



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

JULY 17, 2025

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



## OT OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Board of Directors Meeting Agenda

July 17, 2025

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](http://ozarkstransportation.org)

Call to Order .....NOON

#### I. Administration

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

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

- B. **Approval of May 15, 2025 Minutes .....Tab 1**  
(2 minutes/Russell)

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

- C. **Public Comment Period for All Agenda Items .....Tab 15**

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 16, 2025, to [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org) or at [www.giveusyourinput.com](http://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 15**.

- 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/Russell)

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

**G. Federal Funds Status Update .....Tab 2**

(2 minutes/Thomas)

Staff will provide an update on FY 2025 obligations.

**II. New Business**

**A. Federal Certification Review .....Tab 3**

(5 minutes/Fields)

The federal transportation planning process conducted by OTO was certified by the USDOT on May 1, 2025. The certification review is included for review.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

**B. FY 2026 Operational Budget Amendment One .....Tab 4**

(5 minutes/Parks)

Staff will present an Operational Budget Amendment for FY 2026.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2026 OPERATIONAL BUDGET AMENDMENT NUMBER ONE**

**C. Resolution to Approve Line of Credit .....Tab 5**

(5 minutes/Parks)

Approval of a Resolution authorizing the renewal of a line of credit is requested.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE INCLUDED 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 TRAIL ENGINEERING SERVICES PROJECTS OR OTHER FEDERALLY FUNDED PROJECTS**

**D. *Destination 2045* Amendment 9b – Removal of Proposed FF Extension.....Tab 6**

(5 minutes/Fields)

Staff is requesting the removal of the FF Extension from Farm Road 194 to Route 14 from the Major Thoroughfare Plan, as a result of the travel demand model.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT 9b TO *DESTINATION 2045***

**E. *Destination 2045* Amendment 10 .....Tab 7**

(5 minutes/Longpine)

Several projects are requested to be added to the Constrained project list in the long range transportation plan.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT 10 TO  
DESTINATION 2045**

- F. Federal Functional Classification Change Request.....Tab 8**  
(5 minutes/Knaut)  
Changes are requested to the Federal Functional Classification System.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FUNCTIONAL  
CLASSIFICATION CHANGE REQUESTS**

- G. Trail and Sidewalk Funding Recommendation .....Tab 9**  
(5 minutes/Knaut)  
Eight trail and sidewalk projects are recommended for TAP/CRP funding.

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

- H. FY 2025-2028 Administrative Modification 5 .....Tab 10**  
(2 minutes/Longpine)  
Changes were made to the FY 2025-2028 Transportation Improvement Program.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

- I. FY 2026-2029 Transportation Improvement Program.....Tab 11**  
(10 minutes/Longpine)  
Staff will present the draft FY 2026-2029 Transportation Improvement Program (TIP)

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

- J. Planning Process and Financial Capacity Certifications .....Tab 12**  
(5 minutes/Fields)  
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 ACTION IS REQUESTED TO CERTIFY THE OZARKS  
TRANSPORTATION ORGANIZATION’S COMPLIANCE WITH THE METROPOLITAN  
TRANSPORTATION PLANNING PROCESS AND TO CERTIFY THE FINANCIAL CAPACITY OF  
CITY UTILITIES**

- K. 2027-2031 Draft STIP Project Prioritization Criteria.....Tab 13**  
(5 minutes/Fields)  
The Board of Directors is asked to review the criteria used for prioritizing projects ahead of the 2027-2031 STIP project selection process.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE STIP PROJECT  
PRIORITIZATION CRITERIA AS PRESENTED**



**L. FY 2027-2031 Draft STIP Prioritization Project List .....Tab 14**  
(5 minutes/Fields)

The Board of Directors is asked to review the criteria used for prioritizing projects ahead of the 2027-2031 STIP project selection process.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE STIP PROJECT  
PRIORITIZATION CRITERIA AS PRESENTED**

**III. Other Business**

**A. Board of Directors Member Announcements**

(2 minutes/Board of Directors Members)

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

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

(2 minutes/Board of Directors Members)

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

**C. Articles for Board of Directors Member Information .....Tab 16**  
(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 25, 2025 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](http://www.ozarkstransportation.org/our-resources/civil-rights) or call (417) 865-3042.

**TAB 1**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM I.B.**

**May 15, 2025 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 15, 2025 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

**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 15, 2025 meeting minutes”

OR

“Move to approve the Board of Directors May 15, 2025 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
MAY 15, 2025**

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:

Greg Chapman, MoDOT (non-voting)	Rusty MacLachlan, Greene County
Jerry Compton, Citizen-at-Large	Lynn Morris, Christian County
Travis Cossey, City of Nixa (a)	John Russell, Greene County (Chair)
Mark Crabtree, City of Battlefield	Martha Smartt, City of Strafford (a)
R.J. Flores, Christian Co Citizen-at-Large	Dan Smith, City of Springfield (a)
Eric Franklin, City of Republic	Kelly Turner, City Utilities
Eric Johnson, City of Ozark (a)	Wes Young, City of Willard (a)
Derek Lee, City of Springfield	

*(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	Marshall Kinne, Springfield Citizen-at-Large
Cecelie Cochran, FHWA (non-voting)	Mark Schenkelberg, FAA (non-voting)
Brandon Jenson, City of Springfield	Brian Weiler, Springfield-Branson Airport (a)

Others Present: Derek Estell, TOTH; Bradley Jackson, Christian County; Mary Kromrey, OWN; Frank Miller, MoDOT; James O’Neal, Citizen-at-Large; Scott Bachman, City of Springfield; Nicole Boyd, Dave Faucett, Sara Fields, David Knaut, and Natasha Longpine Ozarks Transportation Organization.

Chair Russell called the meeting to order at approximately 12:02 p.m.

**I. Administration**

**A. Welcome**

By-law Position	Member	Attendance
BOD Citizen-at-Large	Jerry Compton	Present
Christian County Citizen-at-Large	R.J. Flores	Present
Christian County Elected Official	Lynn Morris	Present
City of Battlefield Elected Official	Mark Crabtree	Present
City of Nixa Elected Official	Travis Cossey (a)	Present
City of Ozark Elected Official	Eric Johnson (a)	Present
City of Republic Elected Official	Eric Franklin	Present
City of Springfield Citizen-at-Large	Steve Bach	Absent
City of Springfield Citizen-at-Large	Marshall Kinne	Absent
City of Springfield Council Member	Dan Smith (a)	Present
City of Springfield Council Member	Brandon Jenson	Absent

City of Springfield Council Member	Derek Lee	Present
City of Strafford Elected Official	Martha Smartt (a)	Present
City of Willard Elected Official	Wes Young (a)	Present
City Utilities Transit Representative	Kelly Turner	Present
Greene County Commissioner	Rusty MacLachlan	Present
Greene County Commissioner	John Russell	Present
Springfield-Branson National Airport Board Member	Brian Weiler (a)	Absent

A quorum was present.

**B. Approval of Board of Directors Meeting Agenda**

Derek Lee made a motion to approve the May 15, 2025 agenda. Lynn Morris seconded the motion. The motion passed.

**C. Approval of March 27, 2025 Meeting Minutes**

Dan Smith made a motion to approve the March 27, 2025 meeting minutes. Eric Franklin seconded the motion. The motion passed.

**D. 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.

**E. Executive Director's Report**

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

**F. MoDOT Update**

Greg Chapman provided the MoDOT update.

**G. Legislative Reports**

There were no legislative reports.

**II. New Business**

**A. Financial Statements for 3<sup>rd</sup> Quarter FY 2025 Budget Year**

Debbie Parks presented the third quarter financial statements for the FY 2025 budget year.

Travis Cossey made a motion to accept the third quarter financial statements for the FY 2025 budget year. Eric Franklin seconded the motion. The motion passed.

**B. FY 2026 Unified Planning Work Program**

Debbie Parks reviewed the FY 2026 Unified Planning Work Program.

Kelly Turner made a motion to approve the FY 2026 Unified Planning Work Program. Derek Lee seconded the motion. The motion passed.

**C. FY 2026 Operational Budget**

Debbie Parks shared the FY 2026 Operational Budget.

Wes Young made a motion to approve the FY 2026 Operational Budget. Martha Smartt seconded the motion. The motion passed.

**D. Federal Discretionary Grant Support**

Debbie Parks presented the Resolutions for Support for the City of Republic and the City of Springfield's Safe Streets and Roads for All (SS4A) grants.

Rusty MacLachlan made a motion to approve the resolutions and TIP inclusion certificates. Jerry Compton seconded the motion. The motion passed.

**E. *Destination 2045* Amendment 9**

Natasha Longpine reviewed the requested changes to the Major Thoroughfare Plan and the Master Trail Plan.

Wes Young made a motion to approve Amendment 9 to *Destination 2045* with the update to the Major Thoroughfare Plan contingent upon action by the City of Springfield and Greene County. Eric Franklin seconded the motion. The motion passed.

**F. FY 2026-2030 Statewide Transportation Improvement Program**

Frank Miller, with MoDOT, highlighted the FY 2026-2030 Statewide Transportation Improvement (STIP).

Travis Cossey made a motion to endorse the FY 2026-2030 Statewide Transportation Improvement Program. Jerry Compton seconded the motion. The motion passed.

**G. March 31, 2025 Federal Funds Balance Report and Status Update**

Natasha Longpine provided an update of the Federal Funds Balance Report.

This was informational only. No action was required.

**H. Public Participation Plan Annual Evaluation**

David Knaut gave a brief overview of the Public Participation Plan annual evaluation.

This was informational only. No action was required.

**III. Other Business**

**A. Board of Directors Member Announcements**

John Russell and Rusty MacLachlan provided an update on the Kansas Extension.

**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 Russell noted there were articles of interest included in the packet for the members to review.

**IV. Adjourn meeting**

Derek Lee made a motion to adjourn the meeting. Martha Smartt seconded the motion. The motion passed.

The meeting was adjourned at 12:58 p.m.

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Martha Smartt  
OTO Secretary

**TAB 2**



**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM I.G.**

**Federal Funds Obligation Status – June 2025**

**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 \$6.6 MILLION BY SEPTEMBER 30, 2025 OR MODOT WILL TAKE FUNDING TO USE ON MODOT ROADS.** To limit the accumulation of funds and to maximize August redistribution, MoDOT has now established a statewide goal that 120 percent of allocated funds are obligated each year. To meet the 120 percent goal, OTO must obligate another \$8.5 million by September 30, 2025.

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

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

# Federal Funds Balance Report

## FY 2025 Status

FY 2024 Ending Balance inc. Correction	All Funds	1,324,458.98
FY 2025 Allocations (100%)	All Funds	10,690,695.12
<b>FY 2025 Obligations/Deobligations</b>	All Funds	<b>(4,074,883.67)</b>
Balance as of 6/30/2025	All Funds	7,940,270.43
<b>Pending Obligations/Deobligations</b>		<b>(226,165.00)</b>
Pending Balance		7,714,105.43

### List of FY 2025 Obligations/Deobligations

9901867 Lost Hill Park Bridge ENG	TAP	(10,400.00)
5900851 Pavement Resurfacing	STBG-U	476,268.40
9901849 Chadwick Flyer Overpass	STBG-U	(208,093.28)
9901849 Chadwick Flyer Overpass	TAP	(461,416.49)
00FY823 OTO Operations	STBG-U	62,359.47
5910811 TMC Salaries 2024	STBG-U	(23,461.33)
9901878 Finley River Trail West	CRP	(89,714.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(158,369.50)
0442344 I-44 Kansas to Glenstone	STBG-U	50,000.01
5901829 Mt. Vernon/Miller Sidewalks	TAP	(28,000.00)
1602076 Kearney and West Bypass	STBG-U	26,449.00
1602076 Kearney and West Bypass	STBG-U	(49,295.35)
S604089 Melville over I-44	STBG-U	(409,721.11)
9901837 Chadwick Flyer Phase II	STBG-U	(29,920.27)
9901862 Chadwick Phase V	CRP	34,682.77
S603067 E. Sunshine SW	STBG-U	(125,200.00)
5900852 ADA Improvements	STBG-U	(1,144,400.00)
9901851 Chadwick Flyer Spur to OHS	TAP	(39,088.00)
0652084/S603067 E. Sunshine SW	TAP	(626,000.00)
0141029 Jackson and NN	STBG-U	55,988.58
9901849 Chadwick Flyer Overpass	TAP	(668,256.26)
5901824 TMC Signal Replacements	STBG-U	(1,074,771.00)
5901832 EV Chargers	CRP	592,800.00
S603067 E. Sunshine SW	STBG-U	125,200.00
S603067 E. Sunshine SW	TAP	178,689.86
5901834 South Creek ESC	CRP	(4,346.55)
5901836 Fassnight ESC	CRP	(36,421.83)
5901827 Jordan Creek Smith Park	TAP	(79,725.61)
9901878 Finley River Trail West	CRP	(1,701.69)
5901837 Bennett ESC	CRP	(2,159.20)
5936804 Ward Branch ESC	CRP	(41,799.00)
0442344 I-44 Kansas to Glenstone	STBG-U	351,773.21
S604064 Strafford 125 West SW	STBG-U	(29,227.04)
9901867 Lost Hill Park Bridge ENG	TAP	(24,720.00)
0442344 I-44 Kansas to Glenstone	TAP	9,947.46
5901829 Mt. Vernon/Miller Sidewalks	TAP	(628,387.79)
9901858 Route OO East Sidewalks	TAP	(175,223.35)
5901819 Walnut St. Bridge	STBG-U	231,572.08
5901839 South Crk at Glenstone	CRP	(66,603.82)
S605063 N. Main Street	STBG-U	485,679.59
5901826 LeCompte Trail	TAP	(383,160.00)
5916808 ADA Sun., Nat'l, B.field	STBG-U	(786.06)
5900852 ADA Improvements	STBG-U	609,928.80
00FY826 UPWP FY 2026	STBG-U	(268,019.00)
5905813 FY 2026 TMC Staff	STBG-U	(504,000.00)
9901883 WC Trail and FF Phase 2	TAP	(163,679.00)
5901822 Chadwick Flyer Phase III	STBG-U	189,843.63
<b>Amount subtracted from balance</b>		<b>(4,074,883.67)</b>

### MODOT MANDATED MINIMUM

FY 2025 Allocations @ 100%	All Funds	10,690,695.12
<b>FY 2025 Obligations/Deobligations</b>	All Funds	<b>(4,074,883.67)</b>
<b>100% Goal Obligations Remaining</b>	All Funds	<b>6,615,811.45</b>

### MODOT MANDATED GOAL

FY 2025 Allocations @ 120%	All Funds	12,577,287.60
<b>FY 2025 Obligations/Deobligations</b>	All Funds	<b>(4,074,883.67)</b>
<b>120% Goal Obligations Remaining</b>	All Funds	<b>8,502,403.93</b>

## Critical Obligations

Name	Responsible Agency	Transactions	Total Obligations
<b>PENDING (DE)OBLIGATIONS</b>			
9901863 Ozark Downtown Sidewalks	Ozark	(226,165.00)	<b>(226,165.00)</b>
<b>PLANNED CRITICAL OBLIGATIONS</b>			
S602092 MM Shared Use Path/Underpass	MoDOT	(346,867.00)	<b>(573,032.00)</b>
9901881 US 160 Trail Underpass	Willard	(98,179.00)	<b>(671,211.00)</b>
9901884 Route 66 Trail Phase 3	Strafford	(215,271.00)	<b>(886,482.00)</b>
5901829 Mt. Vernon/Miller Sidewalks	Springfield	155,892.00	<b>(730,590.00)</b>
9901860 Nixa Multi-Use Path	Nixa	(592,181.00)	<b>(1,322,771.00)</b>
9901838 N. Old Orchard	Strafford	(481,362.00)	<b>(1,804,133.00)</b>
9901864 Finley River Trail Extension	Ozark	(456,582.00)	<b>(2,260,715.00)</b>
5919806 Grant Avenue Viaduct	Springfield	(2,022,339.00)	<b>(4,283,054.00)</b>
5901838 MLK Jr. Bridge	Springfield	(935,284.00)	<b>(5,218,338.00)</b>
5901830 South Ck Fremont/Glenstone	Springfield	(644,270.00)	<b>(5,862,608.00)</b>
EN2502 South Creek at Glenstone	Springfield	(290,915.00)	<b>(6,153,523.00)</b>
OK2601 21st & 22nd St. ENG	Ozark	(48,000.00)	<b>(6,201,523.00)</b>
EN2608 Bennett-Nat to Glenstone	Springfield	(348,871.00)	<b>(6,550,394.00)</b>
SP2605 Springfield Intersection Engineering	Springfield	(400,000.00)	<b>(6,950,394.00)</b>
5901827 Jordan Creek Smith Park	Springfield	25,236.01	<b>(6,925,157.99)</b>
<i>Total Critical Obligations</i>			<b>(6,925,157.99)</b>

### MODOT MANDATED MINIMUM

100% Goal Obligations Remaining	All Funds	<b>6,615,811.45</b>
Critical Obligations	All Funds	<b>(6,925,157.99)</b>
Obligations over MoDOT Mandated Minimum		<b>(309,346.54)</b>

### MODOT MANDATED GOAL

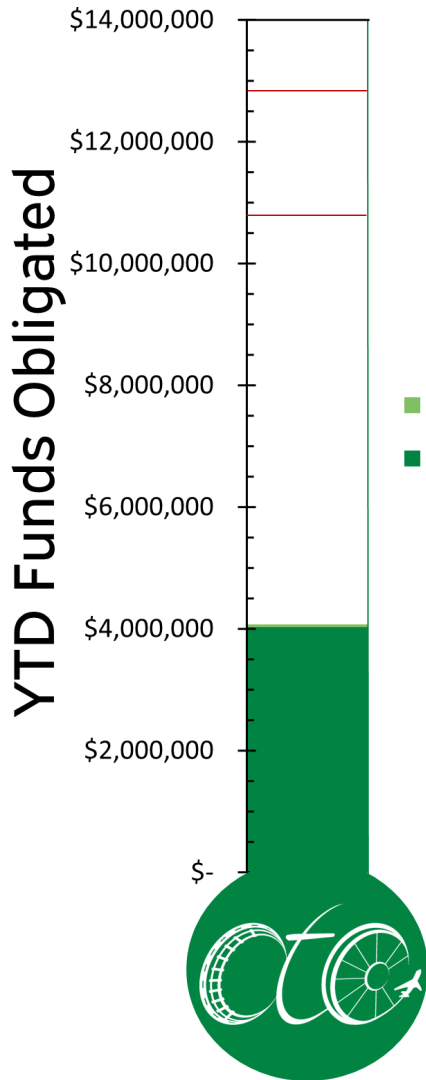
120% Goal Obligations Remaining	All Funds	<b>8,502,403.93</b>
Critical Obligations	All Funds	<b>(6,925,157.99)</b>
Obligations under MoDOT Mandated Goal		<b>1,577,245.94</b>

## At-Risk Projects

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

Name	Responsible Agency	Programmed	TOTAL
5901828 Sherman Parkway Link	Springfield	(411,207.14)	(411,207.14)
9901867 Lost Hill Park Bridge CON	Greene Parks	(82,280.00)	(968,762.00)
S605047 Weaver Road Improvements	Battlefield	136,518.00	#REF!
9901859 Trail of Tears Connector	Battlefield	(284,718.00)	(1,015,308.00)
5901832 EV Chargers - Greene	Greene	(51,840.00)	(1,374,611.00)
Total FY 2025 At-Risk Projects			(1,374,611.00)

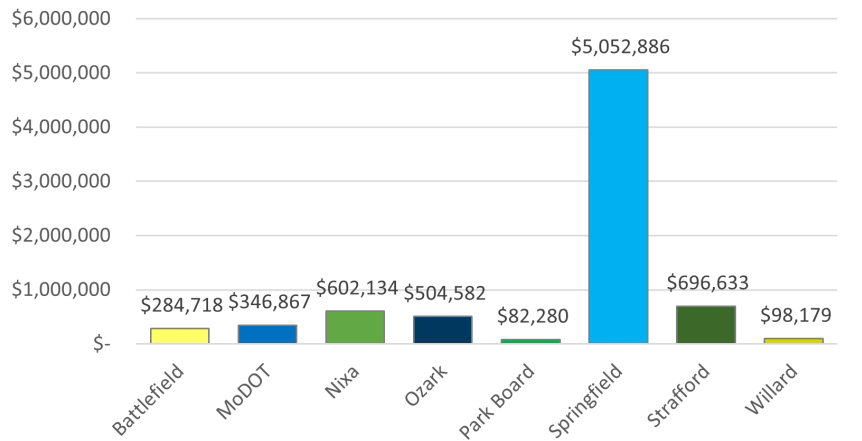
# FY 2025 Project Tracking



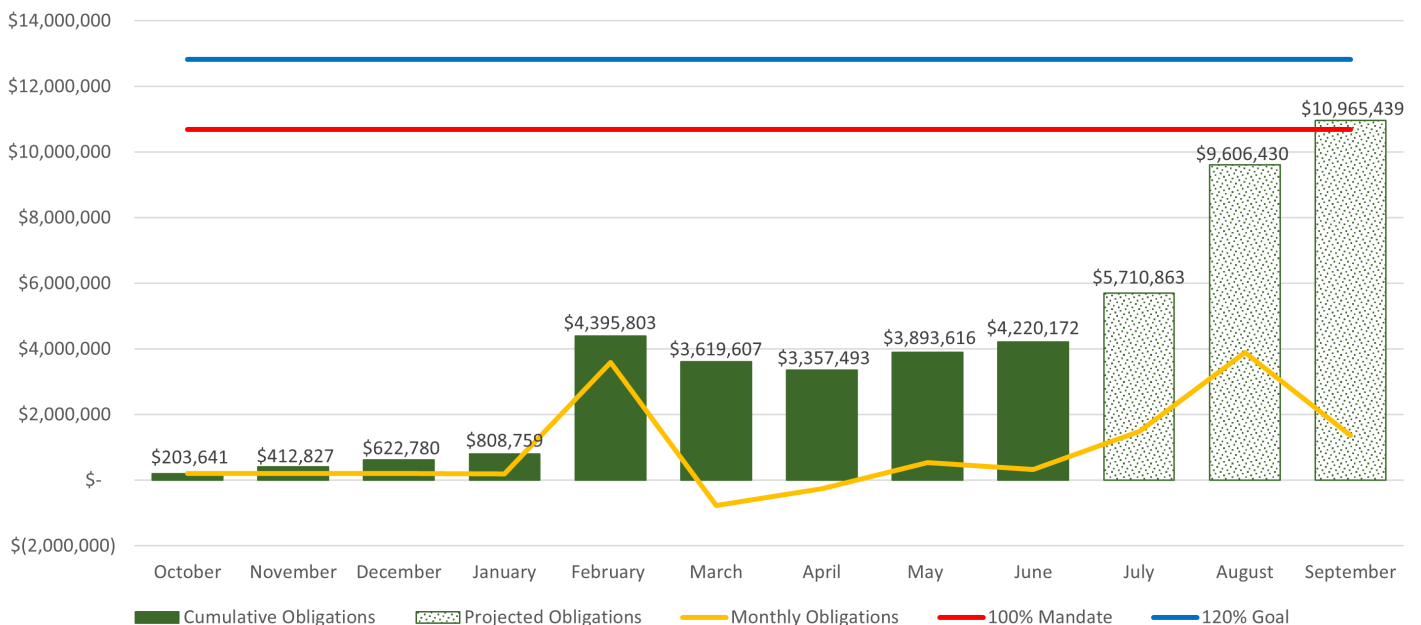
<b>FY 25 Beginning Balance</b>	<b>\$11,972,230</b>
<b>120% Target</b>	<b>\$12,830,792</b>
<b>100% Mandate</b>	<b>\$10,692,327</b>
<b>YTD Obligations</b>	<b>\$4,030,328</b>
<b>Amount Needed to 100% Mandate</b>	<b>\$6,661,999</b>
<b>Remaining Critical Obligations</b>	<b>\$6,925,158</b>

■ YTD Obligation & Pending  
■ YTD Obligation

## Remaining FY25 Critical & At-Risk Obligations



## FY25 Federal Funding Obligations



**TAB 3**



U.S. Department  
of Transportation

Federal Highway  
Administration

Federal Transit  
Administration

Missouri Department of  
Transportation

Ozark Transportation  
Organization

# TMA Certification Review

## Ozark Transportation Organization (OTO)

### Springfield Transportation Management Area



2025

Summary Report

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## 1.0 EXECUTIVE SUMMARY

On February 18-20, 2025, the Federal Highway Administration (FHWA) Missouri Division and the Federal Transit Administration (FTA) Region VII conducted the certification review of the transportation planning process for the Springfield Metropolitan Planning Area (MPA). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements. **As a result of this Certification Review, the Springfield Transportation Management Area (TMA) metropolitan planning process performed principally by the Ozark Transportation Organization (OTO), area transit provider(s), and the Missouri Department of Transportation (MoDOT) is certified for the time period of May 1, 2025, through April 30, 2029.**

OTO is the designated Metropolitan Planning Organization for the Springfield MPA and works with MoDOT as well with the City Utilities who provides local public transit operations to implement the federally required planning process.

