funding.

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

OTO will enter into Memorandums of Agreement (MOA)s with each entity to outline the responsibilities of each party and the local match to be invoiced. The proposed MOAs are included in the agenda packet.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes the following motion:

“Move to approve the Executive Director to enter into a Memorandum of Agreement with the Logan-Rogersville R-VIII School District and the City of Republic to procure School Zone Flashing Beacons.””

OR

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

Logan-Rogersville R-VIII 100 E. Front St., Rogersville, MO 65742 Attn: Rocky Valentine, E.d.D., Superintendent	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
School Zone Flashing Beacon Sign Packages**

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, on May 21, 2026, the Ozarks Transportation Organization (“OTO”) approved the OTO procurement of School Zone Flashing Beacon Sign Packages with a total estimated cost of \$30,000; and

WHEREAS the Logan-Rogersville R-VIII School District (“School District”) wishes to work with the OTO to install four flashing beacon packages at the intersection of Highway 125 and Farm Road 174 at the Logan-Rogersville High School (LRHS) and main entrance to LRHS; and

WHEREAS the School District will be responsible for a twenty percent (20%) match of the total cost of the two flashing beacon sign packages, said amount not to exceed Six Thousand Dollars (\$6,000); and

WHEREAS, OTO has agreed to purchase the School Zone Flashing Beacon Sign Packages and utilize eighty percent (80%) STBG federal funds along with twenty percent (20%) of the actual costs to be provided by the School District in local match to fund the School Flashing Beacon Sign Packages.

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. Procurement of Equipment.** OTO shall, at its sole cost and expense, solicit sealed bids and procure School Zone Flashing Beacon Sign packages for the School District. The OTO will provide the equipment to the School District for placement on MO 125 and Farm Road 174 as outlined in the 2026 OTO Flashing School Zone Beacon Program Application.

In addition, OTO shall perform the following:

- i. The OTO will enter into a Program Agreement with MoDOT for the federal share of the project.
- ii. The OTO will work with the Missouri Department of Transportation (MoDOT) to obtain National Environmental Policy Act (NEPA) clearance for the School Zone Flashing Beacon Site; and
- iii. Procure School Zone Flashing Beacon equipment.

2. Logan-Rogersville R-VIII School District Cost Share for Equipment Purchase.

- a. The School District shall provide local match funds for the School Zone Flashing Beacon Package up to the amount of Six Thousand and No/100 (\$6,000.00).
- b. Upon advertisement of sealed bid, OTO will invoice the School District as follows:
 - i. The School District will be invoiced twenty percent (20%) of the total equipment purchase up to Six Thousand Dollars and No/100 (\$6,000.00).
 - ii. In the event the twenty percent (20%) is higher than the outlined Six Thousand Dollars and No/100s (\$6,000.00), an addendum to this Agreement will be prepared and a secondary invoice will be generated after addendum execution.
 - iii. The School District will provide OTO with the invoiced funds as invoiced within 45 business days.
 - iv. Upon request, the OTO agrees to provide to the School District documentation of invoices or costs for the School District's records.
- c. Upon project completion, OTO will
 - i. provide a refund of any unused match.
 - ii. OTO will provide the School District with unused funds within forty-five business days of procurement project closeout.

3. Logan-Rogersville R-VIII School District Oversight Responsibilities

- a. The School District agrees to allow the OTO to serve as the project manager of the procurement and that OTO will not be a contractor to the School District nor receive compensation for work associated with the equipment purchase.
- b. The School District shall be responsible for picking up the equipment from the OTO offices.
- c. The School District shall be responsible for the installation and all applicable permits.
- d. The School District will coordinate with MoDOT and enter into an Installation of Roadside Flashers for School Operation Agreement.

1. **Term.** OTO shall commence equipment purchase as soon as practicable after the execution of this Agreement, unless otherwise directed in writing by the School District, and the term of this Agreement shall expire on June 30, 2027, unless an Addendum to extend the Term of this Agreement is executed by the parties prior to this date.

The services provided by OTO will be considered complete upon equipment pickup of the School Zone Flashing Beacons.

The total period of service is expected to be completed by June 30, 2027.

2. **Project Schedule.** The tentative schedule is as follows:
 - Bid Award – August 3, 2026
 - Equipment Purchase – August 12, 2026
3. **Liability and Indemnity.** In no event shall the OTO be liable to the School District 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 School District be liable to the OTO for special, indirect, or consequential damages, except those caused by the School District's, or its agent's or official's gross negligence or willful or wanton misconduct.
4. **Conflicts.** No salaried officer or employee of the School District or OTO and no member of the School District 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.
5. **Termination for Convenience.** Subject to the rights of the School District, as set out in this Agreement, the OTO or the School District, by written notice, may terminate this contract, in whole or in part, when it is in the School District'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 School District, by written notice, may terminate this contract, in whole or in part, when it is in the School District's interest.
6. **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.

7. **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.
8. **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.

Logan-Rogersville R-VIII School District

**OZARKS TRANSPORTATION
ORGANIZATION**

By: _____

By: _____

Date: _____

Date: _____

Name: Rocky Valentine, Ed.D.
Title: Superintendent

Name: Sara Fields
Title: Executive Director

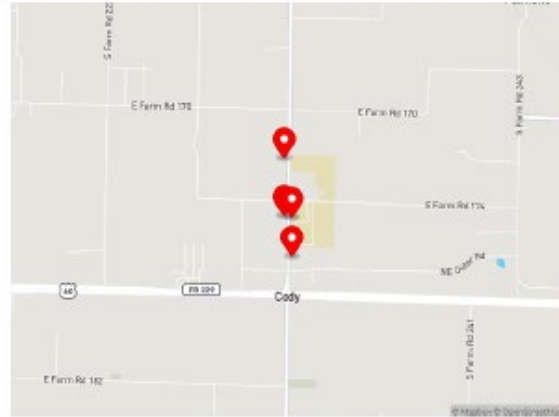
SCHEDULE A

School Zone Flashing Beacon Equipment

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

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

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



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





**A RESOLUTION FROM THE CITY OF ROGERSVILLE, MISSOURI
AFFIRMING THE CITY'S COMMITMENT TO PUBLIC SAFETY WITHIN ITS JURISDICTION**

WHEREAS, the City of Rogersville is committed to ensuring the safety, security, and well-being of all residents, businesses, and visitors within its jurisdiction; and

WHEREAS, the City recognizes the importance of community engagement, transparency, and collaboration in strengthening trust between the City and the public to effectively address public safety; and

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Aldermen of the City of Rogersville, Missouri:

The Board of Alderman and the City of Rogersville supports the submission of a grant application to fund the installation of a school zone flasher at the intersection of Missouri Highway 125 and Farm Road 174 near Logan-Rogersville High School and Logan-Rogersville Middle School.

This intersection serves as a primary access point for students, staff, families, and buses traveling to and from campus each day. With the recent completion of the Highway 125 and Highway 60 interchange, traffic volume and speed along Highway 125 have increased, creating additional safety concerns during arrival and dismissal times. The Board believes a school zone flasher will improve driver awareness, reinforce reduced speeds, and enhance overall safety for our school community.

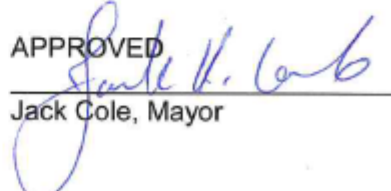
The Logan Rogersville School Board is committed to moving this project forward and agrees to provide the required local match and to fund any remaining costs not covered by the grant to ensure the project is completed.

ADOPTED by the Board of Aldermen of the City of Rogersville, Missouri, this 16th day of March, 2026.

ATTEST


Glenda Stegner, City Clerk

APPROVED


Jack Cole, Mayor

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

PENDING

REVIEW Project is awaiting review.

Revision: Ozarks Transportation Organization / CFP / CFP 2026 - School / March 2026 - School Beacons
Last edited: Rocky Valentine (02/27/2026)

PROGRAMMING

OBLIGATION

MAP

IDS / CONTACTS

ATTACHMENTS

REVISION HISTORY

PROJECT QUESTIONS

A. Eligible Entity

0

1. Contact First and Last Name*

Valentine, Rocky

2. Contact Title*

Superintendent of Schools, Logan-Rogersville R-VIII School District

3. Contact Phone Number*

417-683-8194

4. Contact Email*

rvalentine@logrogstudents.net

5. Have you uploaded a Resolution of Support?*

If no, please state the Anticipated Date of Adoption in the next question.

Yes

6. If you have not uploaded a Resolution of Support, please indicate your anticipated date of adoption.

03/11/2026

7. List of Co-Sponsors

No Answer

B. Project Detail

0

1. Please lists all the schools profiting from the project, including the number of students and the number of sign packages you are applying for.*

MoDOT and the local government(s).

- Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in federal funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.