The scope of the federal review of the Springfield MPA planning process was comprehensive, covering the transportation planning process for the entire area and all the agencies involved. The federal review team's work consisted of reviewing the products of the planning process, reviewing the ongoing oversight activities conducted by the FHWA and the FTA, and an in-person site review.

### 1.1 Previous Findings and Disposition

The 2021 Planning Review findings and their disposition are summarized below. It is important to note that there were no corrective actions from the 2021 certification review and all recommendations from that period have been and/or are in the process of being addressed by the MPO. **To review the full MPO response to the 2021 recommendation items, please refer to the 2025 desk audit/review in [Appendix D](#).**

#### 2021 Commendations

Review Area	Commendation
MPO Structure and Agreements (4.1)	1. OTO's education of Board members, that includes not only orientation for new members but a refresher course for everyone, is a best practice to increase Board participation and understanding of the transportation planning process.

Transit (4.3)	<p>2. City Utilities is commended for their partnership with the City of Springfield and use of 5310 funding to increase pedestrian access to key transit routes.</p> <p>3. OTO's organization and facilitation of construction coordination meetings with the area transit provider and local public works officials are a best practice to increase coordination and reduce transit delays.</p>
Public Participation (4.7)	<p>4. OTO is commended for its use of interactive public involvement methods including various visualization tools that have resulted in high levels of overall public participation in the Springfield planning region.</p>
Non-motorized Planning/Livability (4.12)	<p>5. OTO is commended for their creation of the Complete Streets Toolbox which conveniently organizes various complete streets resources for public access.</p>

#### **2021 Recommendations**

<b>Review Area</b>	<b>Recommendations</b>
Public Participation (4.7)	<p>1. OTO's Public Participation Plan should contain measures to identify and engage those traditionally underserved, such as low-income and minority households, in the transportation planning process of the Springfield metropolitan area.</p>
Civil Rights- Title VI, ADA (4.8)	<p>2. It is recommended that OTO revise the location of the Title VI plan and program information on the MPO's webpage to improve visibility and ease of access to the Title VI documents.</p> <p>3. OTO should develop and implement a process for completing system-level comparative analysis of the Springfield region transportation system's benefits and burdens.</p> <p>4. OTO should develop and make available on its website the weighted point methodology and hexbin mapping that OTO is currently utilizing for analysis in a process or policy document.</p>

## 1.2 Summary of Current Findings

The current 2025 review found that the metropolitan transportation planning process conducted in the planning area of the Ozark Transportation Organization (OTO) meets all Federal planning requirements. Below are the primary findings, specifically commendations and recommendations that warrant recognition as well as potential follow up.

*Please note that this review yielded no findings of corrective action for OTO.*

### 1.2.1 Commendations

The following are noteworthy practices that OTO is doing well in the transportation planning process:

Subject	Report Reference Area	Commendation
MPO Organization, Bylaws & Administration	4.2	OTO Local Public Agencies (LPA) services program provides a point of contact to work through project delays, funding issues and provide grant writing services to allow the region to move project along to the next phase and makes the region competitive for grant opportunities.
MPO Planning Processes & Work Products	4.3.2	1) Assisting LPAs with sidewalk projects and working with MoDOT to provide Traffic Engineering Assistance Program (TEAP) funds to reduce local match.  2) Use of subcommittees with local municipalities representation to develop Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and Metropolitan Transportation Plan (MTP) .
Statutory & Regulatory Basis – Performance-Based Planning Program (PBPP)	4.3.4	OTO has enhanced their prioritization process by utilizing

		data analytics tools when scoring projects.
Safety & Complete Streets	4.10	<p>1) OTO was proactive in leveraging new funding opportunities, especially the Safe Streets for All (SS4A) program. They were one of the first MPOs in the State to develop an approved plan and complete their project.</p> <p>2) Development of a Local Road Safety Plan. This is the second iteration and shows a commitment to safety planning in the region.</p>

## 1.2.2 Corrective Actions

No Corrective Actions were found for OTO and the Springfield MPA.

## 1.2.3 Recommendations

The following are recommendations for OTO that would improve the transportation planning process:

Subject	Report Reference Area	Recommendation
MPO Organization, Bylaws & Administration	4.2	Review and update (as needed) the 2009 and 2020 Memorandum of Understanding (MOU) per 23 CFR 450.314(b)
Freight	4.4	<p>1) OTO should continue reaching out to the Chamber of Commerce and Freight partners to collaborate on freight planning in the region.</p> <p>2) Continue to explore various avenues to foster connections</p>

		and relationships with regional freight partners, including furthering participation with the local Chamber of Commerce
Public Involvement, Civil Rights & Title VI	4.5	<p>1) Explore other available methods for virtual access/participation in MPO meetings per 49 U.S.C. 5303(i)(6) (c)(d)</p> <p>2) Explore availability/capability of demographic data collection via the OTO Interactive Mapping tool to assist with Title VI and ADA requirements.</p> <p>3) Next Update for the Title VI plan should be tailored to incorporate FTA's specific requirements per FTA C 4702.1B.</p>
Transit Planning	4.6	Encourage the continuous collaboration efforts of OTO with regional transit providers in the MPO's area.
Security & Resiliency Planning	4.9	Increase efforts to develop and incorporate local resiliency and natural disaster planning in the MPO planning process with connection and input from emergency services per 23 CFR 450.324(f)(7) and 49 U.S.C. 5303(h)(1)(i)

## **2.0 INTRODUCTION**

### **2.1 Background, Purpose & Objectives**

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2020 Census, the Secretary of Transportation designated 192 urbanized areas over 200,000 in population. In general, the reviews consist of three primary activities: a site visit, a review of existing planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Therefore, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other stewardship and oversight activities provide opportunities for this type of review and comment, including internal controls, Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (OTO is designated as in attainment), as well as a range of other formal and less formal interactions provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether they relate explicitly to formal “findings” of the review.

## 3.0 SCOPE AND METHODOLOGY

### 3.1 Review Process

This report, developed by the Federal Review Team, details the TMA certification review of the Ozark Transportation Organization (OTO). The certification review for OTO consisted of a prior desk audit ([Appendix D](#)) and online public survey ([Appendix E](#)) followed by an in-person public meeting and site visit conducted February 18-20, 2025. A list of the primary Federal Review Team is provided below, and the full listing of the review participants is included in [Appendix A](#).

#### Federal Review Team Members

- Gerri Doyle, FTA Region 7
- Nate Seeskin, FTA Region 7
- Cecelie Cochran, FHWA Missouri Division
- Lauren Paulwell, FHWA Missouri Division
- John Miller, FHWA Missouri Division
- Dan Weitkamp, FHWA Missouri Division (Lead)

In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the review findings. The planning review covers the transportation planning process conducted cooperatively by the MPO, State DOTs, and public transportation operators. Background information, status, key findings, and recommendations are summarized in the body of this report for select subject areas.

### 3.2 Documents Reviewed

The following are primary MPO documents that were evaluated and/or reviewed as part of this certification process.

- OTO [Website](#)
- City Utilities/CU Transit [Website](#)
- 2021 Springfield TMA Certification Review Final Report
- 2021 OTO Bylaws
- <https://www.ozarkstransportation.org/our-resources/policies>
- Transportation Planning Committee Rules of Procedure
- OTO Cooperative Agreements
- OTO 2022 Personnel Plan



- OTO 2020 Procurement Contracting Manual
- OTO Local Program Agency Policy Adjustment
- Connected 2045 Metropolitan Transportation Plan (MTP) and Conformity Determination and Screening Material
- FY 2024-2027 Transportation Improvement Program (TIP)
- FY 2025-2028 Transportation Improvement Program (TIP)- [FY 2025-2028 OTO TIP](#)
- FY 2025 Unified Planning Work Program (UPWP)
- 2023 Public Participation Plan (PPP)- [Public-Participation-Plan-2023-Final-Approved.pdf](#)
- Coordinated Human Services Plan
- OTO [Title-VI-ADA](#) Program and ADA Program
- MPO Public Survey Responses for 2025 Certification Review ([Appendix E](#))

### 3.3 Key Definitions for Planning Review Findings

**Corrective Actions** – Corrective Actions are compliance issues and indicate a serious situation that fails to meet one or more requirements of the transportation planning statute and regulations, thus seriously impacting the outcome of the overall process. The expected outcome is a change that brings the metropolitan planning process into compliance with a planning statute or regulation; failure to respond will likely result in a more restrictive review.

**Recommendations** – Recommendations address technical improvements to processes and procedures, that while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will address. The expected outcome is change that would improve the process, though there is no Federal mandate.

**Commendations** – Commendations are processes or practices that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as commendations. Also, significant improvements and/or resolution of past findings may warrant a commendation.

## **4.0 PROGRAM REVIEW**

### **4.1 MPO State of Affairs Presentation**

On February 18, 2025 (Day 1 of the Site Visit), the OTO provided brief presentations to the Federal Review Team on the challenges and accomplishments experienced by the MPO from their perspective since the conclusion of the previous 2021 review. Subject areas were presented by OTO staff and partners. The presentation covered GIS tools that were developed by staff. The presentation had a demonstration of a map that contained information about population growth in the region. This tool is used to track single and multi-family dwelling permitting. OTO discussed another interactive map that was developed for community engagement that allowed the public to pinpoint issues on the map to provide the exact location of the area in question. The team discussed the grant writing service provided by staff that was unitized by the Local Public Agencies (LPA) to win competitive grants (SS4A) for example, as well the LPA project management service, and an anticipated database upgrade. Information obtained directly from OTO during this time has been incorporated by the Federal Review Team into the appropriate program topic further detailed in this report section.

### **4.2 MPO Organization, Bylaws & Administration**

#### **4.2.1 Statutory & Regulatory Basis**

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA. Further, 23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System.

#### **Current Status:**

Incorporated in 1965, OTO is an entity governed by a 18 voting and 4 non-voting for 22 members Board of Directors comprised of local government as well as appointed citizens from the following representative jurisdictions: Greene County, Christian County, City of Springfield,

City of Battlefield, City of Ozark, City of Nixa, City of Republic, City of Stafford, and the City of Willard.

The [Organizational Structure](#) includes OTO staff as well as a governing Board of Directors that includes representatives from the Missouri Department of Transportation, and Springfield City Utilities as transit authority. In addition to the Board of Directors, the OTO maintains a Technical Planning Committee as defined in the Bylaws, which provides formal recommendations to the Board of Directors. OTO has other standing and ad hoc [Committees](#) dedicated to specific initiatives/program areas.

OTO's Technical Planning Committee (TPC) is responsible for overseeing and promoting the regional planning efforts for the MPA implemented by the OTO staff. They are also responsible for advising and making formal recommendations to the OTO Board of Directors concerning MPO work products, projects, and studies. OTO staff indicated during the site visit that review/update of all other OTO committee Bylaws and Rules of Procedure occur on as needed bases.

## **Findings**

The Federal Review Team finds that OTO is compliant with the work program requirements listed under 23 U.S.C. 134(d) and 23 CFR 450.314(a). All necessary agreements and memorandums were made available by the staff, and information detailing the OTO personnel titles/responsibilities and subsequent committees was readily accessible on the OTO website. Upon review of all stated documents, it is found that several of the OTO agreements as well as the committee rules of procedures are significantly outdated, largely because of agency representative and staff turnover over the past few years.

## **Commendation**

- OTO LPA services program gives local jurisdiction a point of contact to work through project delays, funding issues and provide grant writing services to allow the region to move projects and make the region competitive for grant opportunities.

## **Recommendations**

- Review and update (as needed) the 2009 and 2020 Memorandum of Understandings (MOUs) per 23 CFR 450.314(b).

## **4.3 MPO Planning Processes & Work Products**

### **4.3.1 Statutory & Regulatory Basis – Unified Planning Work Program (UPWP)**

23 CFR 450.308 and 420 set the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a UPWP. The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

#### **Current Status:**

OTO performs an annual update of its UPWP, which outlines intended activities/tasks for the MPO during the designated FY. The current 2025 UPWP was adopted by OTO on May 16, 2024, and covers the state fiscal year (FY) of July 1, 2024, to June 30, 2025. Outlined activities in the UPWP are reviewed and approved by the OTO Board of Directors, Technical Planning Committee, and contributing funding agencies to ensure agreement and cohesion of regional initiatives. Draft copies of each UPWP are provided to state and federal partners for review/comment prior to formal adoption to maintain consistency with federal requirements.

## **Findings**

The Federal Review Team finds that the OTO UPWP meets all federal requirements related to the development and management of a UPWP, and no further recommendations are needed at this time.

#### **4.3.2 Statutory & Regulatory Basis - Metropolitan Transportation Plan (MTP)**

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the MTP. Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

#### **Current Status:**

[Destination 2045](#), originally adopted on September 16, 2021, is the current long-range plan (MTP) for the OTO, with the eighth amended revision approved January 16, 2025. The plan contains a listing of guiding principles as well as recommendations for strategic investments to the region that enhance equity, health, environment, accessibility, connectivity, and safety.

#### **Findings**

The Federal Review Team finds that OTO meets all federal requirements related to the development and implementation of the MTP. The MTP process is fully outlined and readily accessible on the OTO website in addition to promotional and summary tools to help increase public understanding of the plan and its purpose. The plan includes proper documentation of the development process, including incorporation of related plans (Bicycle & Pedestrian Plan, Asset Management Plans, Freight, and Rail Plans, etc.) as well as integration of stakeholder and public input throughout the timeline. Since OTO is in attainment, there are no related conformity and TIP documents required for incorporation in the MTP process.

OTO has partnered with local, county and state agencies to populate their ArcGIS to provide a more comprehensive review of land use and environmental thematic maps to identify cultural resources, natural hazards, floodplains, etc. This thematic data is used to protect sensitive environmental sites and support land uses in the region.

**Commendation:**

- OTO works with MoDOT to provide Traffic Engineering Assistance Program (TEAP) funds to local public agencies to reduce local match requirements for small communities and provide engineering assistance to communities.
- OTO uses a comprehensive process that utilizes subcommittees to develop TIP, UPWP and MTP planning documents.

**4.3.3 Statutory and Regulatory Basis – Transportation Improvement Program (TIP)**

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.326 set forth requirements for the development and content of the TIP. The MPO is required, in cooperation with the SDOTs and public transit operators, to develop a TIP that reflect the investment priorities established in the current metropolitan transportation plan, covers a period of no less than 4 years, be updated at least every 4 years, be fiscally constrained and be approved by the MPO and the Governor. Title 23 CFR 450.326 requires that the TIP also meet the following requirements:

- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- Make progress toward achieving the performance targets.
- A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.

- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

### **Current Status:**

The [FY 2025-2028 TIP](#), adopted by the OTO Board of Directors on July 18, 2024, is the current TIP for the OTO and includes federally funded projects and financial investments for the MPA for OTO's TIPs runs on Missouri's fiscal year beginning July 1, 2024 and ending June 30, 2028. OTO maintains an annual update cycle for its TIP and all associated Annual Listings of Obligated Projects (ALOPs) are easily accessible on the OTO TIP webpage.

To help ensure proper tracking and implementation of federal funds, OTO operates under a Reasonable Progress Policy for Missouri projects, where routine status updates on the projects within the current fiscal year of the TIP are provided to the TPC. These updates are for projects that are subject to the September 30<sup>th</sup> federal obligation deadline of the appropriate year. Failure to meet the OTO Policy by the sponsoring agency may result in the loss of federal funds for the project in the TIP.

### **Findings**

The Federal Review Team finds that OTO meets all federal requirements related to the development and management of the TIP. All documents as well as description of the TIP process are readily accessible on the OTO website. Updates on the TIP development, adoption and amendment process are consistently provided during the TPC meetings. Additionally, MoDOT has regular coordination with the OTO staff to ensure inclusion of necessary projects within the metropolitan planning area in the appropriate STIP/TIP.

#### **4.3.4 Statutory & Regulatory Basis – Performance-Based Planning Program (PBPP)**

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process requires the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets established by public transportation providers. Additionally, per 23 CFR 450.326(d), each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process, particularly in the development of the TIP and MTP.

#### **Current Status:**

Monthly partnership meetings are held between MoDOT and OTO staff, where performance management targets, status and adoption dates are routinely discussed. Additionally, MoDOT hosts an external SharePoint site where the MPO can obtain relative data on safety (crash), pavement and bridge conditions, and extends Regional Integrated Transportation Information System (RITIS) access for congestion and travel reliability data. MoDOT also allows opportunity for review/comment on proposed targets for the required measures. Notably, MoDOT hosts annual statewide planning partner meetings with the MPOs, where opportunities for discussion on the performance-based process are provided. Performance data obtained from these sources are utilized by OTO to make determinations for projects and strategies in the MPO long- and short-range planning efforts, particularly with the creation of regional targets tailored specifically to the OTO transportation system as outlined in the 2045 MTP.

Concerning transit, OTO indicated it reviews and provides feedback on metrics and targets set forth in public transit agency safety plans (City of Springfield City Utilities, CU) and transit asset management plans for MoDOT, and CU. Additionally, there is continual coordination between OTO and CU on the required safety targets and subsequent updates as well as coordination every four years on asset management plan development/updates.

Moreover, OTO maintains a wide range of resources that can be found in the [Toolbox](#) page on the OTO website for its system performance process where details on specific federal, transit, and regional/community targets for the MPA are available. An annual update of the Toolbox is completed on a regular basis to ensure the most current display of adopted targets and associated progress. The Toolbox serves as the annual system performance report. All Transportation Performance Measures (TPM) agreements, fact sheets, Board adoption memos can be accessed on the website as well.



## **Findings**

The Federal Review Team finds that the OTO meets the federal requirements for PBPP. OTO has adopted Missouri's performance standards.

### **Commendation:**

- OTO has enhanced their prioritization process by utilizing data analytics when scoring projects. OTO staff uses a wide range of dataset to rank projects, crash statistics, VMT and modeling tools to gather information and use data points to rank projects.

## **4.4 Freight**

### **4.5.1 Statutory & Regulatory Basis**

23 USC 134 23(h) and CFR 450.324(j) requires that the MPO metropolitan planning process provide for consideration as well as opportunities for participation in the selection of projects and strategies that increase the accessibility and mobility of people and for freight.

### **Current Status:**

Interstate 44, which passes through the Springfield MPA, continues to carry more freight tonnage than Interstate 70. The region is also passage for several secondary truck routes. The value of goods carried on I-44 also outpace I-70. The 2016 MoDOT Traffic Volume maps show truck traffic to be around 27 percent of the traffic on I-44 in the OTO region.

The freight community representatives in the Springfield region continue to have membership on the Technical Planning Committee and Board of Directors (Air, Rail, and Truck). The freight community participate in the preparation of the LRTP, TIP, Major Thoroughfare Plan (MTP). OTO meets with the railroad representatives to discuss regional issues in the MPA. A developed list of freight industry contacts is included in all the OTO's public engagement efforts.

## **Findings**

The OTO metropolitan transportation planning process follows 23 U.S.C. 134 and 23 CFR 450.306. OTO's metropolitan transportation planning process reflects an integration of the

consideration of freight movement in transportation planning and processes throughout the Springfield metropolitan planning area.

**Recommendation:**

- OTO should continue reaching out to the Chamber of Commerce and Freight partners to collaborate on freight planning in the region.
- Continue to explore various avenues to foster connections and relationships with regional freight partners, including furthering participation with the local Chamber of Commerce

## **4.5 Public Involvement, Civil Rights & Title VI**

### **4.5.1 Statutory & Regulatory Basis**

Sections 134(i)(6), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, United States Code, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs. Additional requirements include making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the

Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability. FTA has additional Obligations for MPOs receiving Federal Transit funds. Such as the requirement that TMAs must submit a Title VI plan to FTA directly and tailored to FTA's specific requirements per FTA C 4702.1B.

**Current Status:**

OTO's Public Participation Plan was updated in 2023 with board approval on July 20, 2023, The Federal Review team acknowledges the addition of a description of Virtual Public Involvement (VPI) tools and the incorporation of new USDOT guidance for promising practices for meaningful public involvement. OTO currently Live Streams its meetings to the public via Facebook. This has proven itself to be of value to the community.

OTO's Title VI Plan was updated in 2024 with board approval on May 16, 2024. The Federal Review team acknowledges the addition of a Spanish version of the Title VI complaint procedures and complaint form. The 2021 review team recommended that OTO revise the location of their Title VI Plan and program information on the MPO's webpage to improve visibility and ease of access to documents. OTO implemented this recommendation by adding a link on to the Civil Rights and Title VI webpage on the bottom of every page, in addition to a link under the Resource tab.

The Plan's appendices include the goals and policies of the OTO Public Participation Plan and the Limited English Proficiencies Plan. OTO completes an annual planning process self-certification that includes assurances that the planning process is conducted in accordance with the various non-discrimination laws.

OTO reports to MoDOT on existing Title VI efforts twice a year, as requested by MoDOT. There have been no Title VI or ADA complaints regarding OTO or the transportation planning process since the 2021 certification review.

## **Findings**

OTO is committed to ensuring that their metropolitan transportation planning process is delivered in such a manner that prevents discrimination as defined in Title VI of the Civil Rights Act.

### **Recommendations:**

- Explore other available methods for virtual access/participation in MPO meetings per 49 U.S.C. 5303(i)(6) (c)(d).
- Explore availability/capability of demographic data collection via the OTO Interactive Mapping tool to assist with Title VI and ADA requirements.
- Next Update for the Title VI plan should be tailored to incorporate FTA's specific requirements per FTA C 4702.1B.

## **4.6 Transit Planning**

### **4.6.1 Statutory & Regulatory Basis**

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

### **Current Status:**

Transit planning in the Springfield region is predominantly conducted by City Utilities (CU), particularly in the areas of route design, amenities, and frequency. OTO and CU coordinate on a variety of levels, from data sharing to participating in the development of regional plans.

Transit planning is integrated into the OTO transportation planning process and there is effective coordination between OTO staff and CU. OTO's Local Coordinating Board for Transit (LCBT) is the standing committee for area service and transportation agencies. The committee meets quarterly. Its primary responsibility is to conduct a competitive application process for Section 5310 Enhancing Mobility for Senior and Individuals with Disabilities grant program and advising on the update of the Coordinated Human Services Transportation Plan, known as the Transit Coordination Plan in the OTO region. The most recent update of the Transit

Coordination Plan has a completion date of May 2022. During 2024 and early 2025, OTO has worked with FTA and MoDOT to become a direct recipient for 5310 funding.

City Utilities (CU) is the primary fixed-route transit provider in the Springfield region and is the only utility company in the country still operating a public transit system. CU offers fixed-route service within the City of Springfield seven days a week, and Access Express services for certified riders with disabilities. CU provides approximately 1.1 million passenger trips each year with a fleet of 25 fixed route buses and 6 demand response vehicles.

Two other transit operators provide transportation services within OTO's region. Missouri State University operates the Bear Line which service the main campus and University buildings near the campus. OATS Transit is a rural transit provider providing services to seniors and individuals with disabilities. OATS provides connections from rural locations to services throughout the OTO urbanized boundary.

CU partners regularly with OTO and the City of Springfield. CU prioritizes attendance at OTO committee meetings and events. During CU's Connect Springfield study, OTO was a part of the study and helped guide the study effort through committees. CU also partners with the city to build sidewalks along bus routes and construct ADA accessible bus stops. This partnership has allowed for improved access along several major transit routes and to critical facilities.

#### **Findings:**

OTO and CU are committed to collaborating on the regional transportation system.

#### **Recommendations:**

Encourage the continuous collaboration efforts of OTO with regional transit providers in the MPO's area.

## **4.7 Air Quality/Conformity**

### **4.7.1 Statutory & Regulatory Basis**

The air quality provisions of the Clean Air Act (42 U.S.C. 7401) and the MPO provisions of Titles 23 and 49 require a planning process that integrates air quality and metropolitan transportation planning, such that transportation investments support clean air goals. Under 23 CFR

450.324(m), a conformity determination must be made on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations of 40 CFR Part 93. A conformity determination must also be made on any updated or amended TIP, per 23 CFR 450.326(a).

### **Current Status:**

The Springfield Transportation Management Area (TMA) is classified as in attainment for all NAAQS. OTO partners with other organizations to promote strategies that support air quality attainment.

While the OTO area is currently designated as an attainment area, planned burns of National Forests in Arkansas will cause sensors in the OTO area to experience periodic exceedances. Strategies in the Clear Air Action Plan are designed to encourage increases in non-motorized modes and reduce pollutants to keep the area in attainment as the region grows. OTO partners with City Utilities to offer rides to residents when the Air Quality is orange.

The Clean Air Action Plan was first adopted in 2009 and updated in 2022. According to the Clear Air Action Plan: “The Ozone Advance program addresses ground-level ozone, and the PM Advance program addresses fine particulate matter (PM2.5). Participants in both programs are encouraged to implement strategies that address both pollutant types”.

The Clean Air Action Plan is produced by the Ozark Clean Air Alliance (OCAA). OTO is a founding member of the OCAA and has held several leadership positions within the organization. The OCAA currently serves an eleven-county region. OCAA started in 2007 as a subcommittee of the Environmental Collaborative at the Community Partnership of the Ozarks. The group has grown into an active coalition of stakeholders including city, county, and state government officials, local businesses and non-profits, area utility companies, and interested citizens.

The Congestion Management Plan (CMP) is a partnership with MoDOT and local governments in the region. CMP strategies for improving air quality include reduction of idling at signals and congestion on arteries.