- Hereby assure MoDOT that the project applicant(s) will install and maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the the project applicant and the Missouri Highway and Transportation Commission (MHTC) or The Ozarks Transportation Organization (OTO) prior to project implementation.

- By submitting this application, the organization (local government, school district, or other eligible entity) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding and hereby assure OTO and MoDOT that this project complies with, and/ or will comply with, all provisions of the National Environmental Policy Act of 1969 (42 USC 4321 et seq.).

-Hereby assure that the purchased equipment will be installed in a enforceable school zone.

I hereby acknowledge the above.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

June 24, 2026

Rocky Valentine
Superintendent
Logan-Rogersville R-V111 School District

Dear Mr. Valentine:

As you are aware, in January, the Ozarks Transportation Organization (OTO) Board of Directors awarded Logan-Rogersville \$24,000 in Carbon Reduction Program funding for use for the purchase of School Flashing Beacon sign packages.

OTO will be administering the purchase, along with the other successful application. Your agency will be responsible for coordinating the installation of the equipment in compliance with the manufacturers specifications, MUTCD, MoDOT and local requirements. OTO will soon provide a draft MOU outlining both OTO and Logan-Rogersville responsibilities. In addition, because the sign packages will be installed on MoDOT right of way, Logan-Rogersville will need to enter into an agreement with MoDOT for the installation. A draft copy of this agreement has been provided for your review.

All projects utilizing federal funds are required to follow a specific process including environmental reviews and purchasing requirements. OTO has already started this process and anticipate having final environmental clearance in the next couple of weeks.

Please let us know if you have any questions or need assistance with any of the above information. We look forward to seeing your project completed.

Sincerely,

Jennifer Thomas, P.E.
Project Manager

Enclosure



OZARKSTRANSPORTATION.ORG

City of Republic 4221 S. Wilson's Creek Blvd Republic, MO 65738 Attn: Colten Harris, City Administrator	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
School Zone Flashing Beacon Sign Packages**

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, on May 21, 2026, the Ozarks Transportation Organization ("OTO") approved the OTO procurement of School Zone Flashing Beacon Sign Packages with a total estimated cost of \$15,000; and

WHEREAS the City of Republic ("City") wishes to work with the OTO to install two flashing beacon packages at the beginning and end of the school zone in front of the shared driveway for Lyon and Sweeny elementary schools; and

WHEREAS the City will be responsible for a twenty percent (20%) match of the total cost of the flashing beacon sign package, said amount not to exceed Three Thousand Dollars (\$3,000); and

WHEREAS, OTO has agreed to purchase the School Flashing Beacon Sign Packages and utilize eighty percent (80%) STBG federal funds along with twenty percent (20%) of the actual costs to be provided by the City in local match to fund the School Flashing Beacon Sign Packages.

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. Procurement of Equipment.** OTO shall, at its sole cost and expense, solicit sealed bids and procure School Zone Flashing Beacon Sign packages for the City of Republic. The OTO will provide the equipment to the City of Republic for placement at Sweeny and Lyon Elementary Schools in Republic, Missouri as outlined in the 2026 OTO Flashing School Zone Beacon Program Application.

In addition, OTO shall perform the following:

- i. The OTO will enter into a Program Agreement with MoDOT for the federal share of the project.
- ii. The OTO will work with the Missouri Department of Transportation (MoDOT) to obtain National Environmental Policy Act (NEPA) clearance for the School Zone Flashing Beacon Site; and
- iii. Procure School Zone Flashing Beacon equipment.

2. City of Republic Cost Share for Equipment Purchase.

- a. The City shall provide local match funds for the School Zone Flashing Beacon Package up to the amount of Three Thousand and No/100 (\$3,000.00).
- b. Upon advertisement of sealed bid, OTO will invoice the City as follows:
 - i. The City will be invoiced twenty percent (20%) of the total bid amount up to Three Thousand Dollars and No/100 (\$3,000.00).
 - ii. In the event the twenty percent (20%) is higher than the outlined Three Thousand Dollars and No/100s (\$3,000.00), an addendum to this Agreement will be prepared and a secondary invoice will be generated after addendum execution.
 - iii. The City will provide OTO with the invoiced funds as invoiced within 45 business days.
 - iv. Upon request, the OTO agrees to provide to the City documentation of invoices or costs for the City records.
- c. Upon project completion, OTO will
 - i. provide a refund of any unused match.
 - ii. OTO will provide the City with unused funds within forty-five business days of procurement project closeout.

3. City of Republic Oversight Responsibilities

- a. The City agrees to allow the OTO to serve as the project manager of the procurement and that OTO will not be a contractor to the City nor receive compensation for work associated with the equipment purchase.
- b. The City shall be responsible for picking up the equipment from the OTO offices.
- c. The City shall be responsible for the installation and all required permits.
- d. The City shall coordinate with MoDOT and enter into an Installation of Roadside Flashers for School Operation Agreement.

- 1. **Term.** OTO shall commence equipment purchase as soon as practicable after the execution of this Agreement, unless otherwise directed in writing by the City, and the term of this Agreement shall expire on June 30, 2027, unless an Addendum to extend the Term of this Agreement is executed by the parties prior to this date.

The services provided by OTO will be considered complete upon equipment pick up of the School Zone Flashing Beacons.

The total period of service is expected to be completed by June 30, 2027.

2. **Project Schedule.** The tentative schedule is as follows:
 - Bid Award – August 3, 2026
 - Equipment Purchase – August 12, 2026
3. **Liability and Indemnity.** In no event shall the OTO be liable to the City 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 City be liable to the OTO for special, indirect, or consequential damages, except those caused by the City's, or its agent's or official's gross negligence or willful or wanton misconduct.
4. **Conflicts.** No salaried officer or employee of the City or OTO and no member of the City 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.
5. **Termination for Convenience.** Subject to the rights of the City, as set out in this Agreement, the OTO or the City, by written notice, may terminate this contract, in whole or in part, when it is in the City'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 City, by written notice, may terminate this contract, in whole or in part, when it is in the City's interest.
6. **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.
7. **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.

8. **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.

City of Republic

By: _____

Date: _____

Name: Colten Harris
Title: City Administrator

**OZARKS TRANSPORTATION
ORGANIZATION**

By: _____

Date: _____

Name: Sara Fields
Title: Executive Director

Attest:

Laura Burbridge, City Clerk

Approved as to Form:

Justin Rogers, City Attorney

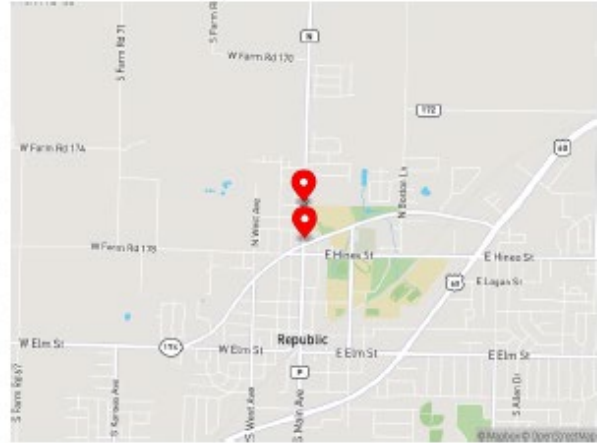
SCHEDULE A

School Zone Flashing Beacon Equipment

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

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

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



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



A RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE CITY OF REPUBLIC TO PROVIDE A LOCAL MATCH FOR THE INSTALLATION OF TWO FLASHING SCHOOL ZONE BEACONS ON MAIN STREET

WHEREAS, the City of Republic, Missouri ("City" and/or "Republic") is a municipal corporation and Charter City located in Greene County, Missouri, being duly created, organized and existing under the laws of the State of Missouri; and

WHEREAS, the Ozarks Transportation Organization ("OTO") has indicated the award of grant funding to the City of Republic in the amount of \$12,000 for the installation of two flashing school zone beacons on Main Street, contingent upon a local match of \$3,000, with formal award documentation and agreements pending; and

WHEREAS, the proposed beacons will serve Sweeny and Lyon Elementary Schools, where approximately 800 students attend school near the intersection of Main Street and Highway 174; and

WHEREAS, the total estimated cost of the project is \$15,000, with \$12,000 funded through the grant and \$3,000 to be provided by the City; and

WHEREAS, according to Missouri Department of Transportation data, there have been 47 crashes on Main Street between West North Street and Highway 174, demonstrating the need for enhanced traffic safety measures; and

WHEREAS, the installation of flashing school zone beacons is expected to calm traffic, improve driver awareness, and enhance the safety of students, pedestrians, and motorists in the area; and

WHEREAS, the City Council finds that participation in this grant opportunity and the provision of the required local match will promote public safety and provide a cost-effective improvement for the community, subject to the conditions set forth herein.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF REPUBLIC, MISSOURI, AS FOLLOWS:

Section 1. The City of Republic is authorized to provide a local match in the amount not to exceed Three Thousand Dollars (\$3,000), subject to lawful appropriation, for the installation of two flashing school zone beacons serving Sweeny and Lyon Elementary Schools in the vicinity of Main Street and Highway 174, with final placement to be determined in accordance with applicable standards, provided that such authorization is expressly contingent upon the City's receipt and formal acceptance of grant funding from the OTO as evidenced by a written award and executed grant agreement and execution of all required agreements.