### **Findings**

OTO is committed to continue monitoring air quality standards and encourage actions that might pre-empt a nonattainment designation.

## **4.8 Land Use Planning**

### **4.8.1 Statutory & Regulatory Basis**

Land Use and Livability Planning are not directly required by regulation or statute. However, statute and regulations do require that the transportation process must be coordinated with “planned growth” and resource management, including housing. Congress noted in IIJA/BIL that there is a connection between transportation, housing, and economic development. IIJA includes specific requirements related to housing coordination and provides TMAs with an option to develop Housing Coordination Plans (23 USC 134(k)(4)). The USDOT, HUD and EPA have established the following list of principles to guide the development of livability-supportive policies:

- Provide more transportation choices.
- Promote affordable housing.
- Enhance economic competitiveness.
- Support existing communities.
- Coordinate policies and leverage investment.
- Value communities and neighborhoods

#### **Current Status:**

OTO participates in the local land use planning, as staff availability allows. This includes annual meetings to discuss utilities. The extension of utilities, such as water and sewer connections, creates more opportunities for residential and commercial development throughout the region. OTO engages in conversations about balancing access and connections to accommodate growth that communities want.

OTO collects data from many local sources and uses this information in their GIS system to look at future land uses in the region. OTO can then provide information to create a comprehensive transportation system that provides multimodal options for accessing goods and services. Data included in the GIS database includes information from the Assessor’s Offices, long-range transportation plans, and environmental information. This data can be used to evaluate projects applying for sub-allocated funds, being added to the TIP and the long-range plan. OTO also applies the information to balance the need for growth and access to goods and services.

#### **Findings**

OTO is committed to providing data to member communities to assist in transportation decision-making in the region.

## **4.9 Security & Resiliency Planning**

### **4.9.1 Statutory & Regulatory Basis**

23 U.S.C. 134(i)(2)(D) and 23 CFR 450.324(f)(g) requires that land use management, natural resources, environmental protection/mitigation, conservation, and historic preservation concerning the development of the transportation plan as well as the selection of capital investments be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies.

23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of the planning factors. As stated in 23 CFR 450.306(b)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system. The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP may include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

#### **Current Status:**

In the OTO area, the Southwest Missouri Council of Governments (SMCOG) is a partner agency to OTO. SMCOG takes the lead for non-transportation Hazard/Disaster Mitigation planning in the OTO area. SMCOG staff works with communities in their service area to assist them with the creation of comprehensive plans and coordinates land use and hazard/disaster planning for the 11-county service area in Southwest Missouri. OTO also partners with the office of Emergency Management in both Greene and Christian County.

Resilience efforts in the OTO area include planning for natural disasters and impacts to the region's ITS infrastructure. The OTO region participates in seismic event preparation drills. Springfield is a staging area in the event of an earthquake. MoDOT TMC personnel are in the Springfield City Hall, and the staff also participate in disaster preparation drills. The recent eclipse provided good data for moving large crowds in and out of the southwest Missouri area.



Non-transportation infrastructure can also be affected by natural disasters and man-made attacks. OTO is making efforts to minimize opportunities for hackers to invade the system. OTO trains staff to protect critical data.

**Findings:**

OTO is committed to participating in the security and resilience planning process.

**Recommendation:**

Increase efforts to develop and incorporate local resiliency and natural disaster planning in the MPO planning process with connection and input from emergency services per 23 CFR 450.324(f)(7) and 49 U.S.C. 5303(h)(1)(i).

## **4.10 Safety & Complete Streets**

### **4.10.1 Statutory & Regulatory Basis**

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of the federal planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users. In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

**Current Status:**

OTO continues to incorporate complete Streets concepts within the Springfield MPA. OTO actively incorporates design elements, such as road diets and trail interconnectivity to increase safety for all roads users. OTO staff has been proactive in leveraging direct recipient grant

opportunities to promote, enhance and deliver projects that makes the streets safer for drivers, bicyclists, and pedestrians.

### **Findings**

OTO continues to incorporate complete Streets planning for the Springfield MPA through the various modes including Transit, vehicles, and pedestrian along with other multimodal aspect of the regional transportation system. OTO is actively looking for way to increase safety for all roads user such as Road diets. The Ozark Greenways trail network system has many projects in the works to increase trail connectivity in the region. OTO staff has been proactive in seeking out direct recipient grants opportunities to promote, enhance and deliver projects that makes the streets safer for vehicle operations, Bike riders and pedestrians alike.

### **Commendations:**

- OTO was proactive in leveraging new funding opportunities especially the Safe Streets for All (SS4A) program. They were one of the first MPO's to develop an approved plan and complete their project in the State.
- Continue to use and update the local road safety plan to guide complete streets planning.

## **5.0 CONCLUSION**

The Missouri Division of the Federal Highway Administration (FHWA) and Region VII of the Federal Transit Administration (FTA) Certification Review, conducted in FY 2025, found that the metropolitan transportation planning process being implemented in the Springfield urbanized area meets the Federal planning requirements. The Ozark Transportation Organization (OTO) is found to conduct planning activities in a continuing, cooperative, and comprehensive manner in coordination with its regional partners, as well as fulfilling the federally required multi-modal and participatory planning process.

Based on this review and ongoing oversight by the FHWA and the FTA, the transportation planning process carried out in the Springfield Transportation Management Area for the period of May 1, 2025, to April 30, 2029, is hereby certified as meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613.

## APPENDIX A - PARTICIPANTS

Federal reviewers prepared this Certification Review report to document the results of the review process. The report and final actions are the responsibility of the FHWA Missouri Division along with the FTA Region 7 Office. The following individuals were key contributors in the Springfield Urbanized Area certification review process. ***A listing of site visit participants has been recorded & provided by OTO staff and included in the Extended Appendix of this plan.***

### **The Federal Review Team**

Gerri Doyle, FTA Region 7  
Nate Seeskin, FTA Region 7  
Lauren Paulwell, FHWA Missouri Division  
Cecelie Cochran, FHWA Missouri Division  
John Miller, FHWA Missouri Division  
Dan Weitkamp, FHWA Missouri Division, Lead

### **OTO Staff**

Sara Fields, Executive Director  
Natasha Longpine, Transportation Planning Manager  
Debbie Parks, Grants Administrator  
Dave Faucett, GIS Analyst  
David Knaut, Multimodal Planner  
Jen Thomas, Transportation Engineer  
Nicole Boyd, Administrative Assistant

### **Springfield City Utilities TMA Transit**

Matt Crawford, Transit Director

### **State DOT**

Ezekiel Hall, MoDOT Transportation Planning  
Frank Miller, MoDOT SW District Planner

## APPENDIX B – SITE VIST AGENDA

If you are joining virtually, the below link can be utilized to access the sessions for each day of the site visit.

Please join my meeting from your computer, tablet, or smartphone.  
OTO TMA Certification Review Day 1 Tuesday 2/18/2025

OTO TMA Certification Review Day 2 Wednesday 2/19/2025

Wednesday 2/19/2025

Technical Planning Committee Meeting 2/19/2025.

<https://us02web.zoom.us/j/87685830657?pwd=hhf1mKPb3HhuCcTka98hnxrGA9mi2H.1>

Public Meeting Zoom Link 2/19/2025

<https://us02web.zoom.us/j/87515576346?pwd=YBo28DOeuEnEpoyCLyaVvGGgg2Y2xE.1>

OTO TMA Certification Review Day 3 Thursday 2/20/2025

[Join the meeting now](#)

Meeting ID: 260 298 458 353

Passcode: im2Pn78F

Get the app now and be ready when your first meeting starts:

<https://meet.goto.com/install>

**2025 FHWA/FTA CERTIFICATION REVIEW  
SPRINGFIELD METROPOLITAN AREA PLANNING PROCESS  
ON SITE REVIEW AGENDA  
OCTOBER 18-20, 2025**

**Tuesday, February 18, 2025 (mid-morning)**

10:00 - 10:15 am - Introductions/ Meeting Overview: Federal Team & Participants

10:15 –11:00 am - MPO State of Affairs Presentation: Challenges & Accomplishments

11:00 – 12:00 pm – **Lunch**

12:00 – 1:00 am – Organization, Bylaws and Administration

- Structure & Agreements
- Consultation & Coordination

1:00 – 2:00 pm – Planning Work Products

- UPWP,
- TIP (ALOP)
- MTP
- Performance Based Planning- targets, measures, agreements

2:00 - 2:30 pm - **Break**

2:30 – 3:30 pm – Freight

3:30 -4:30 pm – Public Involvement, Civil Rights, Title VI/LEP

**Wednesday, February 19, 2025 (All Day)**

9:00 – 10:00 am – Transit

- Existing system and ridership trends
- MPO coordination
- Notable COVID impacts and future.
- Coordinated Human Services Plan

10:00 – 10:30 am – **Break**

10:30 am – 11:00 – Air Quality/Conformity, Environment, Land Use Planning

11:00 am - 12:00 pm – Security and System Resiliency Planning

Noon – 1:15 pm – **Lunch**

1:30 - 3:30 pm OTO Technical Planning Committee Meeting

Public Involvement Segment (Post OTO Technical Planning Committee Meeting)

Start Time: 3:30 pm

End Time: 4:30 pm

**Thursday, February 20, 2025**

9:00 am– 9:30 am - Safety/Complete Streets

9:30 am – 11:30 pm Federal Team discussion briefing preparation.

11:30 am – 12:30 pm -- **Lunch**

12:45 pm – 2:00 pm -- Federal Team Prelim Findings Briefing with OTO Staff Site visit Close out.

## APPENDIX C - LIST OF ACRONYMS

**ADA:** Americans with Disabilities Act  
**BIL:** Bipartisan Infrastructure Law  
**CFR:** Code of Federal Regulations  
**CMP:** Congestion Management Process  
**CUFCs:** Critical Urban Freight Corridors  
**DOT:** Department of Transportation  
**EPA:** Environmental Protection Agency  
**FAST:** Fixing America’s Surface Transportation Act  
**FHWA:** Federal Highway Administration  
**FTA:** Federal Transit Administration  
**FFY:** Federal Fiscal Year  
**FY:** Fiscal Year  
**HSIP:** Highway Safety Improvement Program  
**IJA:** Infrastructure Investment & Jobs Act (also referred to as “BIL”)  
**ITS:** Intelligent Transportation Systems  
**LEP:** Limited-English-Proficiency  
**LPA:** Local Public Agency  
**M&O:** Management and Operations  
**MAP-21:** Moving Ahead for Progress in the 21<sup>st</sup> Century.  
**MPA:** Metropolitan Planning Area  
**MPO:** Metropolitan Planning Organization  
**MTP:** Metropolitan Transportation Plan  
**PBPP:** Performance Based Planning  
**PPP:** Public Participation Plan  
**SHSP:** Strategic Highway Safety Plan  
**STIP:** State Transportation Improvement Program  
**TDM:** Travel Demand Management  
**TIP:** Transportation Improvement Program  
**TMA:** Transportation Management Area  
**TPC:** Technical Planning Committee  
**U.S.C.:** United States Code  
**UPWP:** Unified Planning Work Program  
**USDOT:** United States Department of Transportation  
**OTO:** Ozark Transportation Organization



## APPENDIX D – OTO DESK REVIEW RESPONSES

### 2024 SPRINGFIELD AREA TMA CERTIFICATION REVIEW

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#### Discussion Questions

TMA Name: Ozark Transportation Organization

\*Please be sure to answer all numbered questions (and sub-questions as they apply) in this document.

#### Follow Up Recommendations from Previous 2021 OTO Certification Review

Please provide a status of OTO's address of these items with supporting documentation/links if available:

#### Public Participation

1. OTO's Plan should contain measures to identify and engage those traditionally underserved, such as low-income and minority households, in the transportation planning process of the Springfield metropolitan area.

In the 2023 update to the OTO public participation plan content throughout the plan was updated in consultation with [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#), U.S. Department of Transportation, 2022 and Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Report 710: [Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decision-making](#), 2012; Strategies to engage underserved populations are discussed and identified in the Methods of Community

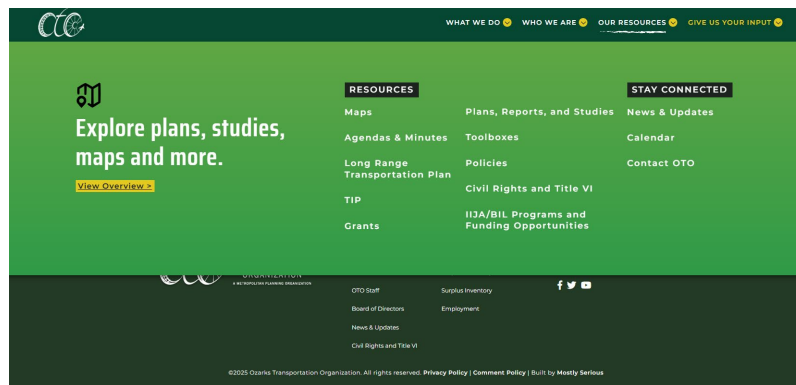
Engagement section. In 2021, the OTO developed a supporting tool, a [Social Equity Index](#), using GIS software and U.S. Census Bureau data as a first step in involving traditionally underserved populations by identifying equity areas for targeted engagement.

## Civil Rights- Title VI, EJ, LEP, ADA

2. It is recommended that OTO revise the location of the Title VI plan and program information on the MPO's webpage to Improve visibility and ease of access to the Title VI documents.

OTO has implemented this recommendation by adding a link on to the Civil Rights and Title VI webpage on the bottom of every page and a link under the resource tab.

<https://www.ozarkstransportation.org/>



3. OTO should develop and implement a process for completing system-level comparative analysis of the Springfield region transportation system's benefits and burdens, that compares minority/low-income populations to non-minority/low-income populations.

OTO maintains a Social Equity Index GIS layer of census data aggregated into equal area hexagons. This layer is used to identify areas within the OTO that have disproportionate numbers of

transportation disadvantaged or vulnerable populations with the intent of tailoring efforts to include them in the planning processes at the OTO as discussed in the OTO's 2023 Public Participation Plan.

The OTO defines traditionally underserved as **low-income** populations and **minority** populations including Hispanics/Latinos, African Americans, Asian Americans, Native American/Alaskan Natives and Native Hawaiians, and Pacific Islanders. Other populations recognized in Title VI and other civil rights legislation, executive orders, and transportation legislation include those with **limited English proficiency, low-literacy populations, seniors, persons with disabilities, and transit-dependent** populations.

The hex bins with summed totals for total population and each equity demographic were then used to develop an equity index for populated hex bins to identify locations of underserved populations within the OTO study area. Equal area hex bins compensate for the unequal irregular-sized census geographies and provide finer spatial resolution in terms of where people reside. Hex bins fit well together and can be extruded to various heights based on field values for 3-D mapping unlocking more dimensions to your data. Multiple hex bins can be selected to create custom geographies. For example, selecting hex bins within a half mile of an intersection or road segment can generate a summary of affected populations in proposed project areas that straddle multiple tracts or block groups.

OTO uses this index values for minority and low-income to identify projects proximate to these groups to add points for the annual STIP prioritization scoring and TIP EJ screening by using the method described above.

An equity analysis of crash data done for the SS4A plan revealed that pedestrian involved crashes occur more frequently in areas where low-income, No Car, and disabled populations were greater than the OTO area average.

OTO has integrated hexbin analysis into each of its planning projects, as well as prioritization. For example, the TIP includes static and dynamic maps showing where projects are located compared to both minority and low-income populations.

4. OTO should develop and make available on its website the weighted point methodology and hexbin mapping that OTO is currently utilizing for EJ analysis in a process or policy document.

OTO has implemented this recommendation by publishing and updating the social equity index on the OTO webpage under the map's webpage

(<https://experience.arcgis.com/experience/bac0937f5e4a48878381f493aaad7988/page/3D-Equity-Index/>). The index includes an explanation on how to use the index and information on what information is used and the methodology for the index. The index is primarily used to identify equity areas for targeted engagement as outlined in OTO's public participation plan, but it also has been utilized in safety analysis for the SS4A plan, a pedestrian safety analysis ([OTO - Regional Pedestrian Safety Analysis 2023.pdf](#)) and in the STIP project prioritization as outlined in the FY 2026-2030 STIP Project Prioritization Glossary.

### **MPO Organization, Administration & Internal Controls**

1. Since the 2021 certification review, have there been any significant changes made to the bylaws and/or membership of the OTO Executive or Transportation Policy committees? Please describe and provide documentation (link or attachment).

There have been no significant changes to the bylaws. The minor changes are outlined below.

- Bylaw Amendment 11/18/2021 - Change in Treasurer Duties
- Bylaw Amendment 11/17/2022 - Change of Technical Planning Committee Voting Membership (reduce seats to help meet quorum)
- Bylaw Amendment 11/16/2023 - Change in dues

Link to OTO Bylaws - <https://www.ozarkstransportation.org/our-resources/policies>

2. Have there been any changes to the local jurisdictions/agencies that are represented in the MPO boundary since the previous review? If so, please describe.

No

3. Have there been updates to any formal cooperative agreements and/or memorandum of understandings since the previous certification review? Please describe and provide documentation (link or attachment).

Yes, the OTO has updated the [memorandum of understanding with City Utilities](#) regarding the FTA 5310 Designated Recipient.

a. Are the following items expressly detailed in the formal agreement(s):

- i. Coordinated public involvement efforts and key planning responsibilities of the MPO, State DOT, and transit operators?

Yes, the OTO and CU have a [2015 amended memorandum](#) that outlines public involvement regarding transit projects. This is in addition to the [2009 memorandum of understanding](#) between OTO, MoDOT, and member jurisdictions.

- ii. Cooperative efforts in the process of establishing and accomplishing set performance-based planning goals and targets (including data sharing, performance monitoring and target sharing)?

MoDOT, CU, and OTO are parties to a [Transportation Performance Management MOU](#) that outlines each party's responsibilities for establishing and accomplishing set performance-based goals and targets.

- 4. How is the administration of OTO's finances, procurements, property, and human resources managed? Please identify which tasks are handled (a) internally, (b) by another organization, and (c) contracted to a third-party.

- a. Is there a separate MOU, Contract, or other form of documented agreement between the TMA and other entities that clearly defines financial and human resource roles, responsibilities, and expectations? If so, please provide documentation (link or attachment).

No, OTO handles finance and human resource roles internally.

- b. Does TMA maintain an HR manual articulating employee benefits and the procedures used to establish promotions, pay raises, bonuses, vacation time, etc.? If so, please provide documentation (link or attachment).

Yes. [Employee Manual Updated 11.22.2022.pdf](#)

- c. Does the TMA maintain a Procurement manual detailing methods and procedures, including internal controls, for the acquisition of goods and services? If so, please provide documentation (link or attachment).

Yes. [OTO Purchasing Policy Amendment 2021 Adopted 2.9.22.pdf](#)

- d. Discuss any concerns related to internal controls, delegated authorities, and official approval processes that may exist and provide documentation if available.

There are no concerns on Internal Controls. OTO maintains internal controls and has a financial statement audit every year regardless of Single Audit threshold. The OTO utilizes Board members such as the OTO Treasurer to review Bank Reconciliations and Quarterly Financial Reports. The OTO lays out the separation of job duties in the Financial Control Manual to provide internal controls despite the small staff size.

[OTO Internal Financial Control Manual Revised 2023.docx](#)

- 5. Has there been any recent change or concern with established funding sources, match portions or procedures since the 2021 review? If so, please describe.

No, the OTO raised dues to include project management fees in 2023.

### **Cooperative Partnerships in Transportation Planning Processes & Development**

- 6. Provide an overview of the OTO's coordination efforts and development procedures/mechanisms of key planning partners (MPO, MoDOT and the local transit agency) in the overall transportation decision-making process, particularly in development of the:
  - a. Metropolitan Transportation Plan (MTP): What processes are in place for coordination on MTP data collection, public outreach, goal/strategy identification, and project identification and prioritization?

OTO includes the Technical Planning Committee as the Advisory Team for the long-range transportation plan, and this includes member jurisdictions, MoDOT, and CU Transit.

- b. Congestion Management Process (CMP): What processes are in place for the unified collection and application of regional congestion data in transportation planning documents?

OTO is provided access to NPMRDS speed probe data through the RITIS application through MoDOT. From here OTO downloads data for the CMP network and all other streets where data is available for any analysis period. OTO maintains python scripts, SQL queries, Microsoft SQL Server software to process millions of rows of data and calculate congestion measures. OTO defines severely congested roadways as those with a 25<sup>th</sup> percentile speed greater than 20 mph

below the posted speed limit during either the am and pm peak. Additionally, OTO is provided with datasets for crash statistics and roadway segment AADT annually. Road capacities from the OTO Travel Demand Model to develop volume-to-capacity ratios. crashes per mile, travel delay, and volume-to-capacity are criteria used in the annual STIP prioritization, CMP, and performance measure tracking.

c. **Transportation Improvement Program (TIP): What processes are in place for coordination on project prioritization, selection, and monitoring?**

The OTO prepares and updates a TIP Wiki website in advance of the TIP call for projects each cycle, which includes background information such as public comments, long range plan projects, and prior TIP projects. This information is shared with each jurisdiction along with the TIP call for projects.

STIP prioritization includes several meetings of two types – one set to determine priorities and another set to coordinate programming with MoDOT staff.

See included document regarding the STIP prioritization process [STIP Priorities.docx](#)

d. **Unified Planning Work Program (UPWP): What processes are in place for coordination on task identification and fund estimation?**

Prior to development of the UPWP the OTO meets annually with all jurisdictions individually to look at their transportation planning needs including transportation studies and special traffic analysis. The OTO establishes an UPWP subcommittee made up of MoDOT and OTO TPC representatives. The subcommittee reviews the proposed draft UPWP and provides feedback and suggestions for projects in our area.

MoDOT maintains a CPG fund balance worksheet to reflect any carryover funds and projects the available allocation for the upcoming year. Match funds are provided by annual membership dues. The TIP includes the amount of STBG funds authorized for use in the UPWP. Special transportation studies may require additional match from the local jurisdiction above the base OTO match funding.

e. **Performance Management Process: What processes are in place for coordination, maintenance, and reporting of performance data?**

[The OTO follows the TPM MOU agreed](#) to by the MPOs and MoDOT for Missouri, as well as CU Transit locally. OTO participates in the statewide meetings regarding statewide target setting.

This information is shared with the OTO Technical Planning Committee and then the Board of Directors, who have so far decided to support the measures set forth statewide or by CU Transit. Reporting also follows the TPM MOU. Once adopted by the Board of Directors, OTO provides a copy of the Board Agenda packet and a letting indicating Board action.

7. Since the 2021 review, has there been any changes to the way the MPO selects/prioritizes projects for inclusion in the MTP or TIP? If so, please describe.

Each year, the STIP prioritization glossary is reviewed to ensure the promotion of projects which match regional priorities. Each call for projects, whether for TAP or 5310, also includes a review of selection criteria. [2026 STIP Prioritization Glossary.docx](#)

- a. How is OTO taking equity and benefits/burdens into consideration for the selection of its projects?

Environmental justice considerations are included in the prioritization criteria. The project selection for Transportation Alternative Program Funds and Carbon Reduction Funds prioritizes projects located in low-income and zero-car household areas (based on Census tract data from the ACS). Prioritization is given through additional points if projects are in one of those areas. Project applicants also are asked which groups are affected or benefit from the proposed project and how those groups were engaged in outreach activities. Proposed projects then also receive points on the described public outreach and if the outreach involved affected groups.

OTO also conducts calls for projects (CFP) for FTA 5310 funding. Since the 5310 program is already directed at a certain population group (seniors and individuals with disabilities) no direct location prioritization is being used in the selection of the projects. However, projects need to be in alignment with the Transit Coordination Plan, which provides strategies based on regional population profiles and needs. Furthermore, the 5310-selection process prioritizes projects that provide service to areas not previously served and increase connectivity for individuals with disabilities to public transportation and throughout the region. Additionally, projects which increase ADA amenities are prioritized as well.

8. Describe the extent that OTO is involved in the MoDOT process to develop and select state DOT sponsored projects located within the MPA for inclusion in the STIP.

OTO project selection as described in 6c is provided as a recommendation to MoDOT in the fall of each year. In the spring, MoDOT coordinates with OTO via a series of special Technical Planning Committee meetings to coordinate the investment recommendations. The district takes these recommendations into account when making programming



decisions. MoDOT provides a draft STIP for public comment prior to the official adoption of the STIP.

9. How is the Statewide planning process coordinated with the MPO's planning process? Are there any good examples that demonstrate the results of such coordination? Include in this discussion how the metropolitan planning process is coordinated with the State's:
  - a. Strategic Highway Safety Plan
  - b. State Freight Plan
  - c. State Asset Management Plan
  - d. State's Long-Range Plan
  - e. State Public Involvement Plan

OTO participates in the annual Statewide Planning Partner Meeting, hosted by MoDOT, and including Missouri's MPOs and RPCs. OTO also participates in MoDOT's monthly MPO calls. Both events serve to involve the OTO in MoDOT's various planning processes. OTO also participates in MoDOT stakeholder meetings for specific plans and participates on MoDOT standing committees, such as the Southwest Missouri Coalition for Roadway Safety. MoDOT also participates in all OTO's committees and subcommittees.

Asset management is a discussion item in the STIP prioritization process and during those meetings OTO staff and members discuss the timing of asset management projects alongside system improvement projects, coordinating construction to the benefit of the traveling public.

10. How is the local public transit agency's planning process coordinated with the TMA's planning process? Are there any good examples that demonstrate the results of such coordination?

City Utilities Transit performed a Transit Optimization Study for which OTO served as a stakeholder in the process. OTO was included and supported the marketing, input, and finalization of the study. City Utilities and OTO entered into a MOU to increase flexibility of 5310 funds for the region. City Utilities participates on the Board of Directors, Technical Planning Committee, Local Coordinating Board for Transit, and the Bicycle and Pedestrian Advisory Committee. Additionally, City Utilities participates in OTO's Transit and Traffic Operations Coordination Meeting. OTO

participates in City Utilities' Transit Advisory Committee. OTO administers City Utilities Public Participation Plan. City Utilities posts community notices for OTO in buses and provide a location to review OTO public documents.

City Utilities was recognized with a Blue Ribbon in the Community Focus Report – a biennial report card recognizing Springfield's strengths and challenges. <https://springfieldcommunityfocus.org/>

Include in this discussion how the metropolitan planning process is coordinated with:

a. transit safety and security plans.

City Utilities Transit shares PTASP targets annually and gives opportunity for input.

b. transit asset management plan.

City Utilities participates in the state managed Transit Asset Management Plan. Many functions are coordinated through OTO and MPTA for collaboration with MODOT.

c. public transit-human service transportation plan

City Utilities continues to partner with OTO, OATS, and other social service organization through the LCBT to discuss regional needs for senior and disabled transportation.

CU transit was an active stakeholder in the update of public transit-human service transportation plan in 2022 and incorporated the goals in strategies in their 2023 transit optimization study. A representative from CU is part of the OTO's Local Coordinating Board for Transit which actively works on implementing the plan and coordinate public-transit human services.

The OTO includes the local public transit agency's planning process in the UPWP. The local public transit agency is always included in the UPWP subcommittee and prepares quarterly reports that are included in the OTO's UPWP Quarterly Reports.

11. Does the TMA have any issues or concerns regarding data access or knowledge sharing among stakeholder/participating agencies? If so, please explain.

There are no issues or concerns regarding data access or knowledge among stakeholders and partner agencies in the TMA area.

## **Unified Planning Work Program**

12. How well has the TMA done in estimating its anticipated costs for each work item/task in its UPWPs? Are cost estimations made in original work program submittals reasonably consistent with actual billings at the end of the work program period?

The OTO does well with its budgeting on the UPWP program. The OTO usually comes in under budget and actively looks for cost savings throughout the program year. OTO develops the UPWP by looking at proposed tasks and historical costs. The OTO estimates inflationary cost increases on base OTO expenses.

13. How well has the TMA done in completing the work tasks identified/committed to in its UPWPs? How often do activities go uncompleted or carry-over into following years?

Occasionally special projects will be carried over to the next year, based on the timing of procurement and executed contracts. Most of the OTO's base work program is completed each year.

14. Have carry-over balances (CPG funds) continued to be a challenge? Is securing local cash match a challenge? What other funds (if any) are being used to support UPWP activities?

The OTO has continued to carry just under one year of CPG carry-over balance. The OTO usually does not have enough local match funding available to increase the amount of CPG funding unless the OTO utilizes jurisdiction match for special transportation studies. Securing local cash match above the set dues outlined in the OTO Bylaws is a challenge. The OTO utilizes in-kind match and jurisdiction dues to fund the program. Currently the OTO is able to produce and execute a high-quality work program each year with the amount of local jurisdiction dues and in-kind match.

15. How much staff does the TMA have working on CPG-related activities? Is the MPO staff organized around particular subject areas or work tasks? If so, please provide a summary of subject matter/task responsibilities for each staff person.

All OTO staff are working on CPG-related activities. With the exception of the SS4A grant received in FY 2023 & FY 2024 all staff have been 100% funded out of the UPWP work program.

16. What are some noteworthy plans or studies the MPO completed as part of the UPWP since the 2021 certification review that it would like recognized? You may also wish to include any upcoming studies in this discussion as well, but please limit to 3 and include a link and brief synopsis of each.

### Completed

Destination 2045 – this is the OTO Metropolitan Transportation Plan with a 2045 horizon year.

<https://www.ozarkstransportation.org/what-we-do/long-range-transportation-plan>

Title VI/ADA and LEP - <https://www.ozarkstransportation.org/our-resources/civil-rights>

Transit Coordination Plan – This is the Human Services Transportation Coordination Plan.

<https://www.ozarkstransportation.org/tcp>

Route 66/Strafford Trail Conceptual Study – This is an alignment study for the Route 66 trail between Springfield and Strafford.

<https://www.ozarkstransportation.org/route66trail>

Chadwick Flyer Trail US 65 Crossing Location Study – This is a study for the placement of the US 65 crossing for the Chadwick Flyer Trail, including placement so as not to interfere with a potential future Longview Interchange.

<https://www.ozarkstransportation.org/what-we-do/bikeped#:~:text=Bicycle%20and%20Pedestrian%20Reports>

Congestion Management Process 2024 - Congestion Monitoring and Strategy Evaluation – This is latest evaluation of congestion on the OTO network, including the use of newly acquired data through the MoDOT/RITIS/HERE partnership.

<https://www.ozarkstransportation.org/our-resources/reports-and-studies#b-cmp>

Public Participation Plan 2023 – This update to the PPP includes additional outreach recommendations to reach underserved populations.

<https://www.ozarkstransportation.org/our-resources/policies#:~:text=2023%20Annual%20Evaluation-,Public%20Participation%20Plan%202023,-%2D>

Destination Safe Streets – Adopted by the Board of Directors with the final document for print being finalized, this is the Regional Safety Action Plan OTO developed with SS4A funding.

<https://www.ozarkstransportation.org/ss4a>

## **Metropolitan Transportation Plan**

17. Has the TMA made any adjustments to its manner of joint agency participation in the establishment of MTP goals and objectives since 2021? If so, please describe.

No

18. How do the MTP goals and objectives incorporate the national goals and/or planning factors?  
Environmental Justice?

OTO conducted visioning sessions and developed a survey at the outset of *Destination 2045*. The information provided included performance measures, planning factors, and environmental justice analysis. These are also addressed in the text of the Plan. This information aided the discussion regarding goals for the region and are reflected in each goal –

Goal 1 - A Safe Transportation System for All Users on All Modes

Goal 2 - Preserve Existing Transportation Assets and Promote Fiscal Responsibility

Goal 3 - Connected, Integrated, Multi-Modal System

Goal 4 - Build a Transportation System that Supports a Resilient Region that is Prepared for the Future

Goal 5 - Build Quality Projects that Implement Best Design and Engineering Practices

19. Discuss OTO's effort to develop and integrate any new planning strategies, techniques and/or tools in the latest MTP for the Springfield metropolitan planning area. For example:

- a. Has there been any MPA boundary changes because of the 2020 Census? If so, have or will these changes be considered in the MPO's planning process during the most recent MTP update?

No changes have been made or are being considered at this time.

- b. How does the MPO ensure consistency between the MTP, and established strategies identified in other planning efforts like the CMP, SHSP, State Asset Management Plan, Transit Asset Management Plan, Transit Safety Plan, and other corridor or modal plans?

MoDOT and local agency plans are provided to the OTO to add projects to the list for prioritization.

- c. What analyses will be used to evaluate the impacts of the selected projects in meeting the objectives of the plan? Will the analyses used throughout the plan consistently use the same metrics or performance measures to express their results?

All of the planned MTP projects are modeled in the travel demand model to ensure that the impacts are consistent with the desired outcomes. The prioritization factors are developed to reflect the goals and objectives of the plan. The MTP and TIP discuss how the projects impact each performance measure, both those from a national perspective and those that are locally set.

- d. How does the MTP incorporate/compare data from state conservation maps/plans and inventories of natural and/or historic resources against regional planned improvements?

OTO consults information regarding cultural and historic sites, endangered species, and natural heritage data provided by the Missouri Department of Conservation. This information is described in the plan. We maintain a geographical database “EnviroSmart” of the cultural landmarks, historical landmarks, floodplains, sinkholes, hazard areas, environmental justice information, etc. to consult with project development.

- e. How does the MTP address potential mitigation and resiliency planning activities?

Chapter 3 of *Destination 2045* incorporates natural hazard and resiliency discussions in relation to the transportation system, referencing existing plans such county-level hazard mitigation plans. This review also led to the inclusion of resiliency-related goals in the Policy and Plan recommendations.

- f. How are equity & EJ being incorporated in the MTP process and how are the benefits and burdens of proposed investments of identified improvements being considered?

The prioritization factors and project selection utilize equity factors in the scoring of projects. We are continually making sure that new projects incorporate multi-modal accommodations, especially by encouraging cost sharing for sidewalks and trail along the state system.

## **Performance-Based Planning & Evaluation**

- 20. Since the previous review, has the TMA and its partners/stakeholders’ made changes to the way it collects, analyzes, tracks, and reports regional performance data, trends, and target progress for the federal performance measures?

There have been no significant changes, except for working to get more precise and detailed data. OTO worked with the UMD Catt Lab to store and process data that was part of a MoDOT contract but not currently exercised at a statewide level. This has provided a much higher resolution of travel time data for the OTO transportation network.

- a. How were these changes coordinated with the State and public transit operators?

No significant changes.

- b. Have these changes been documented in the latest MTP? UPWP activities?

No significant changes.

- c. How has this information been documented or described in other State transportation and public transit plans?

No significant changes.

- d. Has the MPO made any updates to the CMP to incorporate congestion-related performance measures and targets? If so, please detail.

We continue to monitor congestion at a project level and report annually the percent of significantly congested roadways and VMT per capita in comparison with the targets.

21. In addition to the travel demand model, has the TMA employed (or intend to employ) any additional methods/tools to evaluate, prioritize and forecast the impact of proposed strategies and investments?

No

- a. If so, how will stakeholders participate in the process?  
b. Have the priorities of any proposed strategies and investments changed since the pandemic? If so, how?

22. In terms of transportation system management and operations, how has OTO positioned itself to leverage technology towards managing system performance and to maintain or extend the investment in the Springfield area transportation system considering the limited resources available?

Overall improvement in intersection LOS demonstrates the effectiveness of roadway operations and signalization improvements in the OTO. Prioritized projects including fiber connections and further investment in Traffic Management Center resources have proven effective. OTO prioritized operational improvements listed in the 2025 – 2029 State Transportation Improvement Program (STIP) include the expansion of ITS equipment and software within 4 separate corridors.

23. Since the 2021 review, what barriers and challenges, if any, has the TMA overcome or is still striving to overcome to implement an effective performance-based approach to transportation decision making?

Cloud-based datasets and software have necessitated an expansion in the knowledge base and hardware requirements to parse very large datasets and visualize information over the last 5 years. OTO has invested resources and equipment to leverage information and include stakeholders in a performance-based decision-making process. One challenge the amount of time it takes for a project to be completed and projects in progress can affect year-to-year measures of performance.

a. How might the state and/or federal agency assist you in overcoming these issues?

We would love to have funding with no required match to purchase big data to do evaluations of implemented projects.

24. How does the TMA select/prioritize projects for inclusion in the MTP or TIP? Please describe how this process connects to the selection of performance targets?

Project lists are developed annually and in concert with MoDOT and local government agencies. Prioritization criteria used to score and prioritize projects are developed from available datasets available to OTO. The weight of each criterion that comprise the final prioritization score are adjusted based on their relationship to performance-based targets, i.e. safety, travel time, etc.

### **Air Quality, Environment, Land Use and Scenario Planning**

25. Describe methods and strategies employed by the TMA to address air quality issues within the metropolitan area boundary.

OTO prioritizes non-motorized transportation projects as well as the implementation of ITS projects which promote operational efficiency of the network. OTO also partners with MoDOT and the Missouri Department of Energy to promote ridesharing across the state.

OTO was a founding member and participates on the Ozarks Clean Air Alliance. OTO is also a member of the newly designated Ozarks Clean Fuels Coalition, a Clean Cities and Communities designee through EPA.

OTO participates in and presents at community events which educate the public on alternative fuels, including for lawn equipment, electric vehicles, and biodiesel. OTO also developed a program to fund level 2 EV chargers with Carbon Reduction Program funding. Furthermore, an EV toolbox has been created on the OTO website to help members plan for electric vehicle charging.



26. Describe any challenges/concerns the MPO may have about in addressing maintenance and/or nonattainment designation. What resources can FHWA/FTA provide to help the planning partners?

OTO is participating in the EPA Ozone and PM Advance Programs and has previously brought training regarding non-attainment to the region to highlight the importance of staying in attainment. OTO has continued to be among the lowest levels in the state and is currently monitoring any changes through the federal register regarding NAAQS standards for Ozone, as a tightening standard could be an issue.

27. Discuss how housing coordination and land use information is integrated into the current MTP development and conformity determinations.

OTO is currently in attainment. Housing and place types are considered when developing the MTP, especially in development of the travel demand model through population and employment projections. Housing density is also a consideration in determining which agricultural land may develop in the future.

### **Freight and Transit Planning**

28. Describe how OTO is integrating freight into the transportation decision making process in the Springfield metropolitan planning area.

The OTO MTP utilizes the details found in the MoDOT freight plan, as well as analyzes freight analysis framework projections, for the goods movement portion of the plan. The Springfield-Branson National Airport (part of an established Foreign Trade Zone) is also a member of the OTO Board of Directors and Technical Planning Committee, with their role for not only moving people, but record amounts of cargo each year. This is acknowledged in the projects OTO supports regarding surface transportation and the airport.

OTO utilizes the MODOT freight plan to identify freight corridors and score for percentage freight when prioritizing projects and also takes into account percent commercial vehicles in the CMP. Removal of at-grade rail crossings, which supports goods movement in addition to safety, is also a prioritization factor.

29. Discuss current transit ridership trends within the metropolitan planning area. Please include any impacts because of COVID-19.

CU Transit Trends	FY2019	FY2020	FY2021	FY2022	FY2023
Unlinked Passenger Trips (MB)	1,290,854	900,719	773,514	909,783	1,065,650
Unlinked Passenger Trips (DR)	21,500	13,864	14,209	16,043	16,052
Unlinked Passenger Trips Total	1,312,354	914,583	787,723	925,826	1,081,702
Farebox Revenue	\$915,634	\$641,301	\$521,729	\$719,158	\$798,894
Operating Expenses	\$9,669,154	\$9,441,337	\$9,918,679	\$11,423,256	\$12,065,443
Farebox Recovery Ratio	9%	7%	5%	6%	7%

Ridership is trending towards pre-COVID levels with significant increases over the last couple of years. Significant changes were made to routes, hours, service, and fares in the fall of 2024.

Overall ridership decreased by 40% from 2019 to 2021 and since then steadily increased by around 17% with 2023 levels being at about 82% of 2019. Demand Respond service dropped by 35% from 2019 to 2020 with a 2% in 2021 and 13% increase in 2022 and a marginal increase in 2023. The demand response service in 2023 is about 75% of 2019.

**30. Have there been any changes in service or new types of service provided by the local transit agencies since the 2021 review? If so, what factors prompted these changes?**

CU transit completed an optimization study in January 2024, which led to route changes and a fare reduction implemented in September 2024. Service changes include more frequent service on main routes and an earlier service end time from 11pm to 10pm. Early numbers indicate minimal impacts to ridership across the system.

**31. Discuss how the transit agencies' planning process is coordinated with the MPO planning process.**

Transit planning is primarily the responsibility of City Utilities, the region's direct recipient and the only fixed route operator. City Utilities has on staff a Transit Planner who works with the Director of Transit, the Operations Manager and Supervisors to plan appropriate route design, amenities and frequency of service. City Utilities and OTO do coordinate planning activities primarily by participating in boards and subcommittees hosted by both agencies, sharing of data, and joint participation in regional and long-range plans. OTO was an active participant in the stakeholder steering committee of CU's transit optimization study in 2023 and CU was actively involved in development of the 2022 public transit-human service transportation plan.

Boards/Subcommittees:

- Local Coordinating Board for Transit (LCBT)
- Transit Advisory Committee
- Destination 2045
- Ozarks Greenway Technical Planning Committee
- TIP Subcommittee
- City of Springfield Traffic Advisory Board
- Community Partnership of the Ozarks, Let's Go Smart Transportation Collaborative

a. Did the pandemic have any positive or negative impacts on this coordination that should be acknowledged?

No, coordination between the organizations has always been a priority. Flexibility for virtual meetings is considered a positive impact by City Utilities.

### **Public Involvement, Title VI and LEP**

32. Have there been any changes to the OTO Public Participation Plan and/or the Title VI/LEP Plans since the 2021 certification review? Please provide a current link to these documents and note any challenges or adjustments made because of the COVID-19 pandemic (if applicable).

The Public Participation Plan was updated in 2023 with board approval on 7/20/23. Changes include adding a description on Virtual Public Involvement (VPI) tools, incorporating new USDOT guidance for promising practices for meaningful public involvement and developing a Social Equity Index tool which will help identifying equity areas for targeted engagement.

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

Title VI/LEP plans were updated in 2024 with board approval on 5/16/2024. Changes include a separate a Title VI complaint form and procedure document in Spanish.

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

LEP plan: <https://www.ozarkstransportation.org/uploads/documents/Final-adopted-OTO-LEP-2024.pdf>

- a. Have Virtual Public Involvement (VPI) tools been utilized in the public participation process? If so, please identify which tools and describe how they are being applied.

OTO started to live stream Board of Director and Technical Planning Committee meetings to increase access to and transparency of the transportation planning process. The broadcasts remain available online to provide more convenience for people to follow the process. OTO also used VPI tools in the public engagement for its Destination Safe Streets plan, such as interactive mapping and comment tools, virtual meeting and online surveys. All materials and a recording of the virtual stakeholder meeting are hosted on the designated webpage of the OTO website.

- b. Also, share any success stories the MPO had for public involvement during the pandemic.

Live streaming OTO meetings is something the public appreciates. With the return to in-person meetings, we received a request to continue streaming the meetings on Facebook.

We also have several non-pandemic success stories:

Reevaluation of FF study following public input.

Public comments during April stakeholder meetings for Destination Safe Streets on transit route changes of CU. OTO shared comments with CU and encouraged the public to also comment during CU's public input period on the route changes. Following comments from the public CU revised their proposed Route 7 to and continue service to an area with a higher percentage of protected populations.

33. Describe the MPO's complaint procedures for Title VI, ADA, and other nondiscrimination requirements and where these documents can be accessed (website, addresses of public buildings, etc.).

Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, low-income status, or English proficiency has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the OTO Title VI/ADA Coordinator. A complaint form and an explanation on the procedure are posted on the OTO website, including forms in Spanish. OTO will notify FHWA, FTA and MoDOT if a complaint is received, and the applicable agency will review the complaint. The complainant will be notified as outlined in the plans if further information is needed or if corrective action has been taken or if the case is closed.

All documents can be accessed on the OTO website on the Civil Rights webpage: <https://www.ozarkstransportation.org/our-resources/civil-rights> and are available in person at the OTO office at 2208 W Chesterfield Blvd, Suite 101, Springfield MO 65807 or can be requested by email from the Title VI/ ADA coordinator. Public Notices for Title VI, ADA and EEO are posted on the bulletin board in the lobby of the OTO office and all agendas, public notices and bid documents include a notice about rights under Title VI.

- a. What goals, policies, approaches, and measurements has the MPO adopted to monitor, assess, and document compliance with these procedures and requirements?

OTO strives to improve public engagement of underserved populations and staff works on increasing knowledge on innovative and equitable engagement technique. OTO contracted public engagement services for the Destination Safe Streets plan with a focus on engaging underserved populations. OTO developed the social equity index to easier identify areas for equitable public engagement and evaluates their public participation annually. OTO includes civil right notices on all agendas, public notices and bid documents.

- b. How often are these goals and/or policies evaluated for effectiveness?

OTO evaluates their public participation annually and reviews policies during annual reporting cycles.

34. Since the last Certification Review, has OTO received any formal Title VI, ADA, or other nondiscrimination complaints? If so, describe active as well as previously resolved complaints.

To date, there have been no complaints received since the 2021 review.

- a. Identify any trends or patterns in deficiencies relating to Title VI and other nondiscrimination requirements and how those have been or are being resolved.

None

- b. How does the MPO utilize/apply Census, American Community Survey (ACS), data from EPA's EJ Screen, local transit ridership surveys, and other data in identifying protected groups in the planning process?

OTO utilizes census and ACS data for assessments in different plans and studies, such as Long-range plan, Title VI/ADA/LEP plan, transit coordination plan which include regional profiles and how underserved populations are affected from transportation projects and planning. Furthermore, OTO utilizes such data sources for prioritization STIP projects and grant applications, e.g. TAP/CRP grant funding.

Transit ridership surveys have also been utilized for factor analysis within the LEP plan to measure frequency of contact of LEP population in the transportation planning process.

Within the TIP, every project intersecting EJ population is called out. The OTO's project prioritization process, both for the STIP and the LRTP, include various criteria to measure project impacts on protected populations. Criteria consider concentrations of protected populations.

i. How is this information used to examine existing transportation facilities and services?

We are cognizant of these populations and can adapt our public input methods to ensure that the populations are included. Such as publish surveys in Spanish or hold meetings in accessible locations at accessible times.

ii. Is there a program that the MPO uses to augment national data with available locally collected development and demographic information? If so, please describe.

OTO collects residential building permits from each partner local government annually. This information is used to track local development within the OTO. This information is presented each year in the OTO Growth Trends report which also provides census data, LEHD employment, and MoDOT annual daily vehicle miles travelled VMT.

Local Residential construction permits are used to make annual updates to the Social Equity Index. The permits are geocoded and aggregated by census block polygons and added to the 2020 occupied housing unit counts to get a current year estimate of housing units. The updated unit counts are multiplied by the 2020 block group average household size to produce a current year population estimate for census blocks. The ACS Five-Yr. block group estimates for the percentages of the demographics used to compile the equity index are applied to the current census block population estimates. The census block polygons were then converted to point features and aggregated into a 1/4 square mile mesh of hexagons covering the OTO study area. The hex bins with summed totals for total population and each equity demographic are summed and normalized to identify locations of underserved populations within the OTO study area.

The local building permits are also used to aggregate housing units in traffic analysis zones when updating the socio-economic inputs for the OTO Travel Demand Model.

- c. Has the TMA developed a demographic profile of the metropolitan planning area, as well as demographic profiles for the small area geographies within the planning area?
  - i. During the planning process, when has the MPO identified the locations of protected populations? Where is this information documented in the MPO plans?

The Long-Range Plan Destination 2045 includes a section for environmental justice in the environmental and cultural considerations chapter which identifies areas of protected populations (page 71 to 76). The Transit coordination plan also includes a regional profile of seniors, individuals with disabilities and Individuals with limited Incomes, including profiles for the small area geographies within the planning area (page 15 to 18). Furthermore, the Title VI/ADA plan and the Limited English Proficiency plan include regional profiles of protected populations for the whole planning region and the local jurisdictions (page 17 to 26 of Title VI/ADA plan and page 5 to 10 of LEP plan).

- d. How does the TMA planning process identify the access and mobility needs of protected populations?

OTO utilizes census and ACS data. Survey data collected during planning processes, stakeholder meetings, public input, and discussions with OTO members also provide communication with protected populations, providing the opportunity to consider those needs. Also, as part of the OTO public involvement notification process for the TIP, MTP, and the PPP, among other plans, non-profit organizations and churches which serve protected populations are contacted about potential needs.

### **Safety & Connectivity Planning**

- 35. Discuss OTO's effort to incorporate and prioritize nonmotorized (including bicycle and pedestrian) safety and planning as part of the regular metropolitan transportation planning process. Please provide a link to any related studies and/or plans completed by the MPO since the 2021 review if possible.

In January 2022, the OTO Board of Directors adopted a Statement of Priorities for local bicycle and pedestrian networks. This includes the development and maintenance of sidewalk and on-street pedestrian infrastructure in the region's seven cities and two counties. The eight priorities are grouped into three categories: <https://www.ozarkstransportation.org/uploads/documents/6-1Statement-of-Priorities-for-TPC.pdf>

OTO board also adopted a regional trail *Towards A Regional Trail System* plan in July 2021: <https://www.ozarkstransportation.org/uploads/documents/Towards-A-Regional-Trail-System.pdf>

OTO was awarded funding through SS4A for a safety action plan and is currently finalizing the Destination Safe Streets plan: <https://www.ozarkstransportation.org/uploads/documents/Destination-Safe-Streets-12302024.pdf>

Pedestrian safety analysis ([OTO - Regional Pedestrian Safety Analysis 2023.pdf](#))

The Bicycle and Pedestrian Committee has identified high priority sidewalk connections to be considered in transportation projects.

36. Discuss and provide documentation (link or attachment) of any changes since the 2021 certification review to regional programs and policies that support context sensitive solutions, complete streets initiatives, or other approaches to transportation corridor planning and design.

<https://www.ozarkstransportation.org/our-resources/planning-tools/cstools>

37. What actions (if any) has OTO taken to advance the Safe System approach in the Springfield metropolitan area's planning processes?

The OTO recently adopted Destination Safe Streets, the regional safety action plan.