No City funds shall be expended, and no contractual or financial obligations shall be incurred, until such time as the grant is formally awarded and accepted and all required agreements are fully executed. In no event shall the City's financial obligation exceed Three Thousand Dollars (\$3,000) without further approval of the City Council.

Section 2. The City Administrator, or his/her designee, on behalf of the City, is authorized to take such administrative actions as are necessary to accept the grant and

implement the project in accordance with applicable federal, state, and local requirements, including the execution of grant and related project documents, subject to approval as to form by the City Attorney and compliance with applicable procurement, contracting, and purchasing requirements, and subject to the limitations set forth in Section 1.

- Section 3.** If any clause, word, paragraph, section, or other portion of this Resolution is held unconstitutional, illegal, or invalid by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.
- Section 4.** The *Whereas* clauses set forth in the preamble of this Resolution are hereby incorporated herein for background purposes only and shall not create enforceable provisions except as expressly set forth in the operative sections of this Resolution.
- Section 5.** This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

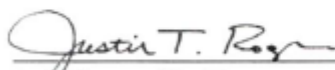
PASSED AND APPROVED at a regular meeting of the City Council of the City of Republic, Missouri, this 21st day of April, 2026.

Attest:


Laura Burbridge, City Clerk


Eric Franklin, Mayor

Approved as to Form:

 04/16/2026
Justin Rogers, City Attorney



Final Passage and Vote: The vote was 7 Aye-Campbell, Fields, Gerke, Harter, Shaw, Updike, and Wilson. 0 Nay. Motion Carried.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

June 24, 2026

Trenton Sims
City of Republic

Dear Mr. Sims:

As you are aware, in January, the Ozarks Transportation Organization (OTO) Board of Directors awarded Republic \$12,000 in Carbon Reduction Program funding for use for the purchase of School Flashing Beacon sign packages.

OTO will be administering the purchase, along with the other successful application. Your agency will be responsible for coordinating the installation of the equipment in compliance with the manufacturers specifications, MUTCD, MoDOT and local requirements. OTO will soon provide a draft MOU outlining both OTO and City of Republic responsibilities. In addition, because the sign packages will be installed on MoDOT right of way, Republic will need to enter into an agreement with MoDOT for the installation. A draft copy of this agreement has been provided for your review.

All projects utilizing federal funds are required to follow a specific process including environmental reviews and purchasing requirements. OTO has already started this process and anticipate having final environmental clearance in the next couple of weeks.

Please let us know if you have any questions or need assistance with any of the above information. We look forward to seeing your project completed.

Sincerely,

Jennifer Thomas, P.E.
Project Manager

Enclosure



OZARKSTRANSPORTATION.ORG

TAB 13

BOARD OF DIRECTORS AGENDA 07/16/2026; ITEM I.C.

Public Comment

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

AGENDA DESCRIPTION:

Under Tab 13 of the agenda packet, for Board member review, are Public Comments for the time frame between May 21, 2026 and July 8, 2026. Any additional public comment received by July 15, 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: US 60 / US 65 Study

City/County of concern: Springfield/Greene County

Date received: 05/25/2026

Received through: Email

Contact Name: Stephen [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Hi. We are moving to Springfield and buying a house at [REDACTED], Springfield and this neighborhood is immediately NW of the 60/65 interchange. It is also secluded from any quick access to either of those major routes even though both 60 and 65 touch the edges of that neighborhood. I would request that consideration be given to creating improved means for residents of this large neighborhood and general Galloway region to be able to quickly access either 60 or 65. Doing so would be helpful for quickly reaching emergency medical care, if needed, and would also benefit those residents who want to visit and receive the services of a multitude of Springfield businesses via those routes, as well as benefit the businesses that can profit from those customers who visit because of the improved access. Thanks

OTO Response:

Thank you for reaching out. Public input is vital to the planning process. This information will be shared with the study team, our Technical Planning Committee, and Board of Directors. We appreciate it!



PUBLIC COMMENT



Area of concern: US 60 / US 65 Study

City/County of concern: Springfield/Greene County

Date received: 05/28/2026

Received through: Email

Contact Name: Mike [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

You may want to revise your crash numbers because the at grade crossovers were closed a good portion of 2023 and 2024 with the road construction and also 189 and Highland Springs closed during 65 expansion.

OTO Response:

Thank you for this information. It will be shared with the study team. We appreciate you reaching out!



PUBLIC COMMENT



Area of concern: N. Glenstone from I-44 to Sasha Lane

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

this stretch of N. Glenstone needs to be widened. They are building a ton of houses and several HUGE apartment buildings along Valley Water Mill; this area is already congested; mark my words: in 12 months this area is going to be a nightmare if not widened.

Map



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



PUBLIC COMMENT



Area of concern: US 65 from Kearney to I-44 NB

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

This area of the 65 going north where the on ramp from Kearney merges in the same place as cars going North on the 65 are trying to get into the right lane to take the I-44 on-ramp... all at the same time as the farthest left lane ends... WAY to much going on in this short distance, I drive through here every day, I've witnessed multiple accidents and countless close calls over the past 5 years.

Map



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



PUBLIC COMMENT



Area of concern: Chestnut Expressway at US 65

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

WTF is this all about..??!

Map



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



PUBLIC COMMENT



Area of concern: Kansas Expressway at I-44

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

WTF is this all about..??!

Map



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



PUBLIC COMMENT



Area of concern: US 65 South to US 60 East On Ramp

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Craig

Contact Email/Ph #: N/A

Comment:

(Highlighted line) - This on-ramp from the 65 going south to take the 60 going east is terrible., the curve is too sharp and not concentric, i see people almost go into the grass several times because the curve gets suddenly sharper, in addition, the acceleration lane is much too short when trying to merge with traffic.

Map



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



PUBLIC COMMENT



Area of concern: US 60 / US 65 Interchange

City/County of concern: Springfield/Greene County

Date received: 05/29/2026

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

Contact Name: Patrick Dailey

Contact Email/Ph #: N/A

Comment:

(Highlighted line) - Very dangerous part of the 65/60 interchange. People getting off 60 (going westbound) to go southbound on 65 colliding with people continuing southbound on 65 and/or people looking to exit southbound 65 to go east bound on 60. That needs to be fixed!

Map



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



PUBLIC COMMENT



Area of concern: US 60

City/County of concern: Springfield/Greene County

Date received: 06/06/2026

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

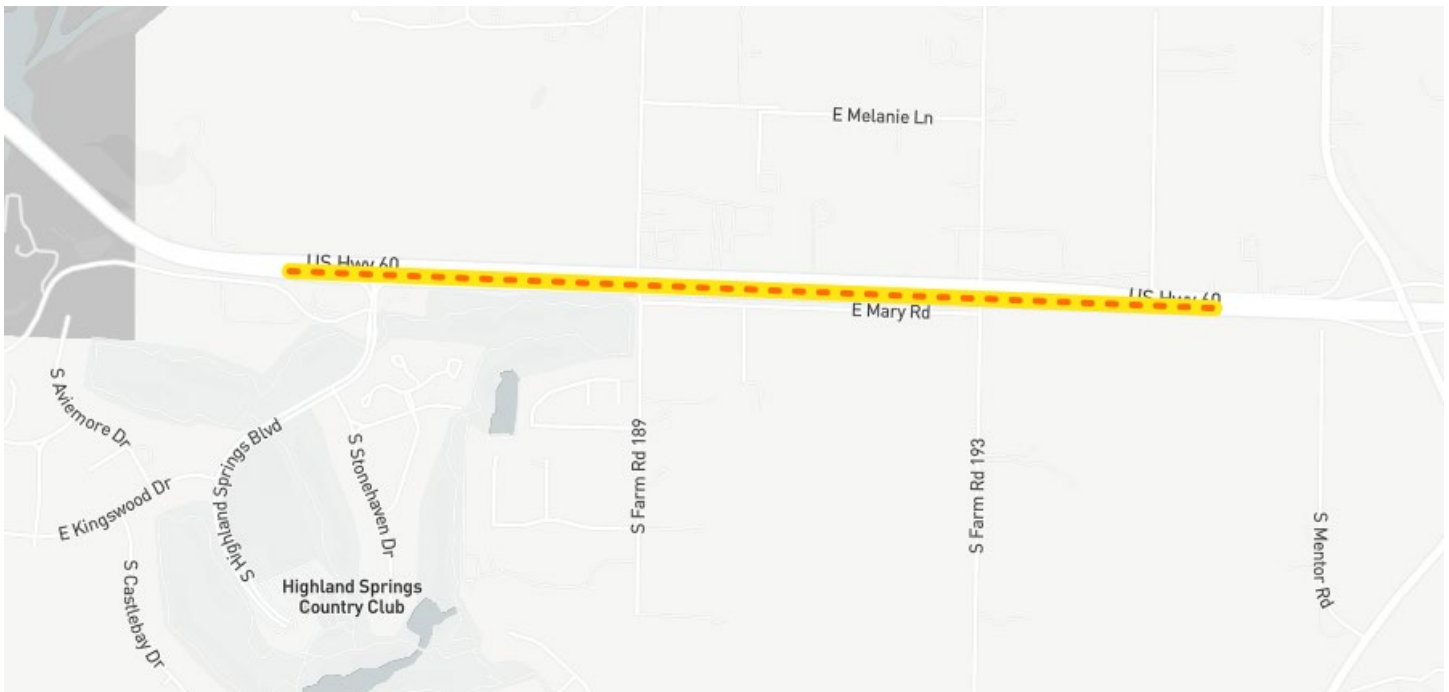
Contact Name: Allen

Contact Email/Ph #: N/A

Comment:

You should do something like Texas does with their frontage roads. Create two one-way roads. Leave middle where eventually you could put a interchange in when you get the money and a crate able this area to economic development

Map



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



PUBLIC COMMENT



Area of concern: Highway 60 – Bicycle Routes

City/County of concern: Springfield/Greene County

Date received: 06/07/2026

Received through: Email

Contact Name: Bruce Adib-Yazdi **Contact Email/Ph #:** bruce.adib.yazdi@gmail.com

Comment:

Please consult Springbike Bicycle Club <https://www.springbike.org/> and consult Strava Heat maps for potential crossings of Highway 60 that deserve accommodation for cyclists. <https://www.strava.com/maps/global-heatmap?sport=RideLike&style=standard&terrain=false&labels=true&poi=true&cPhotos=true&3d=false&gColor=mobileblue&gOpacity=100#9.06/37.1236/-93.1370>

OTO Response:

Thank you for this information. I have forwarded it to the study team.



PUBLIC COMMENT



Area of concern: Route 60 Safety

City/County of concern: Springfield/Greene County

Date received: 06/07/2026

Received through: Email

Contact Name: Richard [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Subject: Public Comment: Support for Northern Corridor Realignment with FR 189 Dogbone / Highland Springs Split-Diamond Compromise

To the Project Engineers and Leadership at MoDOT & OTO,

My name is Richard [REDACTED] and I am a charter member and long term resident of Highland Springs. I submit the following for your review:

As a resident of the Highland Springs community and an invested stakeholder in the safety and future growth of the U.S. 60 corridor, I am writing to submit a balanced, collaborative design solution for the ongoing U.S. 60 Corridor Planning and Environmental Linkages (PEL) study.

I fully endorse MoDOT's directive to upgrade U.S. 60 to a limited-access, free-flowing freeway. Furthermore, I recognize that a continuous-flow **Dogbone Interchange at Farm Road 189** is the structurally superior choice to handle high-volume regional traffic, eliminate dangerous right-angle "T-bone" conflict points, and safely unlock the immense future economic potential of the 600-acre development parcel situated directly to the north.

However, an isolated, standalone dogbone at FR 189 that forces all **eastbound incoming traffic** to completely bypass our neighborhood and back-track through slow, localized roundabouts creates severe and unnecessary commuter penalties. Therefore, I formally request that MoDOT and project consultants Crawford, Murphy & Tilly (CMT) engineer and model a **Northern Alignment Shift that pairs the FR 189 Dogbone with a localized Split-Diamond framework at Highland Springs Boulevard.**

This integrated compromise satisfies all state engineering safety mandates while preserving critical local access via the following civil mechanics:

1. **Preserved Eastbound Inbound Convenience:** Eastbound commuter traffic traveling from Springfield preserves its direct, non-stop entry into the corridor via a dedicated freeway off-ramp leading straight onto Highland Springs Boulevard. Residents, emergency first responders, and country club guests coming from the west are never forced to drive past the neighborhood to turn around.
2. **Efficient Westbound Inbound Convenience:** Westbound traffic arriving from Rogersville and points east exits the new freeway footprint at the Farm Road 189 Dogbone interchange. Drivers cross south over the freeway via the FR 189 overpass bridge, then transition smoothly onto the localized south access road to travel the final mile west straight to the Highland Springs gates.
3. **Safe, Unified Outbound Routing:** In a highly reasonable and proactive trade-off for overall corridor safety, all outbound traffic exiting Highland Springs Boulevard to travel west back into Springfield will utilize the low-speed south access road traveling east. Drivers will transition smoothly onto the FR 189 Dogbone overpass, using its continuous-flow teardrop roundabouts to loop cleanly onto Westbound U.S. 60 without creating gridlock bridge queues or requiring a secondary, costly overpass bridge directly over Highland Springs Boulevard.
4. **The Northern Shift Advantage:** Rather than widening the current corridor footprint symmetrically, the high-speed main lanes of the new U.S. 60 freeway should be constructed entirely on the open acreage to the north. The existing pavement of U.S. 60 can then be seamlessly repurposed into the low-speed local frontage road system. This eliminates the massive capital expenditure of acquiring high-value land on the south side, while protecting the mature tree lines, aesthetics, and property boundaries of an established community anchor.
5. **An Uncontested Coalition for Regional Growth:** This layout provides the 600 acres of northern property with a high-capacity, roundabout-controlled gateway capable of processing heavy retail, medical, or corporate logistics. By separating our direct residential inbound ramp from their heavy commercial intersection, both distinct properties thrive without competing for active lane capacity.

From a construction economics perspective, a Northern Alignment Shift operates as an offline "greenfield" project. Contractors can build the new high-speed lanes on open dirt at maximum speed during daylight hours without interfering with active traffic. This removes the multi-million-dollar "Traffic Control" inflation premium from the state contractor bid and spares Springfield commuters years of lane shifts, orange cones, and construction bottlenecks.

I urge MoDOT, the OTO, and CMT engineers to advance this integrated Northern Split-Diamond / FR 189 Dogbone compromise as a primary design solution. It represents a rare win-win scenario that fully balances regional transit safety with vital community and commercial preservation.

Sincerely,
Richard [REDACTED] MD
[REDACTED]

OTO Response:

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



PUBLIC COMMENT



Area of concern: Farm Road 192 Extension

City/County of concern: Springfield/Greene County

Date received: 06/16/2026

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

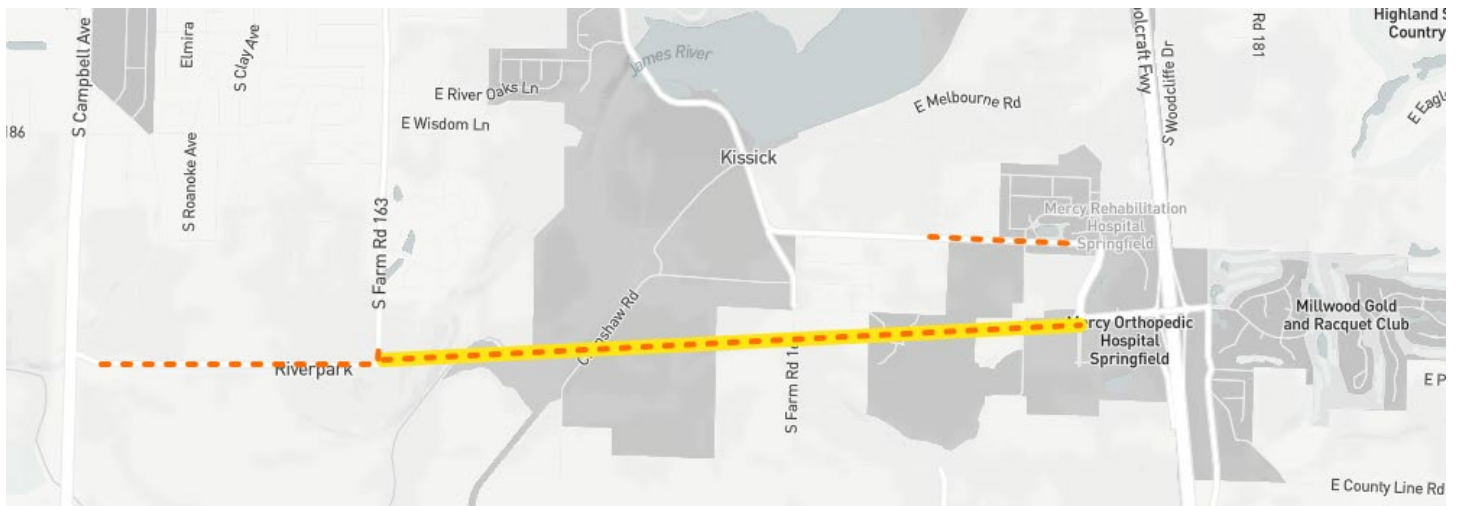
Contact Name: Allen

Contact Email/Ph #: N/A

Comment:

Needs a extend 192 The road and walking too

Map



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



PUBLIC COMMENT



Area of concern: Future Connection between Longview Rd and US65

City/County of concern: Ozark/Christian County

Date received: 06/16/2026

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

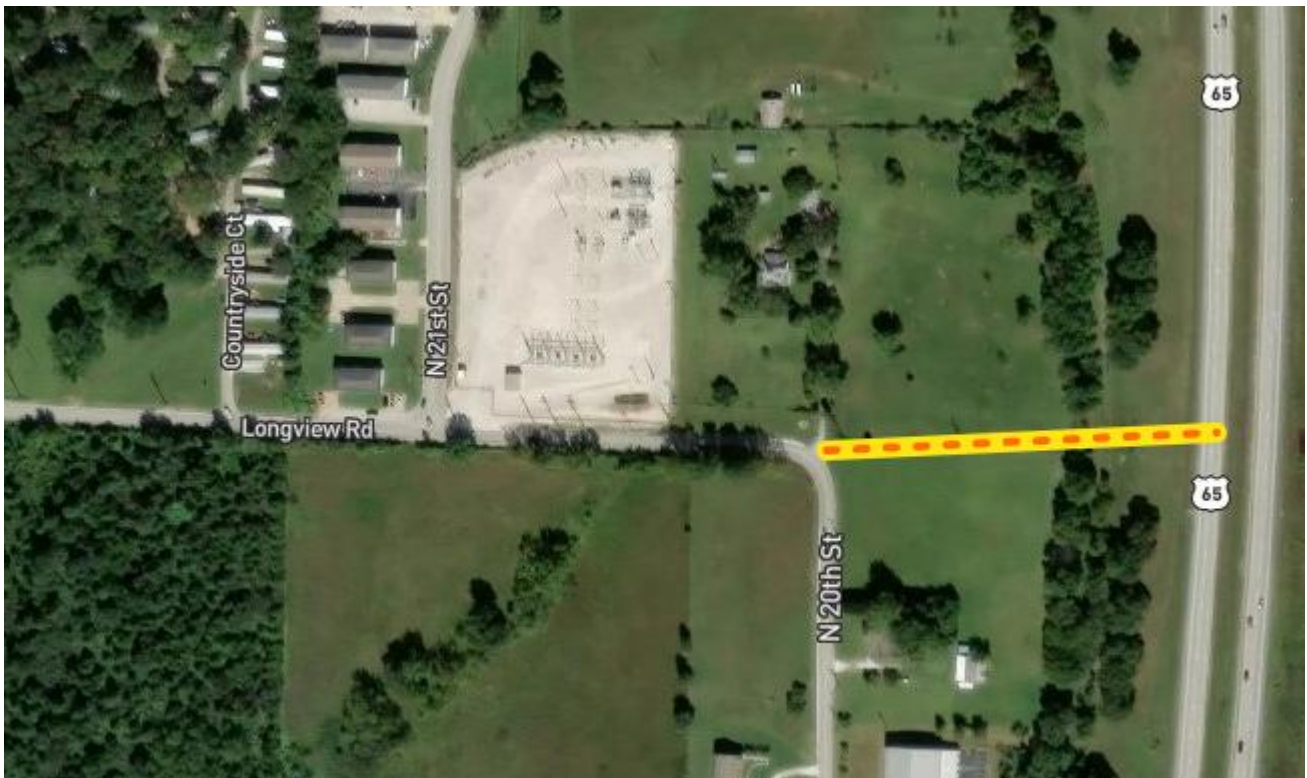
Contact Name: Allen

Contact Email/Ph #: N/A

Comment:

A connection is being made here where I'll take pressure off the other , two exchanges and allow for future use to build a bridge over 65 when they have the money

Map



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



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



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

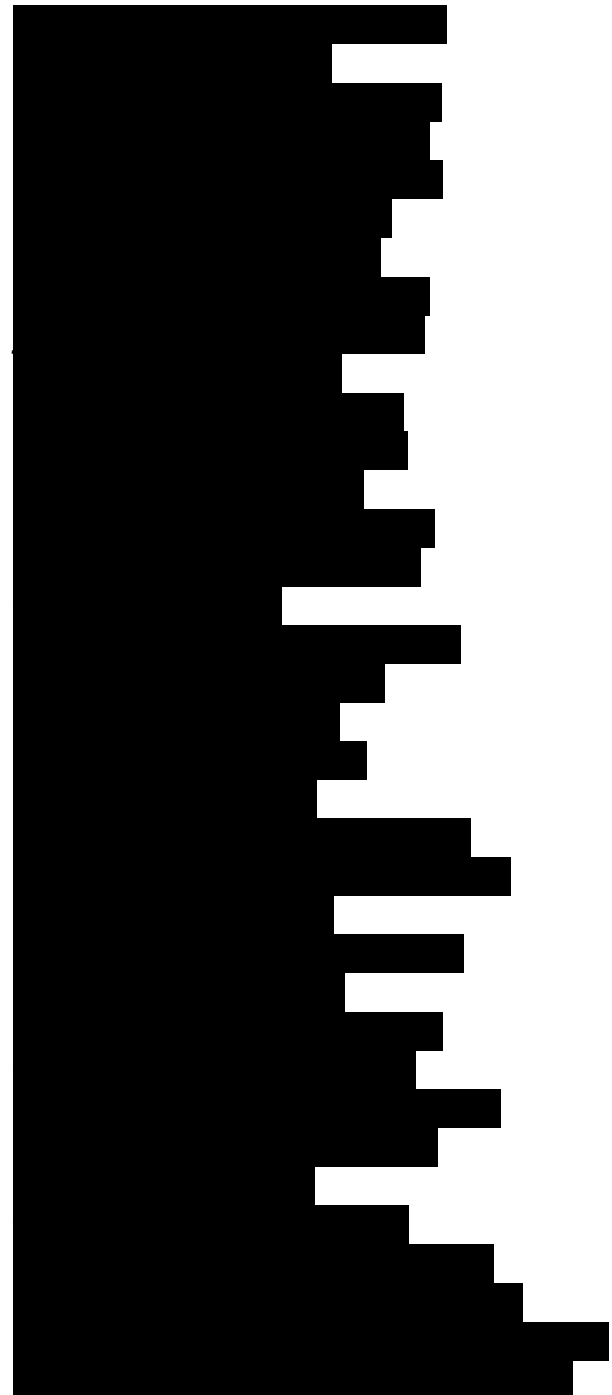
Date received: 07/01/2026-07/07/2026

Received through: 79 separate emails

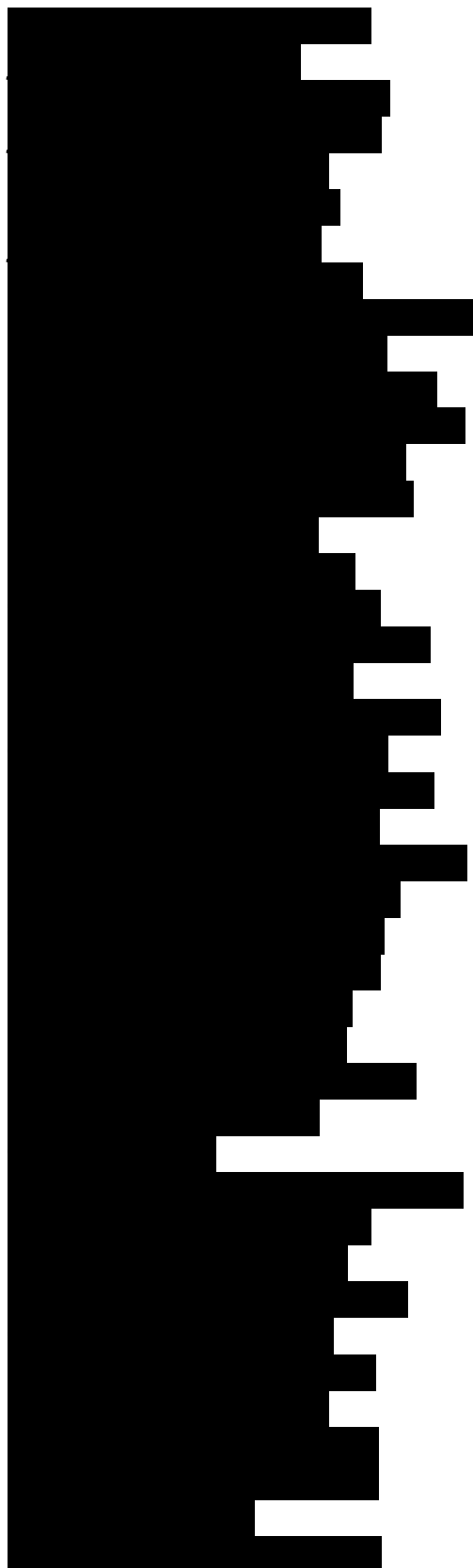
Contact Name:

1. Savannah Quick
2. Dani Farr
3. Grace Lopez
4. Katelyn Reimer
5. Kathleen Blumenthal
6. Kailee Pruitt
7. Courtney Bush
8. Ameera Hossain
9. Jaidyn Pruitt
10. Lori Kerchenfaut
11. Lacey Buster
12. Ann Kesler
13. Melinda Sims
14. Amber Griffin
15. Andrea Pflumm
16. Teresa Mehn
17. Alyssa McCollum
18. Shyan Mehrhoff
19. Olivia Gammill
20. Paige Whitten
21. Olivia Mayes
22. Reagan Baldwin
23. McKayla Carpenter
24. Amanda Carpenter
25. Madison Stowe
26. Mariana Martin
27. Mary Schulte
28. Hilary Davison
29. Blaine Reppert
30. Shelbi Shearer
31. Angela Hall
32. Tabitha Robinson
33. Kinzlee Ransom
34. Melody Wasowicz
35. Michelle Burney
36. Melanie Hoover

Contact Email/Ph #:



37. Shelly Quick
38. Jamie Schafer
39. Megan
40. Jenae Hagan
41. Christina Bresnan
42. Mattia Schlientz
43. Kyla Mortenson
44. Alexis Pacheco
45. Savannah Ferguson
46. Leah Bitterman
47. Brandon Procell
48. Paige Hernandez
49. Katya Wittmer
50. Bonnie Schooler
51. Kristin Spurlin
52. Jessica Godby
53. Shannon Friend
54. Danielle Blandford
55. Hannah Clark
56. Bethany Mosher
57. Taylor Baker
58. Stephanie Gilbert
59. Claire Winn
60. Caroline Volansky
61. Amanda Obeso
62. Faith Rust
63. Alyssa Rist
64. Bianca Smith
65. Deborah Kittrell
66. Lindsay Marsh
67. Steve Kerchenfaut
68. Turner Cartage, Inc/Steve Kerchenfaut
69. Katherine Miller
70. David Spratt
71. Grace Byrd
72. Kaylee McDaris
73. Donna Flynn
74. Chloe Oneal
75. Cheryl Cassidy
76. Jennifer Hale
77. Elizabeth Francis
78. Lori
79. Quinn Lawson



Comment:

I am writing to report a dangerous intersection and request that it be evaluated for safety improvements.

The intersection where FR 213 crosses US-60 (approximately 37°07'11.2"N, 93°09'21.0"W) presents a significant safety hazard. Traffic on US-60 travels at highway speeds, while drivers on FR 213 must rely only on stop signs before attempting to cross. The available sight distance is very limited, making it difficult to accurately judge approaching traffic and leaving drivers with very little time to cross safely.

This intersection has already resulted in tragic loss of life. On December 30, 2024, Glenn Gilmore was killed there. More recently, on June 12, 2026, Jerry Michael also lost her life at this same crossing. These tragedies show that the current design does not provide an adequate margin of safety for drivers.

I respectfully ask that this intersection be reviewed for closure. There are overpasses located nearby in both directions that could provide safer crossing alternatives while eliminating the risks associated with this highway crossing.

I urge transportation officials to conduct a thorough safety study of this location and consider closing the crossover before additional lives are lost. Protecting Missouri's drivers should be the highest priority, and I believe proactive action at this intersection could prevent future fatalities.

Thank you for your time and consideration. I appreciate your attention to this urgent safety matter.

OTO Response:

Thank you for this information. Public input is vital to the planning process. This will be shared with the US60/US65 study team, our Technical Planning Committee, and Board of Directors.

Thank you, again!



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/01/2026

Received through: Email

Contact Name: Susan Quick

Contact Email/Ph #: [REDACTED]

Comment:

After the loss of my Grandma, Jerry Michael, I felt like I couldn't understand how this could have happened to one of the most cautious drivers I know. I started looking into the intersection where she lost her life. She was not the first to die there. She will not be the last.

She was crossing US-60 on FR 213 in Rogersville. There is a short line of sight, and people traveling on 60 are going at least 70 mph. The truck that hit her had no time to stop, and she had no time to see them.

I reached out to MODOT to report that this intersection is unsafe for drivers. I thought we would never hear back. Imagine my surprise when I got a call today about my report. MODOT is surveying this chunk of US-60 this summer, and the man I spoke with had gone to the crash site. He encouraged me to reach out and make my concerns heard.

So, to everyone who has reached out over the last few weeks and asked the question, 'Is there anything I can do?' the answer is finally yes.

Below is the link to report a safety concern to the OTO, Ozark's Transportation Organization. I will attach my email below; you can copy and paste it or write your own. Please help us make something good happen out of this profound loss by contacting MODOT and the OTO about this intersection.

OTO contact link: <https://www.ozarkstransportation.org/contact>

Here is my email: "I am writing to report a dangerous intersection and request that it be evaluated for safety improvements.

The intersection where FR 213 crosses US-60 (approximately 37°07'11.2"N, 93°09'21.0"W) presents a significant safety hazard. Traffic on US-60 travels at highway speeds, while drivers on FR 213 must rely only on stop signs before attempting to cross. The available sight distance is very limited, making it difficult to accurately judge approaching traffic and leaving drivers with very little time to cross safely.

This intersection has already resulted in tragic loss of life. On December 30, 2024, Glenn Gilmore was killed there. More recently, on June 12, 2026, Jerry Michael also lost her life at this same crossing. These tragedies show that the current design does not provide an adequate margin of safety for drivers.

I respectfully ask that this intersection be reviewed for closure. There are overpasses located nearby in both directions that could provide safer crossing alternatives while eliminating the risks associated with this highway crossing.

I urge transportation officials to conduct a thorough safety study of this location and consider closing the crossover before additional lives are lost. Protecting Missouri's drivers should be the highest priority, and I believe proactive action at this intersection could prevent future fatalities.

Thank you for your time and consideration. I appreciate your attention to this urgent safety matter.” This was my mother. Please consider closing this intersection. It is so extremely dangerous.

Susan Quick PharmD

OTO Response:

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



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/04/2026

Received through: Email

Contact Name: Donna [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

RE: Wreck that killed Jerry Michael
Please do something to correct this area!!!!

OTO Response:

Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee, and Board of Directors. Thank you, again!



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/01/2026

Received through: Email

Contact Name: Angelina [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

Please take the time to review this intersection at Hwy 60 and Farm rd 213. This intersection has resulted in 2 fatalities and needs adjustments or subject to closure.
Thank you for your investigation into this matter.

OTO Response:

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



PUBLIC COMMENT



Area of concern: Intersection of US 60 and Farm Road 213

City/County of concern: Springfield/Greene County

Date received: 07/01/2026

Received through: Email

Contact Name: Sue [REDACTED]

Contact Email/Ph #: [REDACTED]

Comment:

A very dear friend was killed at this intersection of FR 213 that crosses 60..I've heard many people refer to this intersection as a death trap and to avoid if possible.. please do something about this before someone else's life is taken! Thank you

OTO Response:

Sorry for your loss and thank you for this information. Public input is vital to the planning process. This will be shared with the study team, our Technical Planning Committee, and Board of Directors. Thank you, again!

TAB 14

ANN MARIE BAKER, COMMISSIONER
105 West Capitol
PO Box 270
Jefferson City, MO 65102
573-751-2824
MHTC@modot.mo.gov



Ed Hassinger, P.E.
Director

Terri L. Parker
Chief Counsel

Jennifer L. Jorgensen
Secretary to the Commission

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 West Capitol, P.O. Box 270, Jefferson City, MO 65102 Telephone 573-751-2824 Fax 573-522-2698

June 11, 2026

Sara Fields, Executive Director
Ozarks Transportation Organization
2208 W Chesterfield Blvd, Suite 101
Springfield, MO 65807

Dear Sara,

On behalf of the Missouri Highways and Transportation Commission, thank you for presenting at our recent meeting. We appreciate your commitment to transportation and willingness to provide an update on the great things happening in the Springfield area.

The collaboration and partnership our organizations advocate has truly made a difference in leveraging results. The continued commitment to working together positions us well for what's next!

Again, thank you for delivering on your mission to improve transportation in our region. We look forward to our continued partnership!

Sincerely,

Ann Marie Baker
Commissioner

Warren K. Erdman
Chair
Kansas City

W. Dustin Boatwright
Vice Chair
Cape Girardeau

Gregg C. Smith
Commissioner
Clinton

Daniel J. Hegeman
Commissioner
Cosby

Francis G. Slay
Commissioner
St. Louis

Ann Marie Baker
Commissioner
Springfield



SBJ FILE

I-44, Interstate 44, Forward 44 Program, Missouri Highways and Transportation Commission, Missouri Department of Transportation, Springfield, Laclede County, Fidelity, highways, transportation, Capital Paving and Construction LLC, Crawford, Murphy and Tilly Inc., design-build projects

Contractor selected for \$471M I-44 southwest project

BY: KAREN CRAIGO AND GREGORY HOLMAN

Posted online June 3, 2026 | 12:19 pm

Meeting in Springfield today, the Missouri Highways and Transportation Commission voted to select a design-build contractor for the Missouri Department of Transportation's next project in the Forward 44 Program of improvements to Interstate 44.