<https://www.ozarkstransportation.org/SS4A>

38. Has OTO identified any new mobility, connectivity, and safety gaps, needs or barriers for nonmotorized travelers within the planning area because of COVID-19? If so, how does the MPO intend to address these issues?

No

### **Other**



What are some noteworthy internal administrative efforts that the MPO has undertaken since the last Certification Review that OTO would like highlighted? Please limit to 4 and include documentation if available.

Project Obligation Goals and monthly obligation updates including reasonable progress requirements. <https://www.ozarkstransportation.org/what-we-do/transportation-improvement-program/federal-funds-status>

Project Management and facilitation services through a memorandum of understanding with members as requested.

In-house grant-writing services for member projects and publish newsletters informing members of grant opportunities: <https://www.ozarkstransportation.org/our-resources/grants>

Public comment is tracked with a special form and provided both directly to the relevant agency and to Board and Committees for their consideration. Public comments are taken through giveusyourinput.org <https://www.ozarkstransportation.org/give-us-your-input>

## **APPENDIX E – PUBLIC SURVEY & MEETING COMMENTS**

Prior to the virtual site review, OTO deployed an electronic public survey (<https://forms.office.com/r/5HUFyyGR94>) to aid in the collection of citizen feedback regarding public involvement opportunities in the MPO planning process. Comments were collected from February 11, 2025, to March 7, 2025. A notice for the survey as well as invitation to the public engagement meeting was published in the OTO distribution listing for their weekly briefings and spotlights. Overall, the survey yielded a total of 26 participants. The results of the certification public survey are listed below. The in-person public engagement meeting was held in the afternoon of February 19, 2025, after the conclusion of the OTO Technical Planning

Committee which was in the OTO headquarters at 2208 West Chesterfield Blvd Springfield MO 65807.

# Ozarks Transportation Organization Planning Process Survey

The Ozarks Transportation Organization is seeking your input.

1. Do you have adequate opportunity to participate in the OTO transportation planning process?

☐ Yes

☐ No

2. If no, what do you believe has kept you from becoming more involved in the OTO transportation planning process?

3. What is your opinion of the effectiveness of the OTO in seeking & incorporating diverse public input into its transportation planning process?

4. What are your views of the overall transportation planning process in the Springfield region?

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**Do you have an adequate opportunity to participate in the OTO transportation planning process?**

**If no, what do you believe has kept you from becoming more involved in the OTO transportation planning process?**

**What is your opinion of the effectiveness of the OTO in seeking & incorporating diverse public input into its transportation planning process?**

**What are your views of the overall transportation planning process in the Springfield region?**

***Public Survey Results***

<b>Do you have an adequate opportunity to participate in the Ozark Transportation Organization (OTO) transportation planning process?</b>	<b>If no, what do you believe has kept you from becoming more involved in the OTO transportation planning process?</b>	<b>What is your opinion of the effectiveness of the OTO in seeking &amp; incorporating diverse public input into its transportation planning process?</b>	<b>What are your views of the overall transportation planning process in the Springfield region?</b>
Yes		Excellent staff and outreach process.	Very good.
Yes		I like the different avenues OTO provides for public input.	Good overall. The projects I prioritized in my input were completed and make a difference in my daily drives.
No	Personal schedule	I've seen a number of surveys going around talking about transit issues in	It's slow and there is still too much focus on making it a good system for cars and not people.

		greater Springfield area. I take that to mean there is considerable effort	
No	Timing of meetings		Working closely with businesses and neighborhoods that are directly affected by changes in transportation is the best place to start. Some ideas look workable on drawings but do not work in real life scenarios.
No	Projects seem to start sometimes without any notice, I.E. the J turn on 65 Hwy and Bluegrass Road. I'm not aware of any discussion about the impact on alternative modes of transportation.	I'm not sure.	Very good but I feel that there needs to be some sort of balance in terms of cycling and pedestrian safety in major intersections.
Yes		OTO provides multiple resources for the public to participate, including in-person meetings, option to attend meetings virtually, surveys, opportunities to provide comments via email, information via website, etc.	OTO provides a very valuable resource to member communities, including assisting with grants, providing assistance on projects, transportation planning, opportunities for public participation, serving as an expert transportation and grant/funding resource, and facilitating conversations with MODOT.

Yes		OTO provides multiple resources for the public to participate, including in-person meetings, option to attend meetings virtually, surveys, opportunities to provide comments via email, information via website, etc.	OTO provides a very valuable resource to member communities, including assisting with grants, providing assistance on projects, transportation planning, opportunities for public participation, serving as an expert transportation and grant/funding resource, and facilitating conversations with MODOT.
No	Working fulltime	Not very effective. There are professionals who do this better.	Poor. Having a hard time with current needs, so future needs will be tough to plan effectively.
Yes			
No	Public awareness and ease of planning. This survey's local commentary event is on February 19, for example. Create an event, not an ad banner, on Facebook so it will continuously show up in someone's calendar. Just disabled the event comments if that's necessary. Also, as always, more of these events (not all) need to be held outside of traditional working hours for	Fair, but overall, probably a 2.5 Star Rating on a 5 Star Scale (keep in mind 2.5 is below average on a star scale).	Overall, I would say it's a poor joke. The planning process here is reactive which causes it to be more difficult to react properly, because the space needed for those reactions (aka transportation modifications) is already taken up by buildings or other things when the time comes. The process needs to be proactive. Idea of my perspective: From the region my who life, except attending college in the mountain west region for 3 years. I saw so much better proactive planning there for the massive growth I saw come as I visit friends 1-2x per year now. They didn't have to add lanes to

	others I know to attend. But that's been the case for decades.		those streets because instead of building 2 lane streets, they went ahead and built 4. Greater maintenance cost now/over time for an area that's going to spend a lot more to demolish, relocate, rezone, and more later to ADD those lanes is worth it in the transportation outlook field of vision.
Yes		No opinion	We need bus transportation from Nixa to Spfd and twice a day to Branson (1 early in the am and 1 for the end of the day) or at least some discussion on it...
Yes	I do my best to keep up on news from OTO and at least view info on public meetings and submit comments when I have them. Showing up to an in-person feels intimidating.	They do a far better job than most other places I've lived (at least those of a size that have an organization comparable to OTO).	Positive
Yes		I think they're doing good.	We're aware of the challenges and progress and have ideas on how to move forward. It's a simple system yet helps us see where we stand over time.
No	Lack of a response from OTO	Not effective you ask but don't acknowledge suggestions	I've sent in answered surveys never had even a acknowledgment of my suggestions or questions

Yes		OTO is very effective in seeking and incorporating public input.	It is a very good process.
No	Available time or not knowing about opportunities	Not sure	Not sure. What even is the process?
No	Never heard of it. Where are meetings announced?	Never heard of it.	Never heard of it.
Yes		More awareness	Hit or miss. 160S roundabouts? WTF?
No	Not well promoted or advertised	Poor as wasn't made aware	Disappointing. Feels out of balance.
No	Lack of awareness/information	I don't have one. Never heard of this before today	Does a plan exist? Who knew?
Yes		I think it's important that OTO seeks citizen input	It seems like there is excellent collaboration between MODOT, Greene County, and The City of Springfield.
No	Timing of meetings. Advance notice of meetings. Invitations to multiple stakeholders	Poor. It's hard to attend meetings that are poorly noticed and limited in scope.	Disappointing. Feels out of balance.
No	Raising family	Seems to be working	Needs to be updated. Stop going over the same street look at small roads to take traffic off larger streets



No	I wasn't aware of it.	This is the first time I've heard about it.	N/A
----	-----------------------	---	-----



*This report was prepared by:*

**Federal Highway Administration, Missouri Division  
3220 W. Edgewood  
Suite H  
Jefferson City, MO  
65109  
573-636-7104**

**Federal Transit Administration, Region VII  
901 Locust Street  
Suite 404  
Kansas City, MO  
64106  
816-329-3920**

*For additional copies of this report, please contact our offices.*

**TAB 4**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.B.**

**FY 2026 Operational Budget Amendment One**

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

**AGENDA DESCRIPTION:**

The Ozarks Transportation Organization maintains an operational budget and is comprised of the various grant budgets. An amendment is proposed to add the Class 610 CRP Trail Projects to the OTO Annual Operational Budget for FY 2026.

**Proposed Budget Amendment:**

**Class 610 – CRP Trail Projects**

The Ozarks Transportation Organization will continue partnering with 2 entities to administer their engineering services contracts for the Carbon Reduction Program (CRP) funded Engineering Services for Trail Planning and Design. These projects were budgeted in the FY 2025 budget and were scheduled for completion in May 2025. The projects contracts have been amended for completion in FY 2026, so the remaining contract balances are being added to the FY 2026 budget. The projects, entities, and remaining project costs are outlined below:

Jurisdiction	Project Name	Total Contract	80% Federal	20% Local	Expended FY 2025	Remaining Budget FY 2026
City of Ozark	Blue Stem - Phase I of North Ozark Greenway Trail	\$ 72,264.04	\$ 57,811.23	\$14,452.81	\$ 39,510.74	\$ 32,753.30
City of Ozark	Finley River Trail - Western Expansion	\$114,269.61	\$ 91,415.69	\$22,853.92	\$ 42,420.40	\$ 71,849.21
City of Ozark	Jackson Street Connection/Chadwick Flyer Phase I	\$ 11,838.57	\$ 9,470.86	\$ 2,367.71	\$ 10,915.05	\$ 923.52
City of Ozark	Kali Springs Trail Connector	\$ 43,458.35	\$ 34,766.68	\$ 8,691.67	\$ 41,185.15	\$ 2,273.20
Ozark Greenways	Fassnight Creek Greenway - Skate Park to Fort	\$179,410.82	\$ 143,528.66	\$35,882.16	\$ 58,194.46	\$121,216.36
Ozark Greenways	South Creek Greenway - Posenke Gap	\$194,960.91	\$ 155,968.73	\$38,992.18	\$130,388.67	\$ 64,572.24
Ozark Greenways	Ward Branch Greenway Trail - National Avenue to Fremont Avenue	\$ 95,437.97	\$ 76,350.38	\$19,087.59	\$ 43,002.26	\$ 52,435.71
<b>Total CRP Engineering Planning and Design Projects</b>		<b>\$711,640.27</b>	<b>\$569,312.22</b>	<b>\$142,328.05</b>	<b>\$365,616.73</b>	<b>\$346,023.54</b>

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

- Carbon Reduction Program funds - \$290,882
- Local Match Reserves - \$55,142 (local match received as revenue in FY 2025 and held in reserve for use in FY 2026)

The following Expense has been added:

- Transportation Consultants - \$346,024

**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 2026 Operational Budget Amendment #1.”

OR

“Move approve the FY 2026 Operational Budget Amendment #1 with the following changes...”





OZARKS  
TRANSPORTATION  
ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

YEAR 2026

# Annual Budget

July 1, 2025 to June 30 2026

BOD Adopted May 15, 2025

Amendment 1 BOD Adopted \_\_\_\_\_ 2025

[www.ozarkstransportation.org](http://www.ozarkstransportation.org)



# Fiscal Year 2026

## Management Note

We are pleased to present the FY 2026 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies, to deliver the planning products of the OTO.

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

The OTO is audited on the approved operating budget and will have a Single Audit for any year with at least \$1 Million in grant funds and a financial statement audit for other years. FY 2026 is expected to have a Single Audit.

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





# Fiscal Policy & Management

## Fiscal Policy

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

FIXED COSTS % OF  
BUDGETED REVENUE

# 88%

FY 2026

PERSONNEL COSTS % OF  
RECURRING REVENUE

# 76%

FY 2026

LOCAL RESERVE BALANCE

# 4.2 Months

FY 2026

FEDERAL RESERVE BALANCE

# 6.5 Months

FY 2026

## Mission

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



# Local Match

## Jurisdiction Dues

The OTO assesses the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard and Counties Christian and Greene dues at 47 cents per census capita for match on the federal grants. The amount for FY 2026 is \$166,195.76. In exchange, the jurisdictions have access to \$10.5 million in STBG/TAP/CRP funds for Fiscal Year 2026 to help meet their transportation goals.

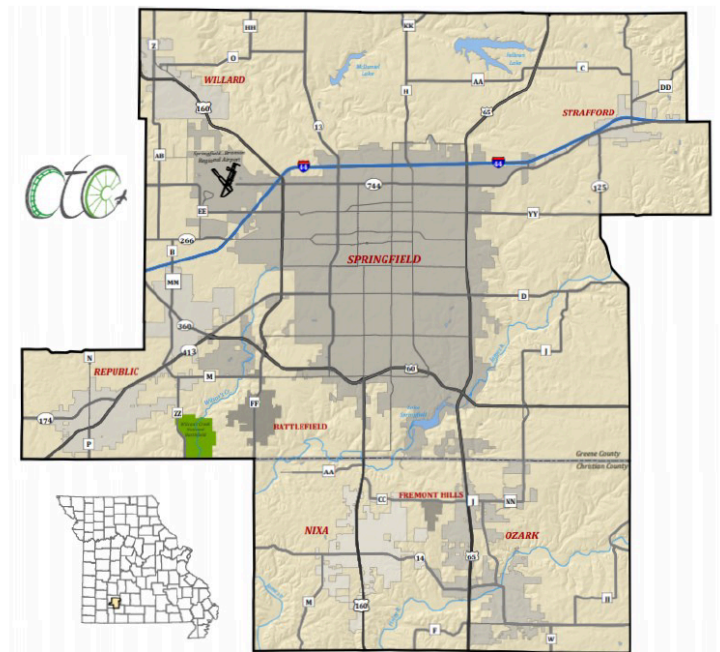
## Local Project Administration Fees

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

Jurisdiction	2023 Population	Assessed Dues
Battlefield	6,217	\$2,921.99
Christian County	20,367	\$9,572.49
Greene County	79,156	\$37,203.32
Ozark	22,907	\$10,766.29
Nixa	25,405	\$11,940.35
Republic	20,144	\$9,467.68
Springfield	170,188	\$79,988.36
Strafford	2,703	\$1,270.41
Willard	6,521	\$3,064.87
<b>Total Assessed Dues for Local Match</b>		<b>\$166,195.76</b>

## Project Specific Match Funds

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







# Budget Highlights

## Unrestricted Fund Balance

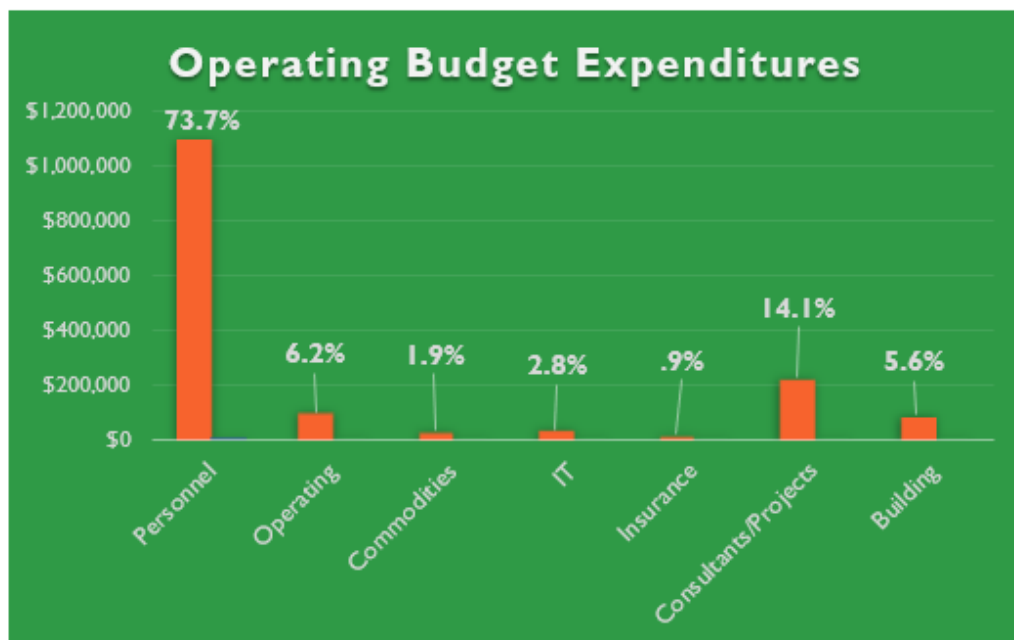
OTO currently has an unrestricted balance. The balance estimate for the beginning of FY 2026 is \$483,426, which includes revenue reimbursables due within 30 days. The OTO invests part of its unrestricted funds balance in collateralized public deposits (Certificates of Deposit).

## Debt

The OTO utilizes a purchasing card program for small purchases that is paid in full each month. The OTO has an established business line of credit to cash flow special projects.

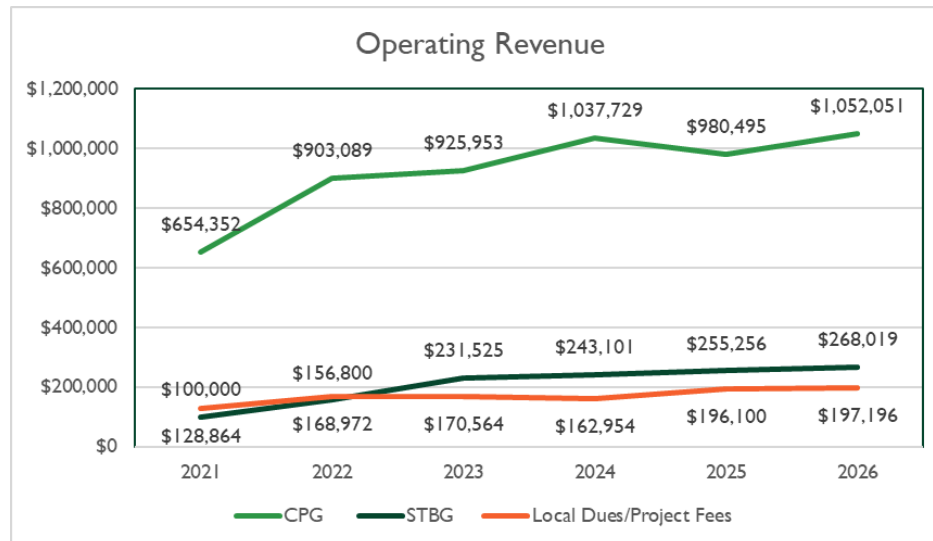
## Grant Budget

The UPWP grant budget includes \$30,000 In-Kind Match and \$50,321 MoDOT Direct Service Match. This is to match OTO grant funds and is not included in the OTO Operating Budget.





# Annual Budgeted Revenue



## Consolidated Planning Grant

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

OTO's annual federal allocation for transportation planning (operations) is approximately \$815,651. The OTO has a balance of federal funds to draw from in future years. The amount estimated at the end of FY 2026 is \$708,629.

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

## Surface Transportation Block Grant (STBG)

Surface Transportation Block Grant (STBG) – In 2020, the OTO Board of Directors approved the use of Surface Transportation Block Grant funds for planning expenses. These funds are accessed to bridge the gap between federal funding for planning and actual planning expenses. The OTO is utilizing \$268,019 in STBG funds for project management, grant applications, and regional studies.



# Operating Budget

## Revenue

	<b>BUDGETED</b>	
	<b>FY 2026</b>	
	<b>Jul '25 - Jun 26</b>	
<b>REVENUE</b>		
Interest Revenue	\$	10,000
Miscellaneous Revenue	\$	200
Consolidated Planning Grant (CPG) FHWA & FTA	\$	1,052,050
Local Jurisdiction Dues/Project Fees	\$	197,196
Local Jurisdiction Studies Match	\$	20,000
Surface Transportation Block Grant - FHWA	\$	268,019
<b>Total OTO Revenue</b>	<b>\$</b>	<b>1,547,465</b>

## Expenses

<b>EXPENDITURES</b>		
<b>Building</b>		
Building Lease	\$	54,060
Common Area Main Exp	\$	22,000
Maintenance	\$	1,000
Office Cleaning	\$	9,000
Utilities	\$	3,300
<b>Total Building</b>	<b>\$</b>	<b>89,360</b>
<b>Commodities</b>		
Office Supplies/Furniture	\$	5,000
OTO Media/Advertising	\$	10,000
OTO Promotional Items	\$	4,000
Public Input Promotional Items	\$	1,000
Public Involvement Advertising	\$	10,000
Publications	\$	700
<b>Total Commodities</b>	<b>\$</b>	<b>30,700</b>
<b>Information Technology</b>		
Computer Upgrades/Equip Replace	\$	7,000
GIS Licenses	\$	7,000
IT Maintenance Contract	\$	13,903
Software	\$	4,500
Webhosting	\$	4,200
<b>Total Information Technology</b>	<b>\$</b>	<b>36,603</b>



# Operating Budget Continued

## Expenses

<b>Insurance</b>		
Auto Insurance	\$	2,000
Errors and Omissions	\$	6,265
General Liability/Property	\$	5,258
Network Defender	\$	1,560
Workers Compensation	\$	2,000
<b>Total Insurance</b>	<b>\$</b>	<b>17,083</b>
<b>Operating</b>		
Bank Fees	\$	500
Dues/Memberships	\$	8,000
Education/Training/Travel	\$	29,000
Meeting Expense	\$	9,000
Legal/Bid Notices	\$	600
Postage/Postal Services	\$	600
Printing/Mapping Services	\$	2,500
Staff Mileage Reimbursement	\$	4,000
Telephone/Internet	\$	7,000
Vehicle	\$	35,000
Vehicle Maintenance/Fuel	\$	2,400
<b>Total Operating</b>	<b>\$</b>	<b>98,600</b>
<b>Personnel Services</b>		
Salaries		
Salaries and Fringe	\$	1,032,247
Mobile Data Plans	\$	3,240
Payroll Services	\$	3,200
Professional Services (Acctng, Audit, HR, Legal)	\$	55,000
<b>Total Personnel</b>	<b>\$</b>	<b>1,093,687</b>
<b>Services/Projects</b>		
Data Acquisition/Travel Sensing	\$	30,000
Legislative Education	\$	9,000
Rideshare	\$	250
TIP Tool Maintenance	\$	24,685
Trail Counters	\$	5,415
Trans Consulting Services	\$	150,000
Travel Demand Model Update	\$	5,000
<b>Total Services</b>	<b>\$</b>	<b>224,350</b>
<b>Total Expense</b>	<b>\$</b>	<b>1,590,383</b>
<b>Income Over Expenditures</b>	<b>\$</b>	<b>(42,918)</b>



# UPWP Budget

## Revenue

		BUDGETED
		FY 2026
		<u>Jul '25 - Jun '26</u>
REVENUE		
Grant Revenue		
Consolidated Planning Grant (CPG) FHWA & FTA	\$	1,052,051
Local Jurisdiction Dues/Project Fees Match	\$	197,196
Local Jurisdiction Studies Match	\$	20,000
Surface Transportation Block Grant - FHWA	\$	268,019
Total Grant Revenue	\$	<u>1,537,266</u>
In-Kind Match/Direct Costs	\$	80,321
OTO Local Match	\$	<u>11,617</u>
Total Grant Revenue and Local Match	\$	<u>1,629,204</u>

## Expenses

EXPENDITURES		
Building		
Building Lease	\$	54,060
Common Area Main Exp	\$	22,000
Maintenance	\$	1,000
Office Cleaning	\$	9,000
Utilities	\$	<u>3,300</u>
Total Building	\$	89,360
Commodities		
Office Supplies/Furniture	\$	5,000
Public Input Promotional Items	\$	1,000
Public Involvement Advertising	\$	10,000
Publications	\$	<u>700</u>
Total Commodities	\$	16,700
In-Kind Match Expense		
Direct Cost - MoDOT Salaries	\$	50,321
Membership Attendance at Meetings	\$	<u>30,000</u>
Total In-Kind Match	\$	80,321



# UPWP Budget Continued

## Expenses

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



# UPWP Budget Continued

## Expenses

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



# Carbon Reduction Program (CRP) Trail Projects Budget

## Revenues

	<b>BUDGETED</b>	
	FY 2026	
	Jul '25 - Jun '26	
<b>Revenue</b>		
Carbon Reduction Program Funds	\$	290,882
Local Match	\$	-
<b>Total OTO Revenue</b>	\$	290,882
Local Match Reserves from FY 2025	\$	55,142
<b>Total Revenue</b>	\$	346,024

## Expenses

<b>Expenditures</b>		
Transportation Consultants		\$346,023.54
<b>Total Expendiures</b>	\$	346,024
	\$	0





# Contact Us



417-865-3042



[www.ozarkstransportation.org](http://www.ozarkstransportation.org)



[Comment@ozarkstransportation.org](mailto:Comment@ozarkstransportation.org)

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

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

**TAB 5**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.C.**

**Resolution to Approve Line of Credit**

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

**AGENDA DESCRIPTION:**

The Ozarks Transportation Organization is managing additional projects utilizing reimbursable federal funds. The OTO established a Business Line of Credit in the amount of \$350,000 in 2022 to cash flow the construction of the Chadwick Flyer Trail Phase III. The OTO has wrapped up the Chadwick Trail project and has since begun managing several trail engineering services projects which should be wrapped up later this year. The OTO is planning to manage an additional two trail engineering projects in FY 2026.

MoDOT approved an OTO cash management plan for federal grants awards in November 2021 that will allow us to submit invoices and should reduce 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 trail engineering services projects or other federally funded projects.”

OR

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



Resolution # 2025-06

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

***July 17, 2025***

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 17<sup>th</sup> day of July 2025.

ATTEST:

---

Mr. John Russell, Commissioner  
OTO Board of Directors Chair

---

Ms. Martha Smartt  
OTO Board of Directors Secretary

**TAB 6**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.D.**

***Destination 2045* Amendment Number 9B**

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

**AGENDA DESCRIPTION:**

**Updated Major Throughfare Plan**

**Removal of Proposed FF Extension**

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

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regular scheduled meeting on April 16, 2025, the Technical Planning Committee recommended the Board of Directors approve Amendment Nine 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 9B to *Destination 2045*.”

OR

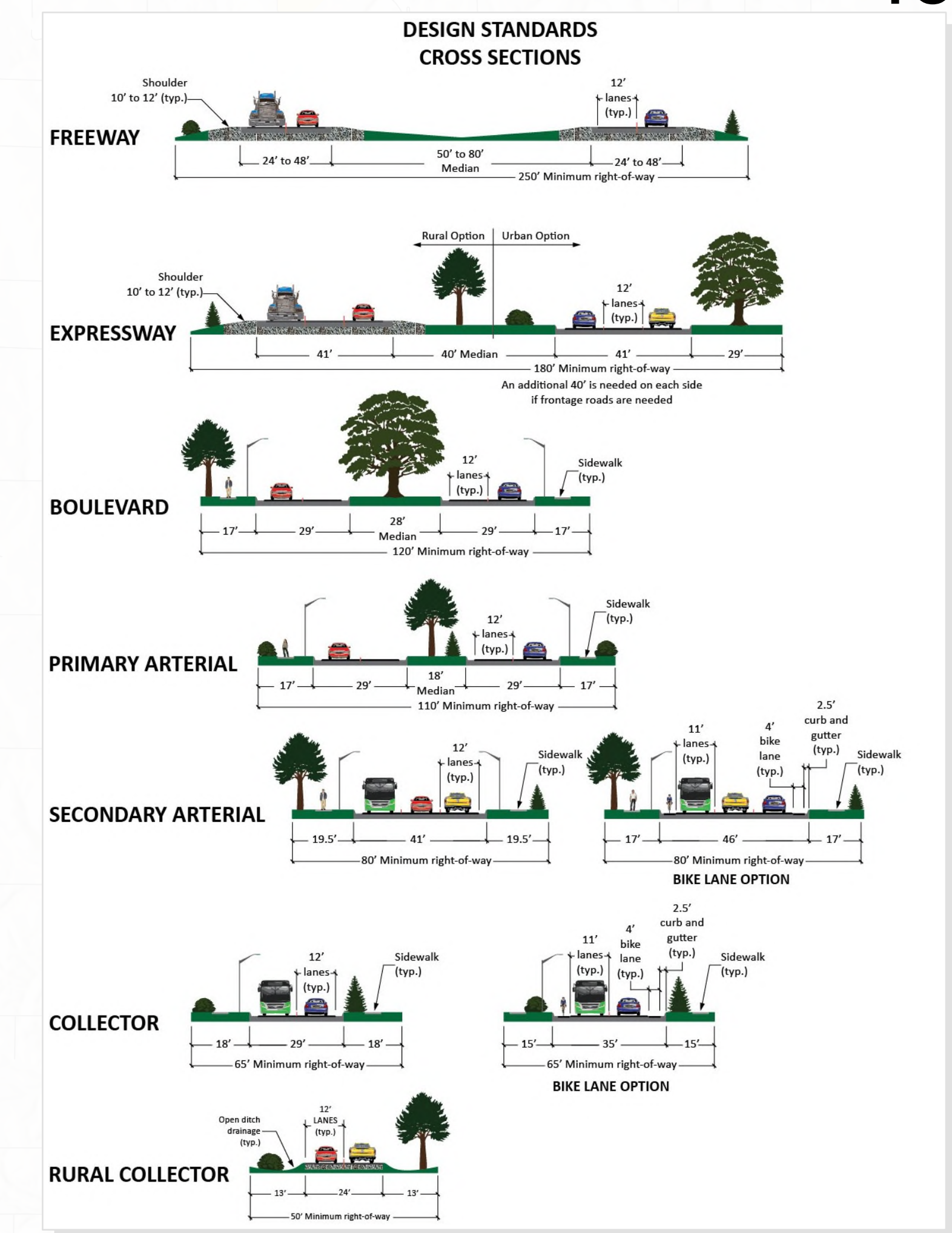
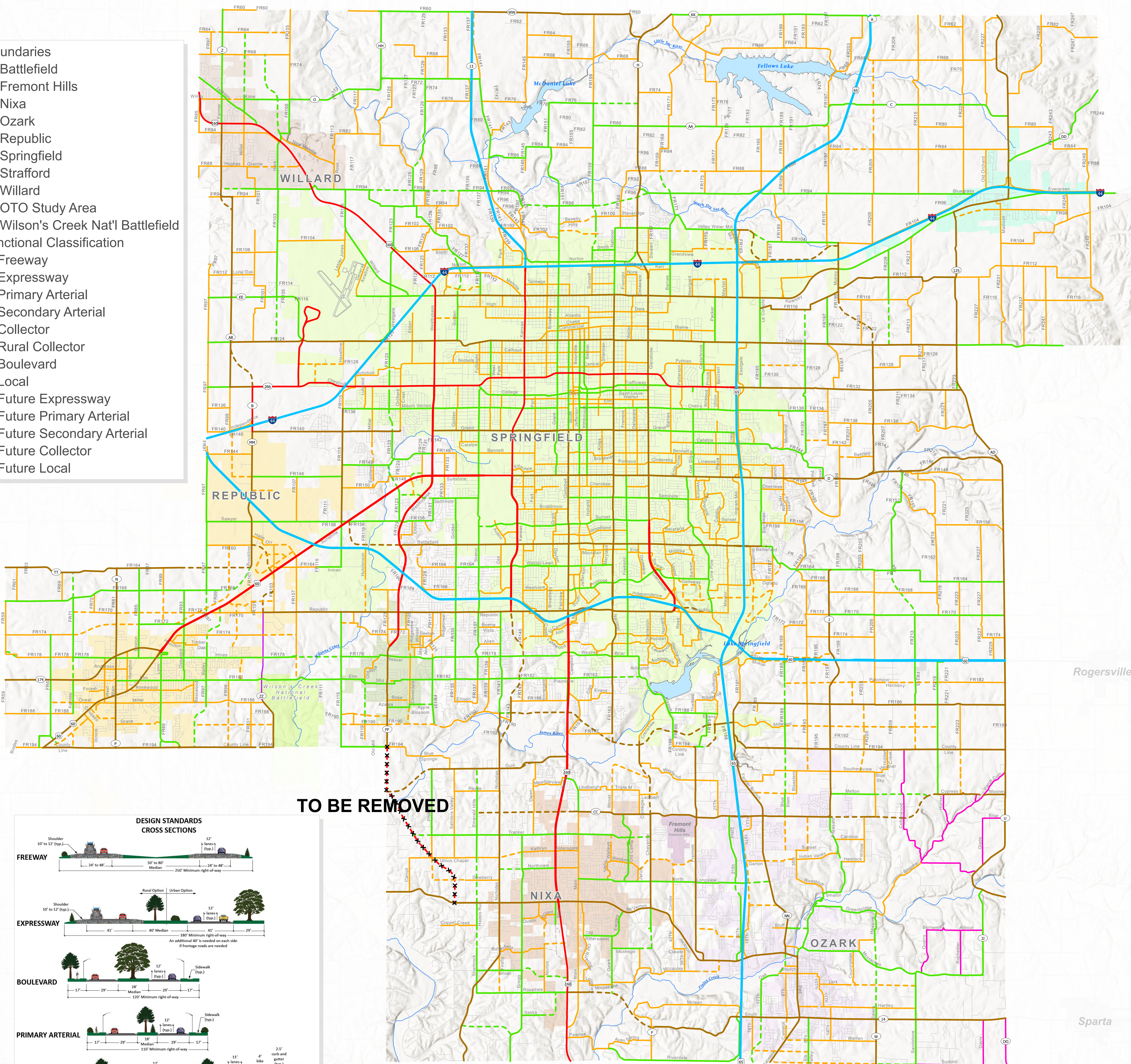
“Move to approve Amendment 9B to *Destination 2045* with the following changes...”



# Proposed Major Thoroughfare Plan

## Ozarks Transportation Organization

- Boundaries**
- Battlefield
  - Fremont Hills
  - Nixa
  - Ozark
  - Republic
  - Springfield
  - Strafford
  - Willard
  - OTO Study Area
  - Wilson's Creek Nat'l Battlefield
- Functional Classification**
- Freeway
  - Expressway
  - Primary Arterial
  - Secondary Arterial
  - Collector
  - Rural Collector
  - Boulevard
  - Local
  - Future Expressway
  - Future Primary Arterial
  - Future Secondary Arterial
  - Future Collector
  - Future Local

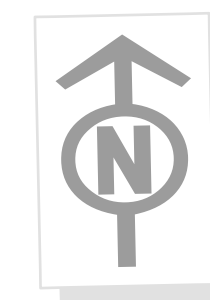


**DISCLAIMER**

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or the Missouri Department of Transportation (MoDOT). This map does not constitute a regulation.

The FHWA, FTA, or MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of these projects in the Major Thoroughfare Plan is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.





# Major Thoroughfare Plan Ozarks Transportation Organization

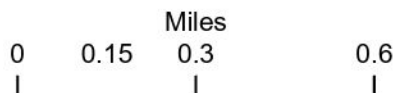
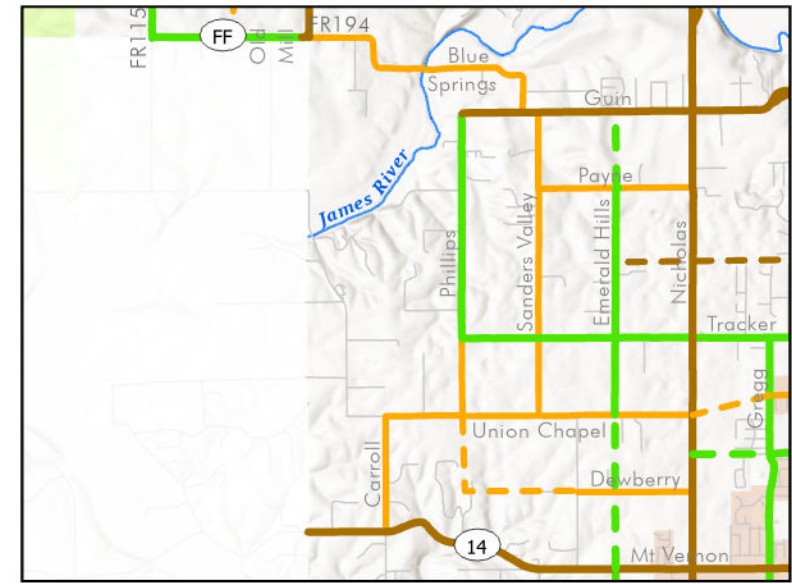
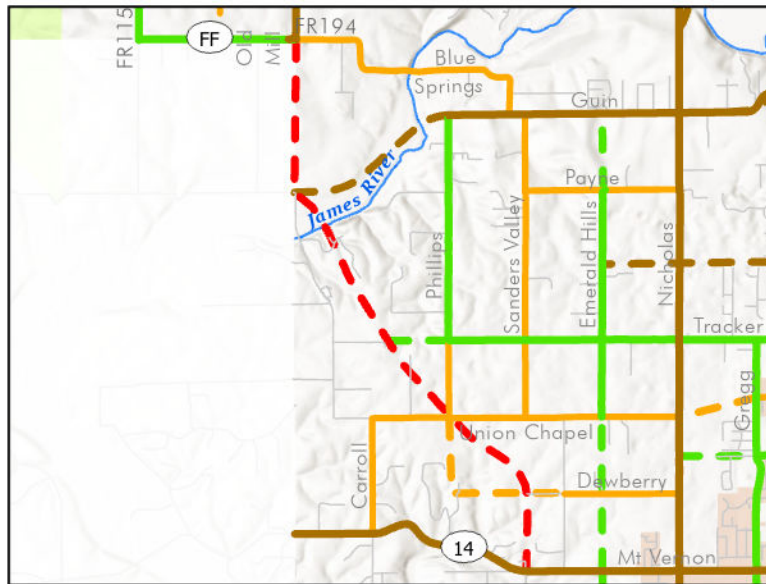


As Approved by the OTO Board of Directors  
January 16, 2025

Proposed

## Functional Classification

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







## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Bob [REDACTED]

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

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***

Completely agree that it is not needed, Good Job!



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Julian [REDACTED]

***Contact Email/Ph #:***

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

It is nice to preserve this area, as its historic. Traffic did not support extension.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Paul [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

Regarding the new bridge at Old Mill road over the James River: The new bridge is higher now and does not flood, but the approach to the bridge to the north floods almost as often as the old bridge did. Is there a plan to raise the road north of the bridge through the flood plain to be as high as the new bridge?



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Larry & Ellen [REDACTED]

***Contact Email/Ph #:***

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

We feel that there are more important roads that need to be improved.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Greg & Sherry

***Contact Email/Ph #:***

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

The extension of FF would be detrimental to a rural area by bringing non-local traffic through the area. Century farms would be potentially impacted and traffic would create a greater exodus of businesses around the City of Nixa that relies heavily on sales tax for infrastructure.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Sandra [REDACTED]

***Contact Email/Ph #:***

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Amy [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Malorie [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***

I support the removal of the FF Extension.





## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Christi [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

Please abandon the plan to take FF South through Misty River Subdivision, funneling traffic to a low spot (unsafe) on Hwy 14. It makes more sense to widen existing roads to make the southern traffic safer.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Jerry [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Mike [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? No

### ***Comment:***

A North/South route from M Hwy to 14 is needed. 13/160 in and out of Spfld is very congested at certain times of the day.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Michael [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

### ***Comment:***

I support removal because it does not look financially feasible and the impact on Battlefield, property owners south of FF and the dangerous intersection proposal of Carol & 14.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Jim [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

### ***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

#### ***Comment:***

Great decision, was not needed.



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Brady [REDACTED]

***Contact Email/Ph #:***

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Lisa [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***



## PUBLIC COMMENT



**Area of concern:** FF Extension Study

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

**Date received:** 06/26/2025

**Received through:** Open House Comment Form

**Contact Name:** Marsha [REDACTED]

**Contact Email/Ph #:** [REDACTED]

### **Information Collected at the Public FF Open House on 06/26/2025:**

Do you support the removal of the FF Extension? No

### **Comment:**

Blue Springs – dangerous road, curves, bridge floods

AA – curves, dangerous road for arterial – hills, poor sightline

Cox Road – Nichols – 2 lane, no curb, dangerous, floods bridges where crosses James River

Population growth of Springfield – Republic needs infrastructure to support transportation needs where community lives





## PUBLIC COMMENT



***Area of concern:*** FF Extension Study

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

***Date received:*** 06/26/2025

***Received through:*** Open House Comment Form

***Contact Name:*** Darwin [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Information Collected at the Public FF Open House on 06/26/2025:***

Do you support the removal of the FF Extension? Yes

***Comment:***

No need for it.



## PUBLIC COMMENT



**Area of concern:** FF Extension

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

**Date received:** 06/27/2025

**Received through:** Comment - Email

**Contact Name:** Anthony & Ila Jean [REDACTED]

**Contact Email/Ph #:** [REDACTED]

**Comment:**

page I am writing to support removal of the FF extension.

My wife and I own 2 properties along the proposed FF extension. They can be found in the Christian County property records in book 2019 page 6541 (instruction # 2019L06611). Each property has unique aspects that could have adverse impact should the extension take portions of either land.

Lot 1 is an undeveloped building lot within a million home neighborhood. There are covenants involving size of house, set backs and so on that could render the lot unbuildable should the FF extension take enough of the land. Should this happen, a very expensive building lot becomes unbuildable and potentially worthless. Should this happen, the hit on the budget would be significant.

Lot 2 is an undeveloped plot of land at the river. Interestingly, part of the existing bridge is on our land. We are OK with that as long as no more land is taken. I am an electrical engineer and have considered the potential of a green energy mini hydro electric generating project for the lot. Taking more of the land would kill this project and be a disappointing setback to the potential of green free energy.

For these reasons, we do not want FF to be extended.

**OTO Response:**

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



## PUBLIC COMMENT



***Area of concern:*** FF Extension

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

***Date received:*** 07/06/2025

***Received through:*** Email

***Contact Name:*** Mitchell [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

I support the removal of the FF extension.

***OTO Response:***

Thank you for this information. Public input is vital to the planning process. This information will be shared with our Board of Directors. We appreciate you reaching out.



## PUBLIC COMMENT



***Area of concern:*** FF Extension

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

***Date received:*** 06/07/2025

***Received through:*** Email

***Contact Name:*** Travis [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

I just learned of this proposal. My family and I just built a home at [REDACTED]. We bought this land in April 2021 (10.62 Acres). We built here because we are both public servants in Christian County and love it here and love serving our community. It would be heartbreaking to have a freeway come through these beautiful private properties in this area that people have built their family homes on to simply capture what I can only imagine would be the very few vehicles each day coming from Battlefield to Nixa. It seems like the sacrifice for Nixa families that have built very nice homes here as well as the natural beauty of the land, would not be surpassed by the benefit. Thank you.

***OTO Response:***

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

**TAB 7**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.E.**

***Destination 2045* Amendment Number 10**

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

**AGENDA DESCRIPTION:**

**Updated Projects**

Four projects in the draft FY 2026-2029 Transportation Improvement Program are not on the Constrained Project List in *Destination 2045*.

- A101 – Nicholas and Tracker Intersection Improvements in Christian County (New)
- A102 – North 21<sup>st</sup> and 22<sup>nd</sup> Intersection and Roadway Improvements in Ozark (New)
- A103 – Weaver Road Improvements between FF and Cloverdale (New)
- A104 – Hughes Road Improvements (New)
- 83 – Hughes Road Extension (moved from the Unconstrained List)
- 207 – FF and Weaver Road Intersection (moved from the Unconstrained List)

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on June 18, 2025, the Technical Planning Committee recommended the Board of Directors approve Amendment Ten 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 Ten to *Destination 2045*.”

OR

“Move to approve Amendment Ten 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
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
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
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

Project No.	Route	Expected Sponsor Project Name	Description	Time Band	Inflated Cost
83	Hughes	Willard Hughes Rd - Megan to Hunt Rd	Approximately 1,340' of new road construction, built to collector standards. ROW acquisition required.	2030	550,000
A104	Hughes	Willard Hughes Rd – Hoffman Blvd to Farm Road 103	Roadway improvements from Hoffman Blvd to Farm Road 103	2030	4,639,410
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
<b>TOTAL COST</b>					<b>(\$2,044,735,816)</b>
Prior Year Funding*					\$58,933,279
Projected Funding					\$2,178,714,911
<b>Remaining Funding</b>					<b>\$182,533,554</b>
*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
207	Route FF	MoDOT Rte FF intersection improvements at Weaver (FR 178)	Intersection improvements	\$2,500,000

Project No.	Route	Expected Sponsor   Project Name	Description	Current Cost
205	Route FF	MoDOT   Rte FF Safety and Capacity improvements through Battlefield	Capacity and Safety Improvements	\$13,500,000
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

Project No.	Route	Expected Sponsor   Project Name	Description	Current Cost
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
20	West Bypass	MoDOT   West Bypass Intersection Improvements Phase II	Division to James River Freeway	\$1,750,000
Total				\$634,197,070

**TAB 8**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.F.**

**Federal Functional Classification Change Request**

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

**AGENDA DESCRIPTION:**

Pursuant to §470.105.b, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e., those eligible for federal funding.

*The following information is a summary of the submitted application materials.*

- 1) The City of Ozark has requested the following changes to the federal functional classification system. The application is included.

**Roadway Name** – N 22<sup>nd</sup> St/ N 21<sup>st</sup> St/ Longview Rd/ N 20<sup>th</sup> St

**Current Functional Classification** – Local

**Requested Functional Classification** – Major Collector

**Major Thoroughfare Plan** – Secondary Arterial

**Reasoning** – The described corridor is a series of roadways that creates the “western outer road” along US Highway 65. This frontage roadway currently runs between Missouri State Highway 14 and Missouri Route CC and serves as a vital collector of traffic facilitating movement between commercial, industrial and residential areas along the western portion of the City. In addition, the western outer road provides access to US Highway 65 for residents of Ozark, Christian County, and Nixa. When funding becomes available, the City is planning on developing the “Longview Interchange” which will provide additional access to Highway 65. This interchange will increase demand on the corridor. The roadways currently serve as major thoroughfares in the community, and it is believed that the classification should be revised to accommodate and prepare for the continued growth in the area.

- 2) The City of Strafford has requested the following changes to the federal functional classification system. The application is included.

**Roadway Name** – S Madison Ave/ N Farm Rd 231/ E Farm Rd 112

**Current Functional Classification** – Minor Collector/ Local

**Requested Functional Classification** – Major Collector

**Major Thoroughfare Plan** – Collector

**Reasoning** - The S Madison Corridor experienced residential development, which will continue into the future. This will increase traffic to and from MO 125. The corridor will be the direct access to the state highway system.

- 3) The City of Willard has requested the following changes to the federal functional classification system. The application is included.



**Roadway Name** – Hughes Road from Miller Rd to Hwy 160

**Current Functional Classification** – Local

**Requested Functional Classification** – Major Collector

**Major Thoroughfare Plan** – Collector/ Future Collector

**Reasoning** - The developments immediately north have seen increased traffic volumes and speed of traffic cutting through to reach 160. We have also seen an increase in traffic along Hunt Road which is increasing road wear. Providing this connection provides a more direct route to 160 that avoids neighborhoods and smaller roads not intended for the traffic flow.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on June 18, 2025 the Technical Planning Committee recommended the Board of Directors approve the Functional Classification Change requests.

**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 Functional Classification Change requests.”

OR

“Move to approve the Functional Classification Change request with the following changes...”



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Application Federal Functional Classification Change

#### Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to [dknaut@ozarkstransportation.org](mailto:dknaut@ozarkstransportation.org) or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or [dknaut@ozarkstransportation.org](mailto:dknaut@ozarkstransportation.org).

#### Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

#### Application Information

**Date:** 5/28/2025

#### Contact Information

**Name:** Cliff Spangler  
**Title:** City Engineer  
**Agency:** City of Ozark Public Works Department  
**Street Address:** 207 E Brick Street  
**City/State/Zip:** Ozark, Mo 65721  
**Email:** [cspangler@ozarkmissouri.org](mailto:cspangler@ozarkmissouri.org)  
**Phone:** 417-581-2407 x1204  
**Fax:** 417-581-1708

#### Roadway Data

**Roadway Name:** North 22<sup>nd</sup>/ North 21<sup>st</sup> Street/ Longview Rd/ North 20<sup>th</sup> St  
**Termini of Roadway**

2208 W. Chesterfield Blvd., Suite 101, Springfield, MO 65807; Phone 417.865.3047 Fax 417.862.6013

<b>From:</b>	W State Hwy CC / N 22 <sup>nd</sup> St/ N 21 <sup>st</sup> St/ Longview Rd
<b>To:</b>	N 21 <sup>st</sup> St/ Longview Rd/ N North 20 <sup>th</sup> St/ MO-14
<b>Length (miles):</b>	1.0 miles/ 0.5 miles/ 0.11 miles/ 1.79 miles
<b>Number of Lanes:</b>	2 lanes south of Air Park Rd and 2 lanes and 1 center turn lane north of Air Park Rd / 2/ 2 / 2 with left turn lane at MO-14
<b>Lane Width:</b>	16' south of Air Park Rd and 11' south of Air Park Rd/ 16'/ 12'/ 12'
<b>Traffic Volume (AADT):</b>	12,951/ 4,529/ N/A/ N/A

**Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.**

All roads are existing roadway.

## Classification Change

<b>Type of Area:</b>	Industrial, Multi-Family Residential
<b>Current Classification:</b>	Local/ Local/ Local/ Local
<b>Requested Classification:</b>	Major Collector/ Major Collector/ Major Collector/ Major Collector

## Justification

### **Explain why the roadway classification should be revised.**

The described corridor is a series of roadways that creates the “western outer road” along US Highway 65. This frontage roadway currently runs between Missouri State Highway 14 and Missouri Route CC and serves as a vital collector of traffic facilitating movement between commercial, industrial and residential areas along the western portion of the City. In addition, the western outer road provides access to US Highway 65 for residents of Ozark, Christian County, and Nixa. When funding becomes available, the City is planning on developing the “Longview Interchange” which will provide additional access to Highway 65. This interchange will increase demand on the corridor even further. The roadways currently serve as major thoroughfares in the community, and it is believed that the classification should be revised to accommodate and prepare for the continued growth in the area.

### **Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?**

Commercial buildings are currently being constructed in the Fremont Towne Centre commercial area. While no new residential developments are immediately planned for construction, there are several large areas of land west of the roadway that would directly connect to 22nd Street that have developer interest for residential construction. The design process has begun on a residential development on the south side of Longview Road. The property is located just 200' west of the intersection of Longview and North 21<sup>st</sup> Street and would certainly increase traffic volume on North 21<sup>st</sup> Street. While the developer has not yet submitted an official Traffic Impact Study, discussions with them have confirmed that the design currently includes a mix single-family and multi-family residential units on their combined 25 acres of property in the area. Additionally, the city has responded to multiple inquiries for commercial properties along North 21<sup>st</sup> Street.