The team consists of contractor Capital Paving and Construction ([/profiles/construction](#)) LLC with designer Crawford, Murphy & Tilly Inc ([/profiles/crawford-murphy-tilly-inc](#)).

In a news release, officials said the winning team is known as The Capital-CMT Team for the design-build project. Design-build is a project delivery method that combines both the design and construction phases into one contract.

The winning proposal was selected from a field of four teams, according to the release, prioritizing projects at five locations across the region from the Jasper County (</profiles/jasper-county>) city of Fidelity to Laclede County (</profiles/laclede-county>). Negotiations to finalize the contract are currently in progress, officials said in the release.

Commission Chair Warren Erdman credited the leadership of Springfield state Sen. Lincoln Hough (</profiles/hough-lincoln>) in pushing through both the Forward 44 project and another state project, Improve I-70, which increases capacity of the east-west interstate that passes through Kansas City, Columbia and St. Louis.

“Senator Hough is primarily responsible for this project, and he has shown incredible generational leadership during his time in the Missouri Senate,” he said.

The winning bidders hailed the commission’s decision.

“We are honored by MoDOT’s trust in The Capital-CMT Team and excited for the opportunity to help deliver this transformational investment along the I-44 corridor,” said Kevin Peart, chief operating officer of Capital Paving and Construction. “We look forward to partnering with MoDOT, local communities and project stakeholders to deliver a safer, more resilient corridor that strengthens connectivity and serves the region for decades to come.”

According to MoDOT officials, the Southwest I-44 Improvements project is a \$471 million project in the Forward 44 Program that prioritizes five key locations where improvements to I-44 are planned. They comprise the following:

- Major interchanges at I-44/I-49N in Fidelity and I-44/MO13 in Springfield
- Widening to six lanes in the greater Springfield area
- Pavement and safety improvements in Greene, Webster and Laclede counties
- Bridge improvements at Route EE in Springfield
- Pavement improvements in Lawrence County (</profiles/lawrence-county>)

Construction is scheduled to begin later this summer with an anticipated completion by November 2031, according to the release.

Missouri lawmakers voted to provide \$20 million in general revenue from the fiscal 2024 state budget for an I-44 environmental study from the Oklahoma state line to Route 100 in Franklin County, which was completed in May 2025, according to the release.

For fiscal 2025, lawmakers approved \$577.5 million for corridor improvements along I-44, officials said in the release. The Southwest Improvements Project includes \$328 million in state general revenue and \$143 million in funding from Missouri's Statewide Transportation Improvement Program.

Contractor Selected for Forward 44 Southwest I-44 Improvements Project

\$471 million Design-Build to start later this Summer

Projects: [Forward 44: Southwest I-44 Improvements Project](#)

SPRINGFIELD – The Missouri Highways and Transportation Commission (MHTC) has selected The Capital-CMT Team as the apparent best-value proposer and Design-Build contractor of the next project in MoDOT’s Forward 44 Program. The winning proposal was selected from a competitive field of four teams, prioritizing projects at five locations across the region from Fidelity to Laclede County. The team consists of contractor Capital Paving and Construction with designer Crawford Murphy Tilly (CMT). Negotiations to finalize the contract are currently in progress.

[Forward 44: Southwest I-44 Improvements Project](#) is a \$471 million project that will prioritize improvements along the I-44 corridor at five key locations including:

- Major interchanges at I-44/I-49N in Fidelity and I-44/MO13 in Springfield;
- Widening to 6-lanes in the Greater Springfield Area;
- Pavement and safety improvements in Greene, Webster and Laclede Counties;
- Bridge improvements at Route EE in Springfield;
- And pavement improvements in Lawrence County.

Missouri’s FY2024 budget from the General Assembly provided \$20 million in General Revenue for the I-44 environmental study from the Oklahoma state line to Route 100 in Franklin County, which was completed in May 2025. The FY 2025 General Assembly provided \$577.5 million in General Revenue for corridor improvements along I-44. The [Forward 44: Southwest I-44 Improvements Project](#) includes \$328 million of General Revenue and \$143 million of STIP funds.

“Today’s selection of The Capital-CMT Team as the Design-Build contractor for the Forward 44: Southwest I-44 Improvements Project is a major step forward for MoDOT’s Statewide Forward 44 Program,” explained MHTC Chairman Warren Erdman. “This effort continues to look at innovative opportunities to deliver major projects with the greatest value to serve the citizens of Missouri for many years to come.”

“We are honored by MoDOT’s trust in the Capital-CMT team and excited for the opportunity to help deliver this transformational investment along the I-44 corridor,” said Kevin Peart, Chief Operating Officer of Capital. “We look forward to partnering with MoDOT, local communities, and project stakeholders to deliver a safer, more resilient corridor that strengthens connectivity, and serves the region for decades to come.”

[Design-Build](#) is a project delivery method that combines both the design and construction phases into one contract. The selected contract team completes the design and construction in parallel instead of in succession, which saves time and resources. The goals for the [Forward 44: Southwest I-44 Improvements Project](#) include:

- Deliver the project within the programmed budget
- Maximize safety and reliability with innovative improvements that reduce crashes, and promote economic development
- Construct a durable transportation facility that is compatible with freight movement and future expansion
- Minimize and mitigate delays to the traveling public while ensuring the highest level of safety for both workers and the public
- Deliver the project on or before November 15, 2031

MEDIA INQUIRIES



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Manager

Southwest District

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The next steps include finalizing the contract, doing more detailed design of the roadway and interchanges, and outlining the construction schedule with traffic control plans. MoDOT will host public information meetings in Summer 2026 as these details are available. Construction is scheduled to begin later in 2026 with an anticipated completion in November 2031. For more information on the Forward 44 Program, visit www.modot.org/forward44.

###

For more information, call MoDOT in Springfield at 417-895-7600 or visit www.modot.org/southwest.

Missouri Department of Transportation

105 W. Capitol Avenue

Jefferson City, MO 65102

[1-888-ASK-MODOT \(275-6636\)](tel:1-888-ASK-MODOT)

[1-866-831-6277](tel:1-866-831-6277) (Motor Carrier Services)

[Our Mission, Values and Tangible Results](#)

[Missouri Highways and Transportation Commission](#)



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News Tribune

MoDOT conference introduces Missouri students to transportation careers

July 7, 2026 by [Maddie Madison](#)



Nearly 50 Missouri high school students gathered Monday at Lincoln University in Jefferson City to begin the Missouri Department of Transportation's annual Youth

Transportation Conference, a weeklong program designed to introduce students to careers in transportation, engineering and public service.

Hosted at Lincoln University's Scruggs University Center, the free conference brings together students from across the state to explore career opportunities through hands-on activities, professional networking, field trips and presentations from MoDOT employees. This year's program runs July 6-10.

The conference exposes students to the wide range of careers available within MoDOT, many of which extend beyond engineering.

"We wanted to expose students to the numerous career opportunities that exist in transportation," Tynesha Bryan said, MoDOT's youth transportation conference coordinator.

Bryan said the department's 22 divisions include careers ranging from law and real estate to business, communications and engineering and organizers want students to understand those opportunities exist in Missouri.

Bryan said organizers hope students leave with a broader understanding of transportation careers while developing professional skills that will benefit them long after the conference ends.

"We hope that they learn about all the things that they could be doing," Bryan said. "Working here in our great state of Missouri."

She added students also gain experience networking and building professional relationships, skills she said are valuable because "you never know" where those connections may lead.

According to Bryan, high school is an important time to introduce students to transportation careers because many are still deciding on future education and career paths.

She said they're at a point where they don't completely know what they want to do and if they reach them now and show them the opportunities that exist, they're more likely to pursue a career in transportation.

The conference has continued to grow since MoDOT revived the program after it had slowed down before the COVID-19 pandemic. Under the leadership of Bryan and Employee Engagement and Outreach Director Andria Hendricks, this marks the third conference since the program's return.

Organizers typically accept about 40 students, but expanded this year's class to nearly 50 because of strong interest.

Hendricks said Missouri's transportation system requires a diverse workforce with a variety of skills.

"They're looking for someone that's willing to explore," Hendricks said. "We're needing some workers with some expertise from the bridges to the highways to the buses."

She said the conference also helps MoDOT build a pipeline of future employees by introducing students to careers they may not have otherwise considered.

"We're always looking to create pipelines so that you can provide exposure, and once they have exposure, then they will know what opportunities are available for them," Hendricks said.

MoDOT measures the conference's success by tracking returning participants, internships and students who eventually join the department full time. Hendricks said three former participants accepted full-time positions with MoDOT last year.

"Which just warms my heart because it reinforces the reason why we do what we do," she said.

Lincoln University, which hosts the conference, views the partnership as an opportunity to strengthen its connection with communities across Missouri.

"It's another touch point for us to have a community space," said SaBria Hendricks, an admissions recruiter at Lincoln University. "It's always important for our university and any university to have those points of contact in the community."

She said the partnership benefits both students and the university by increasing awareness on both sides.

"It gives everybody exposure," Hendricks said. "It gives the students exposure to Lincoln University, and then it gives Lincoln University exposure to students in different pockets and areas that may not have been as aware."

For participants like Quinton Stafford, a recent Helias Catholic High School graduate who plans to study civil engineering at Missouri University of Science and Technology, the conference offers a chance to connect classroom interests with real-world careers.

Stafford said he applied because of his interest in civil engineering and the opportunity to network with professionals in the field. Among the week's activities, he is most looking forward to bridge day, when students will visit MoDOT headquarters to design bridges alongside the department's bridge team.

"I'm excited for bridge day," Stafford said.

Although the conference had just begun, Stafford said one of his biggest takeaways was the importance of building confidence and making connections.

"To be outgoing and talk to people," he said.





Maddie Madison

mmadison@newstribune.com



Maddie Madison is the education reporter for the Jefferson City News Tribune. She mostly writes about K-12 and higher education across Jefferson City and Mid-Missouri, including local school districts and statewide education policy. She joined the News Tribune in 2026 after she graduated from the University of Missouri's School of Journalism. She

has previously covered K-12 education and youth issues at the Columbia Missourian. She can be reached at mmadison@newstribune.com.

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

MEDIA INQUIRIES



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Missouri Department of Transportation

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Jefferson City, MO 65102

[1-888-ASK-MODOT \(275-6636\)](tel:1-888-ASK-MODOT)

Trump's Transportation Department Celebrates 70 Years of American Interstates

Tuesday, June 30, 2026



New Federal Highway initiative asks Americans to help improve America's highway infrastructure

Contact: FHWA.PressOffice@dot.gov

Contact Us

FHWA Office of Public Affairs
U.S. Department of
Transportation, Federal
Highway Administration,
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
United States

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FHWA.PressOffice@dot.gov

WASHINGTON, D.C. – U.S. Department of Transportation's Federal Highway Administration's (FHWA) Administrator Sean McMaster launched a nationwide initiative asking Americans to help USDOT address critical highway infrastructure needs on the Eisenhower Interstate System. FHWA's "Reimagining America's Interstates" initiative is collecting comments on new interstate facility suggestions, feedback on major upgrades needed on existing routes, and how the system can better meet the needs of the 21st-century traveling public.

FHWA also debuted its Freedom 250 highway sign in celebration of the Interstate's 70th Anniversary. States are invited to display this sign as part of the Department's broader Freedom 250 initiative—a national effort celebrating the history, principles, and enduring promise of liberty that defines our nation.



Sean McMaster, Administrator, Federal Highway Administration



Robin Dale, Deputy Librarian of Collections and Services, Library of Congress; Tracy Larkin Thomason, Director, Nevada Department of Transportation (NDOT); Jim Tymon, Executive Director, American Association of State Highway and Transportation Officials (AASHTO); Russell McMurry, Commissioner, Georgia Department of Transportation (GDOT); President, AASHTO; Rep. Sam Graves (R-MO), Chairman, House Committee on Transportation & Infrastructure (T&I); Sean McMaster, Administrator, Federal Highway Administration; Marc Williams, Executive Director, Texas Department of Transportation (TxDOT); Steven Bradbury, Deputy Secretary of Transportation, U.S. Department of Transportation; Rep. Rick Larsen (D-WA), Ranking Member, House T&I Committee

*“The new 'Freedom 250' highway signs stand for more than just historical milestones; they celebrate the very principle of freedom of movement that defines our nation,” said **U.S. Transportation Deputy Secretary Steven Bradbury**. “As we look toward the future with our 'Reimagining America's Interstates' initiative, we are proud to champion the Trump Administration's goal to build a highway network that matches the greatness, ambition, and enduring spirit of the American people.”*

*“After having propelled America into prosperity for 70 years, it's time to envision how our nation's interstates can better serve a modern economy,” said **FHWA Administrator Sean McMaster**. “Alongside our new 'Freedom 250' highway signs—which celebrate our freedom of movement—this nationwide call for public comment is the next step in addressing modern challenges of our Interstate Highway System. We want the American people to help us build a system that conquers today's challenges and secures tomorrow's growth.”*

Background

- **Freedom 250 Highway Signs and Bridge Flags:** To celebrate America's 250th anniversary alongside key highway and bridge milestones, the [FHWA is providing communities the opportunity](#) to install commemorative signs and flags along highways.
- **Reimagining America's Interstates:** The FHWA will publish the “Reimagining America's Interstates” Request for Information (RFI) in the Federal Register. The RFI seeks public input to better understand how the system is currently functioning, where to construct new interstate facilities, what major upgrades are needed for existing routes, and how the system can better meet the needs of the 21st-century traveling public. The RFI features 21 targeted questions addressing critical emerging issues, including freight growth and the integration of new technologies.

[Watch the recording of the Eisenhower Interstate System 70th Anniversary Celebration Event livestream](#)

###

Trump’s Transportation Secretary Sean P. Duffy Invests \$1.73 Billion in Infrastructure Across America Supporting Jobs and Big, Beautiful Projects

Tuesday, July 7, 2026



AMERICA IS BUILDING AGAIN

DELIVERED BY PRESIDENT TRUMP AND SECRETARY DUFFY

USDOT’s BUILD grants will support 127 infrastructure projects across 52 states, territories and the District of Columbia

WASHINGTON, D.C. – U.S. Transportation Secretary Sean P. Duffy today announced an investment of \$1.73 billion into 127 projects in 52 states, territories and the District of Columbia. From Alaska to Florida and Maine to Hawaii, the Trump Administration is delivering critical roadway, transit, rail, maritime, and aviation infrastructure improvements for American families and businesses.

“America is fortunate to have a Builder in the White House who knows America is only as great as our infrastructure. That’s why this Department is investing in repairing critical roads and bridges that connect Americans to job opportunities, port infrastructure that bolsters our national security, and aviation and transit projects that move American families. The impact of these dollars will be felt in communities nationwide for years to come,” said **U.S. Transportation Secretary Sean P. Duffy**.

With dollars from the [Better Utilizing Investments to Leverage Development \(BUILD\) grant program](#), the Department is investing in:

- **Roads and bridges**, which received \$1.3 billion—roughly 77% of the total funding—to upgrade critical arteries for commuters and hardworking truckers who keep our economy moving.
 - \$24 million is being awarded to the North Dakota Department of Transportation to install modern pavement and address buckling, as well as 10 miles of high-tension cable guard rails to enhance safety along I-94.
- **Port infrastructure**, which received \$136.8 million to expand capacity, reduce bottlenecks and help restore America’s maritime dominance.
 - \$8.5 million is being awarded to Alaska Railroad Corporation to widen the Port of Seward’s freight dock by 300 feet so vessels can load, unload, and transfer cargo more quickly.
- **Transit projects**, which received \$169.9 million to enhance safety and improve reliability of public transit for American families.
 - \$14.7 million to upgrade three Milwaukee County Transit System (MCTS) maintenance facilities to support a safer, cleaner, and more efficient transit system for the people of Wisconsin.
- **Truck parking**, which received \$62 million to address the truck parking shortage in Kentucky, Wyoming, Louisiana, Mississippi, and Illinois.

Media Contact

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US Department of
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If you are deaf, hard of hearing,
or have a speech disability,
please dial 7-1-1 to access
telecommunications relay
services.

- \$25 million to the Kentucky Transportation Cabinet to add new truck parking spots at seven rest areas on four major truck corridors.
- **Aviation infrastructure**, which received more than \$11 million to improve airport roadways at Arizona’s Coolidge Municipal Airport and Louisiana’s New Orleans International Airport.
- **Freight and passenger rail initiatives**, which received \$87.7 million to modernize America’s railroads and move passengers and goods more efficiently.
 - \$24.3 million to Texas’ Port of Corpus Christi Authority to modernize and lengthen railways at the Port of Corpus Christi Inland Port.

Additional Information:

Under President Trump and Secretary Duffy, the [Better Utilizing Investments to Leverage Development \(BUILD\) grant program](#) is delivering critical infrastructure upgrades that will support American families and businesses in America’s Golden Age. USDOT received nearly 1,200 eligible applications across all 50 states, collectively requesting more than \$14.5 billion in funding.

###

U.S. DEPARTMENT OF TRANSPORTATION

1200 New Jersey Avenue, SE
Washington, DC 20590
855-368-4200

WANT TO KNOW MORE?

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