### **Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?**

North 22<sup>nd</sup> St already provides direct access to the Fremont Towne Centre area, the Air Park industrial area. North 21<sup>st</sup> Street makes up the backbone of one of the City of Ozarks major industrial areas. The roadway directly serves several industrial companies including the Tracker Marine manufacturing plant and serves as a thoroughfare connecting residential areas to the south to the Fremont Towne Centre area along Missouri Highway CC. North 20<sup>th</sup> St provides direct access to commercial areas north of Missouri State Highway 14.

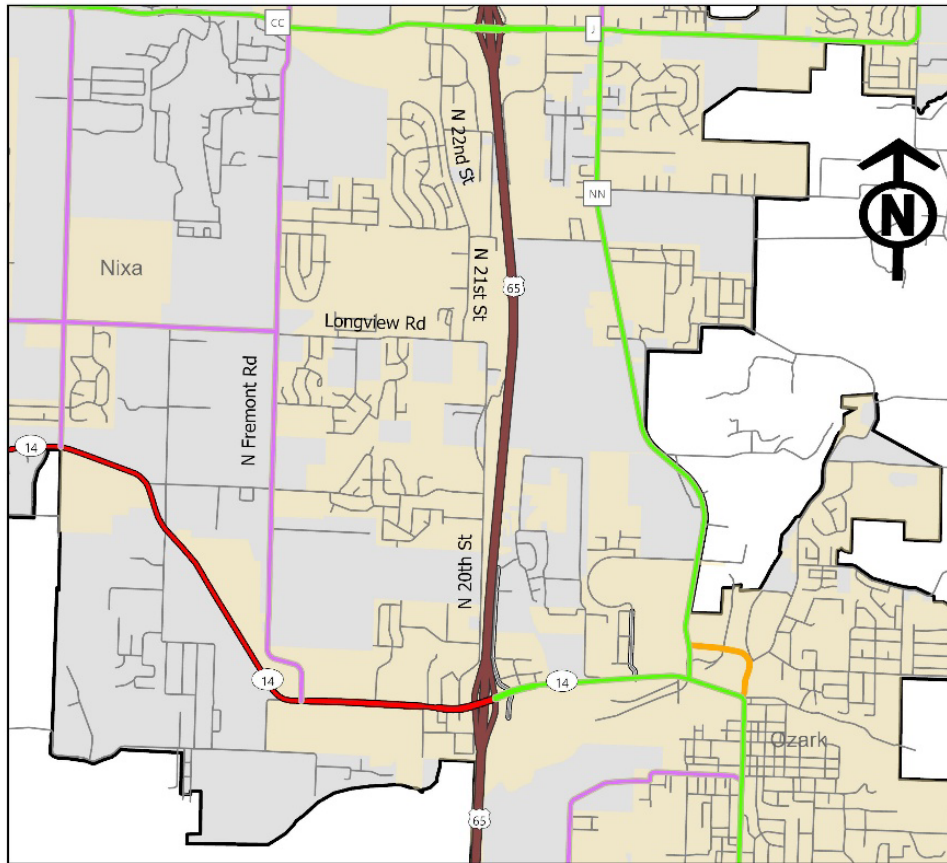
### **Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?**

The City believes that the current federal functional classifications are inconsistent with existing demand. Additionally, we see the demand for these roadways to change as the planned developments are constructed and with the eventual construction of the Longview Interchange.

**Additional information you would like to include.**

The City of Ozark Public Works Department through multiple community engagement events has found that one of the most requested items for improvement is the intersection of North 22nd Street and Missouri Highway CC. Specifically, the southern leg of this intersection is one of the busiest in Ozark and in its current state cannot accommodate traffic loads even at low traffic times. The City understands that some enhancements to this intersection will be made in the upcoming MoDOT project, however it is felt that these enhancements were not intended to adequately address the congestion outside of MoDOT Right-of-Way. The City of Ozark believes that reclassifying the federal functional class of North 22nd Street will help secure resources for enhancements and highlight the intersection and roadway's importance to the region.

## Current Federal Functional Class

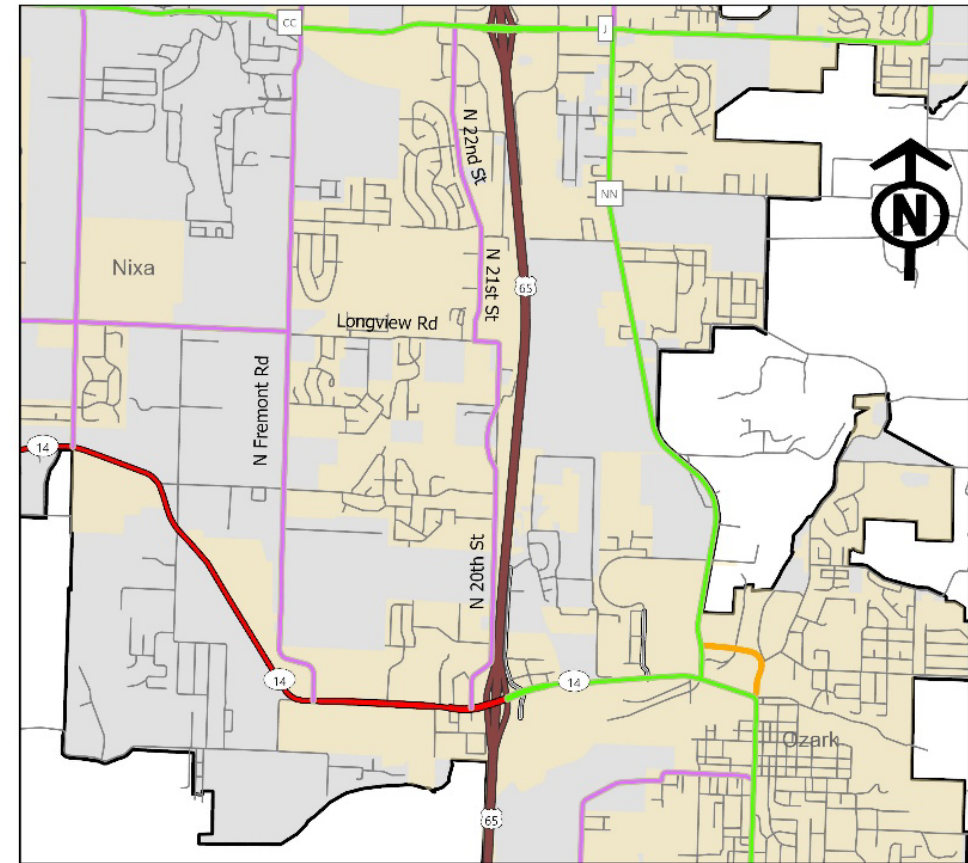


### Legend

#### Functional Class

- Other Freeway and Expressway
- Major Collector
- Minor Arterial
- Other Principal Arterial
- Minor Collector
- Local
- City
- Urban Area

## Proposed Federal Functional Class



### Legend

#### Functional Class

- Other Freeway and Expressway
- Major Collector
- Minor Arterial
- Other Principal Arterial
- Minor Collector
- Local
- City
- Urban Area



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### Application Federal Functional Classification Change

#### Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to [dknaut@ozarkstransportation.org](mailto:dknaut@ozarkstransportation.org) or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or [dknaut@ozarkstransportation.org](mailto:dknaut@ozarkstransportation.org).

#### Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

#### Application Information

**Date:** 4/10/2025

#### Contact Information

**Name:** Martha Smartt  
**Title:** City Administrator  
**Agency:** City of Strafford  
**Street Address:** 126 South Washington Avenue  
**City/State/Zip:** Strafford/ MO/ 65757  
**Email:** [ca@straffordmo.net](mailto:ca@straffordmo.net)  
**Phone:** 417.736.2154  
**Fax:** 417.736.2390

## Roadway Data

<b>Roadway Name:</b>	S Madison Ave/ N Farm Rd 231/ E Farm Rd 112
<b>Termini of Roadway</b>	
<b>From:</b>	E Bumgarner Blvd/ S Madison Ave/ N Farm Rd 231
<b>To:</b>	N Farm Rd 231/ E Farm Rd 112/ N MO 125
<b>Length (miles):</b>	0.53/ 0.73/ 1.2
<b>Number of Lanes:</b>	2 lanes
<b>Lane Width:</b>	10'
<b>Traffic Volume (AADT):</b>	unknown

**Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.**

All roadways are existing roadways.

## Classification Change

<b>Type of Area:</b>	Residential and Agricultural
<b>Current Classification:</b>	Minor Collector/ Local/ Local
<b>Requested Classification:</b>	Major Collector/ Major Collector/ Major Collector

## Justification

**Explain why the roadway classification should be revised.**

The S Madison Corridor experienced residential development, which will continue into the future. This will increase traffic to and from MO 125. The corridor will be the direct access to the state highway system.

**Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?**

Yes, the S Madison Corridor will see residential development and potential change of land use along the corridor.

**Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?**

South Madison Corridor provides a direct access point to the industrial park as well as to the Strafford downtown retail area.

**Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?**

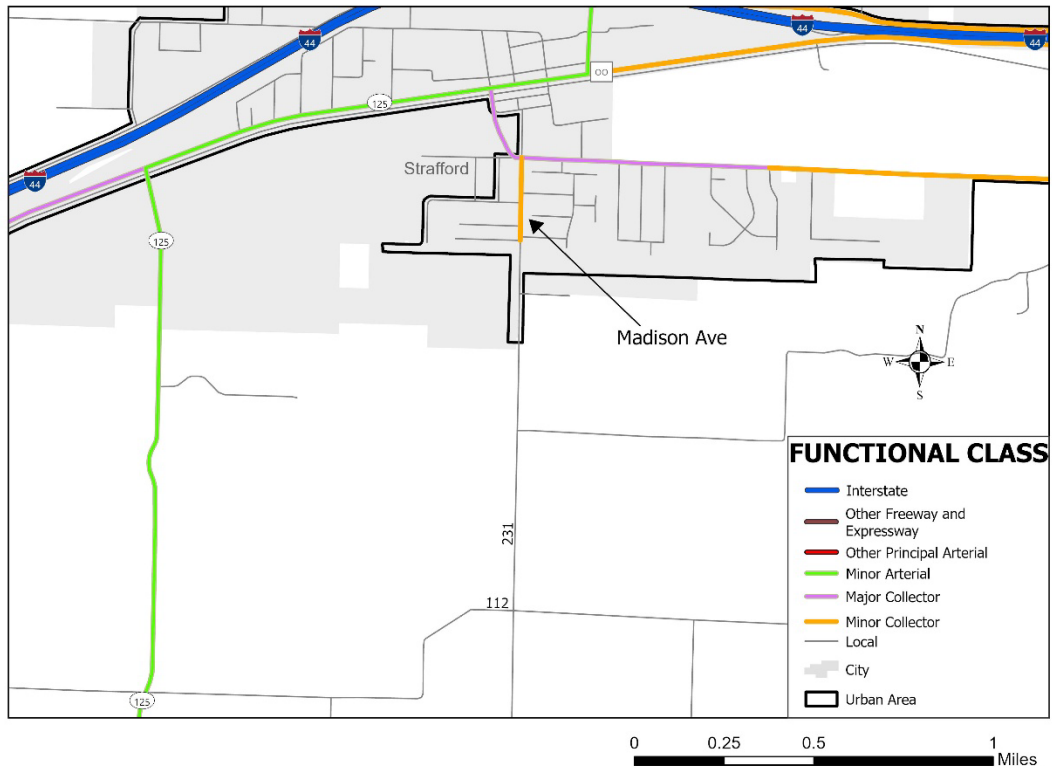
The demand on the roadway will change.

**Additional information you would like to include.**

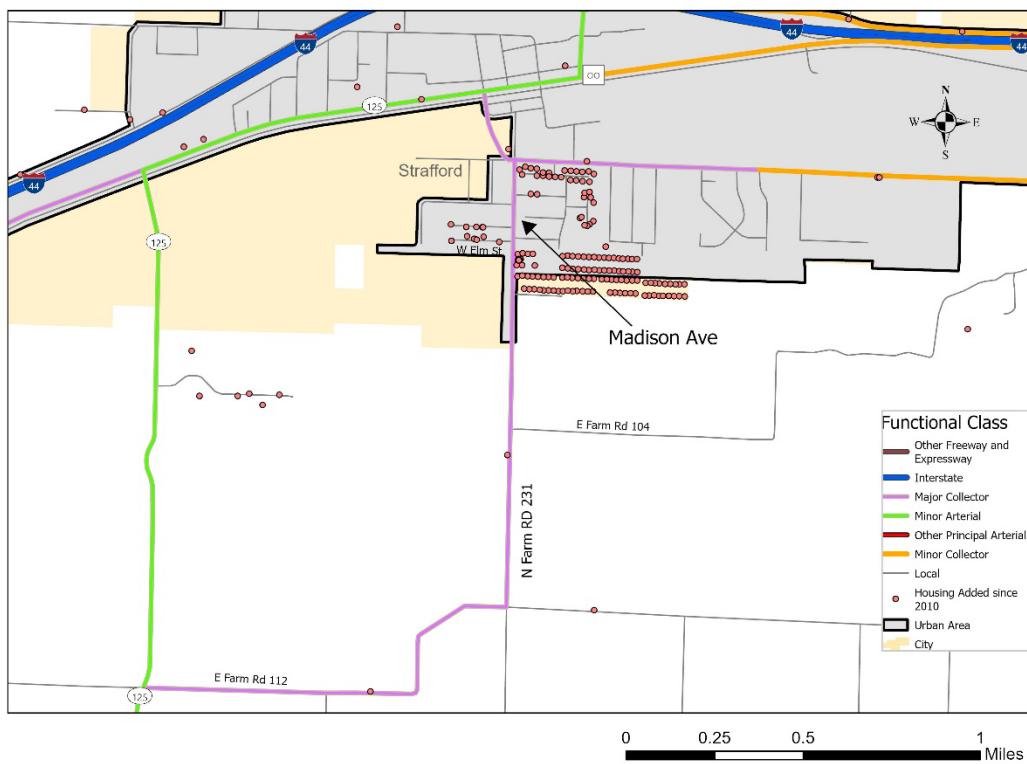
[Click [here](#) and type additional information]



## Current Federal Functional Class



## Proposed Federal Functional Class







# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

## Application Federal Functional Classification Change

### Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to [dknaut@ozarkstransportation.org](mailto:dknaut@ozarkstransportation.org) or fax it to (417) 862-6013. If you have any questions, please contact David Knaut at 865-3047 x 107 or [dknaut@ozarkstransportation.org](mailto:dknaut@ozarkstransportation.org).

**Applications are due Friday, October 3, 2025, at 4:00pm.**

### Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in September/ October.
- 2. Technical Committee.** The request will be heard at the October Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in November. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

### Application Information

**Date:** 5/15/2025

### Contact Information

**Name:** Wesley Young  
**Title:** City Administrator  
**Agency:** City of Willard  
**Street Address:** 224 W Jackson  
**City/State/Zip:** Willard MO 65781  
**Email:** [Ca@cityofwillard.org](mailto:Ca@cityofwillard.org)  
**Phone:** 417-593-5823  
**Fax:** 417-742-3080

## Roadway Data

<b>Roadway Name:</b>	Hughes Road
<b>Termini of Roadway</b>	
<b>From:</b>	From the intersection of Hughes Rd and Miller Rd east to the termination of Granite Rd.
<b>To:</b>	The future road shall extend east from the termination of Granite Rd crossing South Hunt Road and extending east from South Hunt Road and connecting to the termination of Hughes Road to the east of Willard and then all the way across to Hwy 160.
<b>Length (miles):</b>	Approximately 1.26 miles, of which approximately 3900 feet shall be a future connection
<b>Number of Lanes:</b>	2
<b>Lane Width:</b>	Approximately 11 feet
<b>Traffic Volume (AADT):</b>	

**Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.**

The roadway is partially existing as denoted above the future connection shall begin where Granite Road currently terminates and extend across South Hunt Rd up until the existing termination point approximately 3900ft east at Hughes Road. Existing road connection brings Hughes to Hwy 160. Please see attached map, red line denotes future roadway pink dashed line proposed major collector to be added to existing major collector as currently designated.

The City of Willard is working on hiring an engineering consultant to prepare a conceptual design of the road, which will help to determine when the city could tackle this project. It is likely the city will consider having this roadway connected within the next 3-5 years.

## Classification Change

<b>Type of Area:</b>	Residential
<b>Current Classification:</b>	Local
<b>Requested Classification:</b>	Major Collector

## Justification

**Explain why the roadway classification should be revised.**

The developments immediately north have seen increased traffic volumes and speed of traffic cutting through to reach 160. We have also seen an increase in traffic along Hunt Road which is increasing road wear. Providing this connection provides a more direct route to 160 that avoids neighborhoods and smaller roads not intended for the traffic flow.

**Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?**

Additional development is anticipated in the area as additional sewer capacity is made available. We are also seeing in-fill development and development immediately to the south of this road.

**Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?**

Yes: this roadway, once fully connected, will connect the grocery store and police department to the east and provide easier transit to and from Hwy 160 for the residences currently transiting subdivisions.

**Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?**

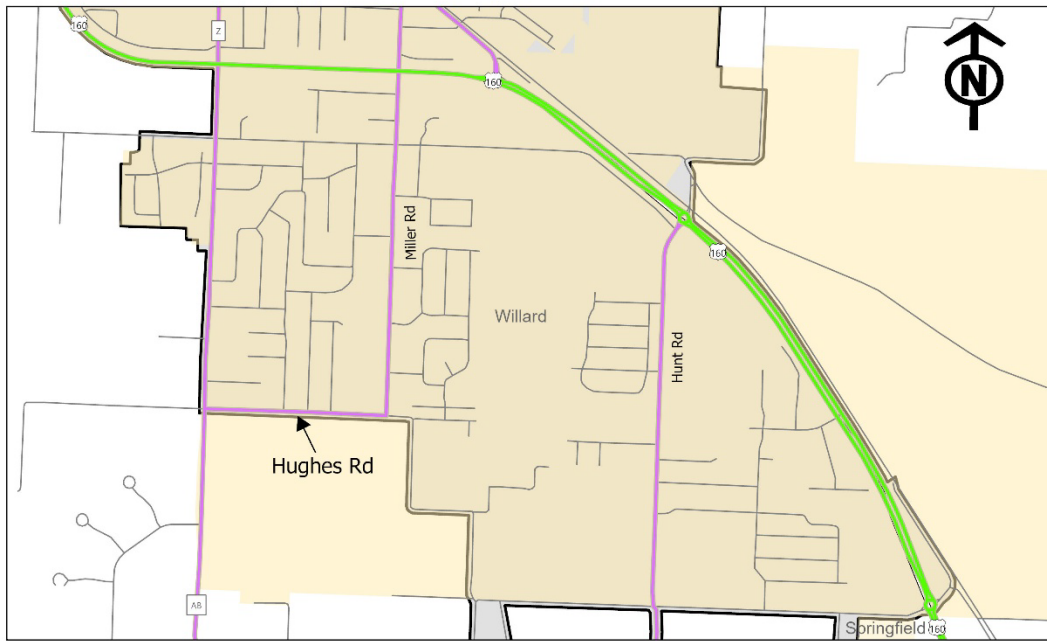
Both; Current and future development will add to an already under classified and over utilized roadway.

**Additional information you would like to include.**

[Click [here](#) and type additional information]



## Current Federal Functional Class



### Legend

Functional Class

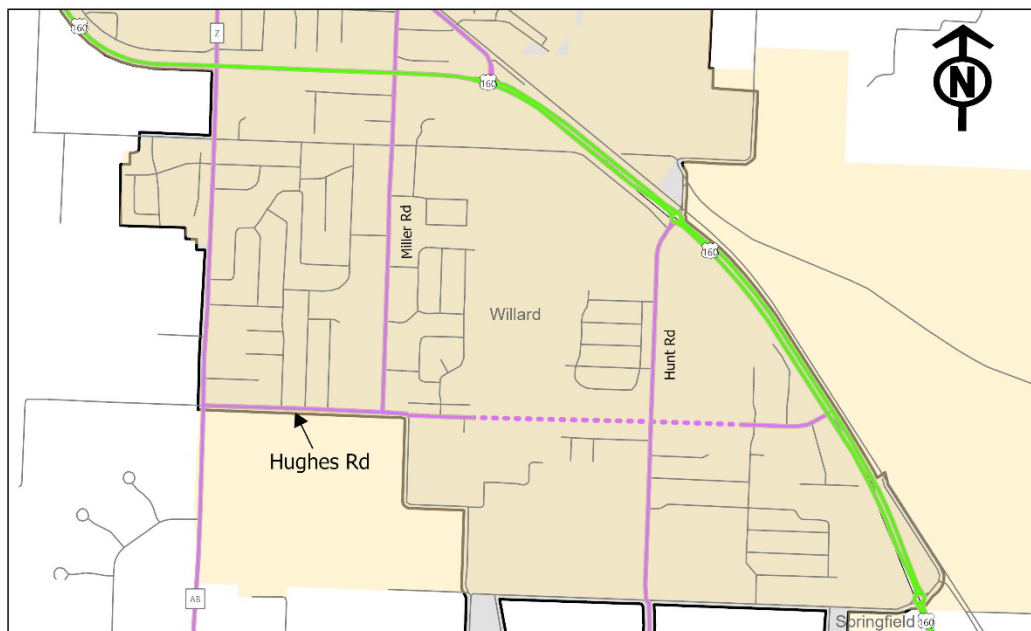
Minor Arterial  
Local

City  
Urban Area

0 0.5 1 Miles

Major Collector

## Proposed Federal Functional Class



### Legend

Functional Class

Minor Arterial  
FUTURE MAJOR COLLECTOR

Local  
City

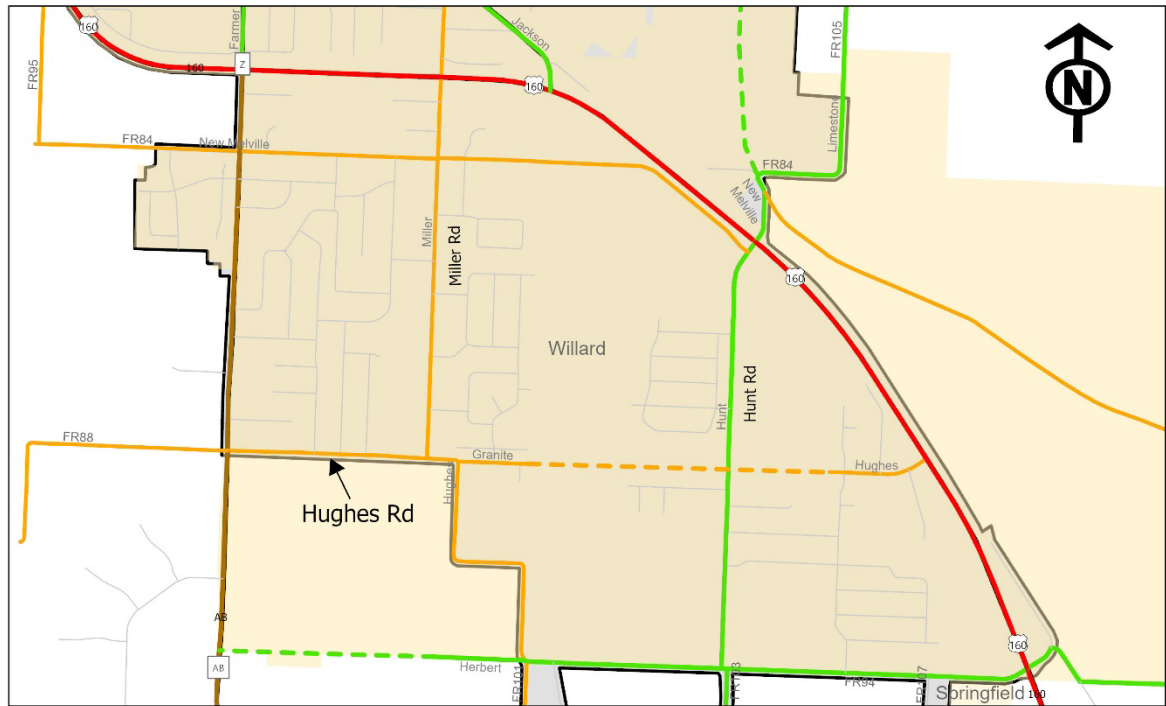
Urban Area

0 0.5 1 Miles

Major Collector



# Current Federal Functional Class



## Legend

- |   |  |   |
|---|--|---|
| <span style="color: red;">—</span> Expressway           | <span style="color: orange;">—</span> Collector                    | <span style="color: orange;">- - -</span> Future Collector  |
| <span style="color: orange;">—</span> Primary Arterial  | <span style="color: grey;">—</span> Local                          | <span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> City |
| <span style="color: green;">—</span> Secondary Arterial | <span style="color: green;">- - -</span> Future Secondary Arterial | <span style="border: 2px solid black; display: inline-block; width: 10px; height: 10px;"></span> Urban Area                     |

0 0.5 1 Miles

**TAB 9**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.G.**

**Trail and Sidewalk Funding Recommendation**

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

**AGENDA DESCRIPTION:**

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

1. Ozark Greenways – Construction – South Creek Greenway Trail - Posenke Gap
2. City of Springfield – Construction – Ward Branch Greenway Trail - National to Fremont
3. Ozark Greenways – Engineering/Design – Wilson's Creek/ Republic Rd Trail
4. City of Ozark – Construction – Finley River Trail Extension
5. City of Springfield – Construction – Grand St. Trail - Phase 1
6. City of Ozark – Construction - Chadwick Flyer Jackson Street Connector
7. City of Ozark – Construction - Finley River Trail Western Extension
8. City of Republic - Engineering/Design - Engineering Connections: The Hines Street Pedestrian Project

Funding Summary	
Requested Federal Share	\$4,232,762.00
Total Local Share	\$1,058,191.00
<b>Total Costs</b>	<b>\$5,290,953.00</b>

**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:**

The OTO Bicycle and Pedestrian Advisory Committee recommended eight of eleven submitted sidewalk and trail projects be approved for TAP/CRP funding, with the City of Republic's project approval being dependent on other funding becoming available.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on June 18, 2025, the Technical Planning Committee recommended the Board of Directors approve TAP/CRP funding for the eight submitted sidewalk and trail projects.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve TAP/CRP funding for the eight submitted sidewalk and trail projects.”

OR

“Move to recommend the following...”



CFP24-121 - South Creek Greenway Trail – Posenke Gap

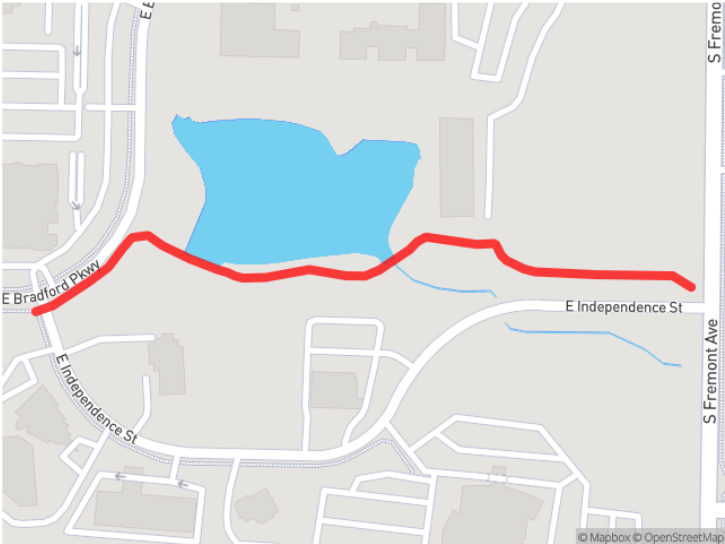
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	Ozark Greenways
County	Greene County
Municipality	Springfield
Status	-
Total Cost	\$840,317
MoDoT ID	-
Federal ID	-
Project From	-
Project To	-
Project Considerations	-
Project Description	Approximately .5 miles of greenway trail (10' wide concrete) with a bridge over South creek connecting the South Creek Greenway trail west to the Wilsons Creek Greenway Trail at Tal's Trailhead.
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$672,254	-	\$672,254
Construction	Local	-	\$168,063	-	\$168,063
Total Construction		-	\$840,317	-	\$840,317
Total Programmed		-	\$840,317	-	\$840,317

CFP24-114 - Ward Branch Greenway Trail - National to Fremont

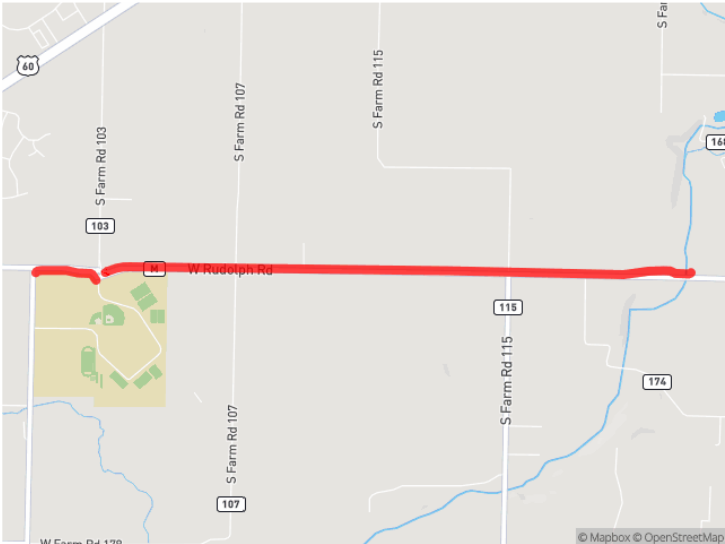
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Springfield
County	Greene County
Municipality	Springfield
Status	-
Total Cost	\$496,685
MoDoT ID	-
Federal ID	-
Project From	E Bradford Parkway
Project To	S Fremont Ave
Project Considerations	-
Project Description	Approximately 1,500 linear feet between E Bradford Parkway and E Independence Street, from S National Avenue to S Fremont Avenue in Springfield, MO. This project will extend the existing Ward Branch Greenway trail from its current terminus at the Cox Health Campus to the planned Fremont Avenue Multi-Use Sidepath.
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$397,348	-	\$397,348
Construction	Local	-	\$99,337	-	\$99,337
Total Construction		-	\$496,685	-	\$496,685
Total Programmed		-	\$496,685	-	\$496,685

CFP24-123 - Wilson's Creek/ Republic Rd Trail

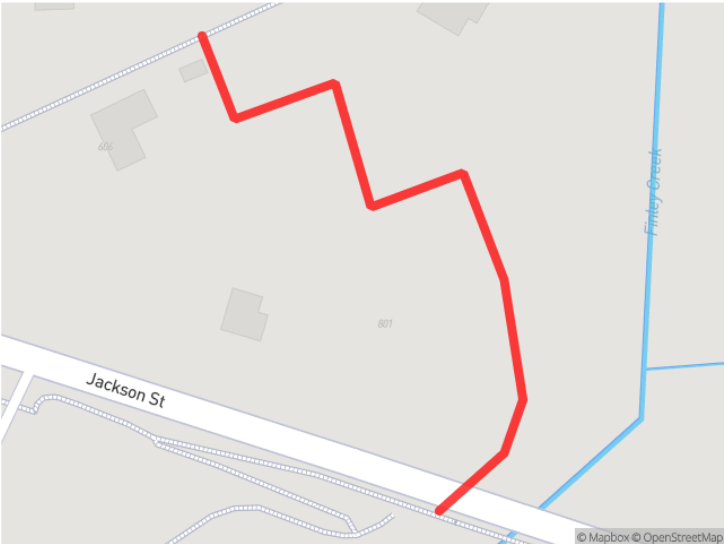
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	Ozark Greenways
County	Greene County
Municipality	Republic, Unincorporated Greene County
Status	-
Total Cost	\$529,331
MoDoT ID	-
Federal ID	-
Project From	Wilson's Creek Blvd
Project To	east of Farm Road 123
Project Considerations	-
Project Description	10' trail along Republic Rd/ Route M between Wilson's Creek Blvd trail (Highway ZZ) and Wilson's Creek trail
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Engineering	Federal	-	\$423,465	-	\$423,465
Engineering	Local	-	\$105,866	-	\$105,866
Total Engineering		-	\$529,331	-	\$529,331
Total Programmed		-	\$529,331	-	\$529,331

CFP24-125 - Finley River Trail Extension

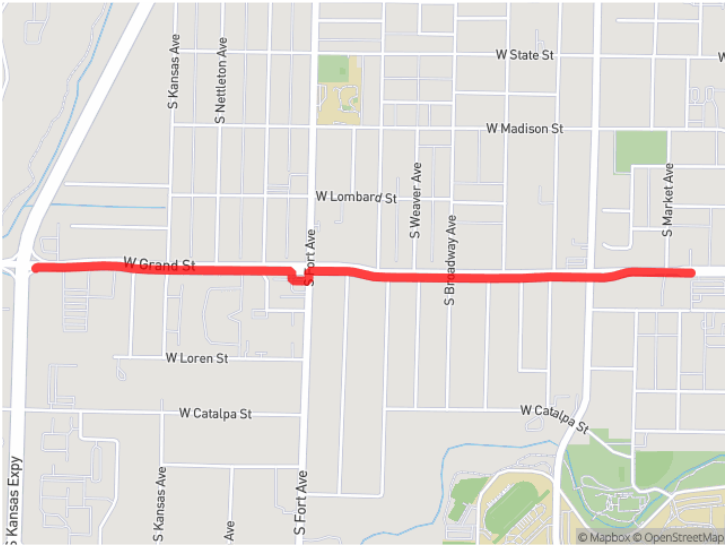
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Ozark
County	Christian County
Municipality	Ozark
Status	-
Total Cost	\$428,007
MoDoT ID	-
Federal ID	-
Project From	W. Jackson Street/Hwy 14
Project To	Finley Farms & N. 9th St/Hwy NN
Project Considerations	-
Project Description	A trail connection along BUS 14 (Jackson St) between the Ozark Middle and High Schools. Connecting the Finley River Trail and the Chadwick Flyer Network
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$342,406	-	\$342,406
Construction	Local	-	\$85,601	-	\$85,601
Total Construction		-	\$428,007	-	\$428,007
Total Programmed		-	\$428,007	-	\$428,007

CFP24-115 - Grand St. Trail - Phase 1

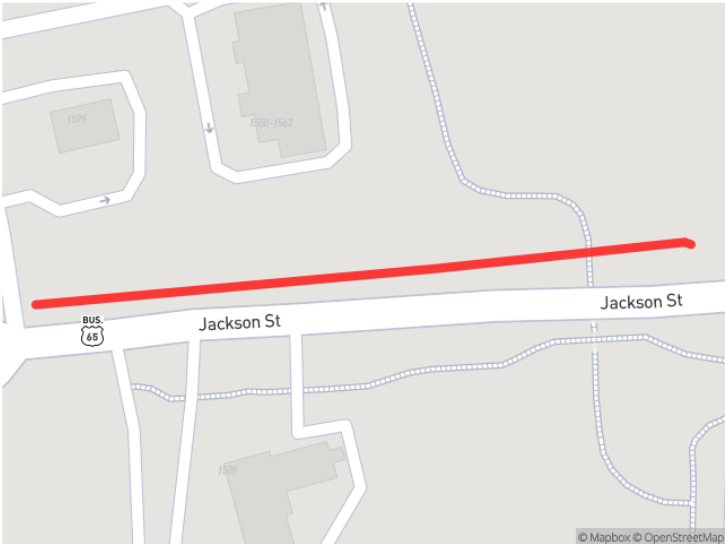
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Springfield
County	Greene County
Municipality	Springfield
Status	-
Total Cost	\$1,254,342
MoDoT ID	-
Federal ID	-
Project From	Kansas Expressway
Project To	Campbell Ave
Project Considerations	-
Project Description	Multi-use path on south side of Grand St from Kansas Ex-pressway to Campbell Ave
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$1,003,474	-	\$1,003,474
Construction	Local	-	\$250,868	-	\$250,868
Total Construction		-	\$1,254,342	-	\$1,254,342
Total Programmed		-	\$1,254,342	-	\$1,254,342

CFP24-118 - Chadwick Flyer Jackson Street Connector

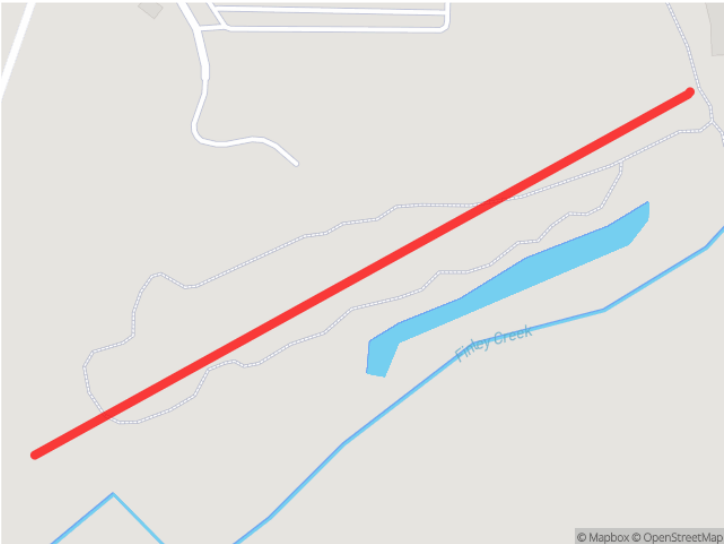
Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Ozark
County	Christian County
Municipality	Ozark
Status	-
Total Cost	\$318,649
MoDoT ID	-
Federal ID	-
Project From	Corner of 16th Street & Hwy 14/Jackson Street
Project To	Chadwick Flyer Phase I Connection
Project Considerations	-
Project Description	Construction for a proposed trail connector from the north-east side of the intersection at Jackson/Hwy 14 and North 16th Street.
Funding Source Notes	-



Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$254,919	-	\$254,919
Construction	Local	-	\$63,730	-	\$63,730
Total Construction		-	\$318,649	-	\$318,649
Total Programmed		-	\$318,649	-	\$318,649

CFP24-122 - Finley River Trail Western Extension

Plan Revision	April 2025 Bike/Ped
Section	-
Project Type	Bicycle and Pedestrian
Lead Agency	City of Ozark
County	Christian County
Municipality	Ozark
Status	-
Total Cost	\$1,114,987
MoDoT ID	-
Federal ID	-
Project From	Southwest side of Ozark Community Center
Project To	Highway 65 Bridge through City owned land
Project Considerations	-
Project Description	Construction of the expansion of the 'Finley River Trail' from the Ozark Community Center heading West to the Highway 65 bridge where there will be a turnaround point. This will consist of Phase one of the Finley River Western Expansion.
Funding Source Notes	-

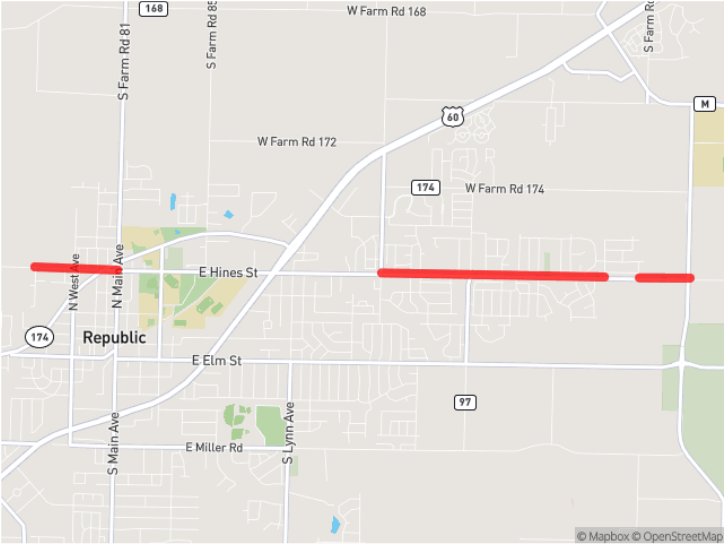


Phase	Fund Source	Prior	FY2026	Future	Total
Construction	Federal	-	\$891,990	-	\$891,990
Construction	Local	-	\$222,997	-	\$222,997
Total Construction		-	\$1,114,987	-	\$1,114,987
Total Programmed		-	\$1,114,987	-	\$1,114,987

# EN2610-26 - HINES STREET PEDESTRIAN PROJECT

Engineering to fill three sidewalk gaps along the Hines Street Corridor between Butternut and Route ZZ

Plan Revision	26Draft
Section	Sponsored by Local Public Agencies
Project Type	Bicycle and Pedestrian
Lead Agency	City of Republic
County	Greene County
Municipality	Republic
Status	Programmed
Total Cost	\$308,633
MoDoT ID	-
Federal ID	-
Project From	Butternut Avenue, Oakwood Avenue, Lincoln Avenue
Project To	Main Street, Franklin Avenue, Wilson's Creek Blvd. Trail
Project Considerations	Advance Construction, Bike/Ped Plan
Funding Source Notes	Non-Federal Funding Source: City of Republic; FYI: Federal Funding Category Upon Anticipated Advanced Construction (AC) Conversion - TAP and CRP



Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	Future	Total
Engineering	Local	-	\$61,727	-	-	-	-	\$61,727
Engineering	Local-AC	-	\$246,906	-	-	-	-	\$246,906
Total Engineering		-	\$308,633	-	-	-	-	\$308,633
Total Programmed		-	\$308,633	-	-	-	-	\$308,633



**TAB 10**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.H.**

**FY 2025-2028 Administrative Modification 5**

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

**AGENDA DESCRIPTION:**

There are several items included as part of Administrative Modification 5 to the FY 2025-2028 Transportation Improvement Program. This change does not affect Fiscal Constraint.

**South Creek Greenway – Posenke (EN2415)**

- Increased funding to match actual costs for a new total programmed amount of \$194,961.

Basis for Administrative Modification

- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

**Fassnight Trail from Skate Park to Fort (EN2418)**

- Decreased funding to match actual costs for a new total programmed amount of \$179,315.

Basis for Administrative Modification

- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

**Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements (EN2501)**

- Decreased funding to match actual costs and changed from Local-AC to TAP funding, for a new total programmed amount of \$204,599.

Basis for Administrative Modification

- *Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction*
- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

**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

5 June 2025

Mr. Ezekiel Hall  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Mr. Hall:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2025-2028 Transportation Improvement Program (TIP) on June 5, 2025. Please find enclosed the administrative modification, which is outlined on the following pages.

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 2025-2028 Transportation Improvement Program**

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

#### **DESCRIPTION:**

There are several items included as part of Administrative Modification 5 to the FY 2025-2028 Transportation Improvement Program. This change does not affect Fiscal Constraint.

#### **South Creek Greenway – Posenke (EN2415)**

- Increased funding to match actual costs for a new total programmed amount of \$194,961.

Basis for Administrative Modification

- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

#### **Fassnight Trail from Skate Park to Fort (EN2418)**

- Decreased funding to match actual costs for a new total programmed amount of \$179,315.

Basis for Administrative Modification

- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

#### **Wilson's Creek Trail and Phase 2 FF Pedestrian Improvements (EN2501)**

- Decreased funding to match actual costs and changed from Local-AC to TAP funding, for a new total programmed amount of \$204,599.

Basis for Administrative Modification

- *Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction*
- *Changes in a project's total programmed amount less than 25% (up to \$2,000,000)*

## EN2415-25AM5 - SOUTH CREEK GREENWAY - POSENKE

Plan Revision  
25AM5

Section  
Sponsored by Local Public Agencies

Project Type  
Bicycle and Pedestrian

Lead Agency  
Ozark Greenways

County  
Greene County

Municipality  
Unincorporated Greene County

Status  
Programmed

Total Cost  
\$194,961

MoDoT ID  
-

Federal ID  
5901834

Project From  
-

Project To  
-

Project Considerations  
Bike/Ped Plan, Regional Trail  
Plan Priority

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

Funding Source Notes  
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$155,969	-	-	-	-	\$155,969
Engineering	Local	-	\$38,992	-	-	-	-	\$38,992
Total Engineering		-	\$194,961	-	-	-	-	\$194,961
<b>Total Programmed</b>		-	<b>\$194,961</b>	-	-	-	-	<b>\$194,961</b>

**CURRENT CHANGE REASON**

Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000)

**PROJECT CHANGES**

ID changed from "EN2415-25AM1" to "EN2415-25AM5"  
Plan Revision Name changed from "25AM1" to "25AM5"

**FUNDING CHANGES**

**CRP (FHWA)**  
+ Increase funds in FY 2025 in ENG from \$132,650 to \$155,969  
**Local**  
+ Increase funds in FY 2025 in ENG from \$33,162 to \$38,992

**FEDERAL PROJECT COST**

Increased from \$132,650 to \$155,969 (17.58%)

**TOTAL PROJECT COST**

Increased from \$165,812 to \$194,961 (17.58%)



## EN2418-25AM5 - FASSNIGHT TRAIL FROM SKATE PARK TO FORT

Plan Revision  
25AM5

Section  
Sponsored by Local Public Agencies

Project Type  
Bicycle and Pedestrian

Lead Agency  
Ozark Greenways

County  
Greene County

Municipality  
Springfield

Status  
Programmed

Total Cost  
\$179,315

MoDoT ID  
-

Federal ID  
5901836

Project From  
-

Project To  
-

Project Considerations  
Bike/Ped Plan, Regional Trail  
Plan Priority

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

Funding Source Notes  
Non-Federal Funding Source: Ozark Greenways

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$143,452	-	-	-	-	\$143,452
Engineering	Local	-	\$35,863	-	-	-	-	\$35,863
Total Engineering		-	\$179,315	-	-	-	-	\$179,315
<b>Total Programmed</b>		-	<b>\$179,315</b>	-	-	-	-	<b>\$179,315</b>

### CURRENT CHANGE REASON

Schedule / Funding / Scope- Update Changes in a project's total programmed amount less than 25% (up to \$2,000,000)

### PROJECT CHANGES

ID changed from "EN2418-25A3" to "EN2418-25AM5"  
Plan Revision Name changed from "25A3" to "25AM5"

### FUNDING CHANGES

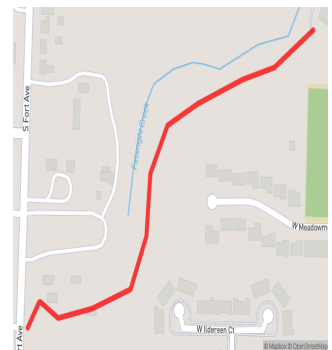
**CRP (FHWA)**  
- Decrease funds in FY 2025 in ENG from \$171,452 to \$143,452  
**Local**  
- Decrease funds in FY 2025 in ENG from \$42,863 to \$35,863

### FEDERAL PROJECT COST

Decreased from \$171,452 to \$143,452 (-16.33%)

### TOTAL PROJECT COST

Decreased from \$214,315 to \$179,315 (-16.33%)



## EN2501-25AM5 - WILSON'S CREEK TRAIL AND PHASE 2 FF PEDESTRIAN IMPROVEMENTS

Plan Revision 25AM5	Section Sponsored by Local Public Agencies	Project Type Bicycle and Pedestrian	Lead Agency City of Battlefield
County Greene County	Municipality Battlefield	Status Programmed	Total Cost \$204,599
MoDoT ID -	Federal ID 9901883	Project From Route M (Republic Road), Highway FF	Project To W. William St., Wilson's Creek

### Project Considerations

Bike/Ped Plan, Regional Trail  
Plan Priority

### Project Description

Engineering for trail along Route FF between W. William Street and Route M and along Highway M from the existing trail at Wilson's Creek and Route FF. Project will include alternatives analysis to determine the best alignment for the trails.

### Funding Source Notes

Non-Federal Funding Source: City of Battlefield

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Engineering	Local	-	\$40,920	-	-	-	-	\$40,920
Engineering	TAP (FHWA)	-	\$163,679	-	-	-	-	\$163,679
Total Engineering		-	\$204,599	-	-	-	-	\$204,599
Total Programmed		-	\$204,599	-	-	-	-	\$204,599

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction - Changes in a project's total programmed amount less than 25% (up to \$2,000,000)
<b>PROJECT CHANGES</b>	<p>ID changed from "EN2501-25A1" to "EN2501-25AM5"</p> <p>Plan Revision Name changed from "25A1" to "25AM5"</p> <p>Project Considerations changed from "Bike/Ped Plan, Regional Trail Plan Priority, Advance Construction" to "Bike/Ped Plan, Regional Trail Plan Priority"</p> <p>Funding Source Notes changed from "Non-Federal Funding Source: City of Battlefield; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - TAP" to "Non-Federal Funding Source: City of Battlefield"</p>
<b>FUNDING CHANGES</b>	<p><b>Local-AC</b></p> <p>- Decrease funds in FY 2025 in ENG from \$186,537 to \$0</p> <p><b>TAP (FHWA)</b></p> <p>+ Increase funds in FY 2025 in ENG from \$0 to \$163,679</p> <p><b>Local</b></p> <p>- Decrease funds in FY 2025 in ENG from \$46,635 to \$40,920</p>
<b>FEDERAL PROJECT COST</b>	Increased from \$0 to \$163,679 (0%)
<b>TOTAL PROJECT COST</b>	Decreased from \$233,172 to \$204,599 (-12.25%)





## REVENUE

Revenue Source	Carryover	2025	2026	2027	2028	Total
MoDOT State/Federal	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$27,797,000	\$33,186
RAISE	\$0	\$24,822,313	\$0	\$0	\$0	\$24,822,313
Suballocated STBG-U	\$7,884,416	\$8,089,609	\$8,251,401	\$8,416,429	\$8,584,758	\$41,226,613
Suballocated TAP	\$3,355,907	\$1,635,984	\$1,668,704	\$1,702,078	\$1,736,119	\$10,098,792
Suballocated CRP	\$2,550,324	\$965,102	\$984,404	\$1,004,092	\$1,024,174	\$6,528,096
Aviation - FAA	\$0	\$3,490,713	\$3,560,527	\$3,631,738	\$3,704,373	\$14,387,351
FTA 5307	\$8,583,087	\$3,778,542	\$3,854,113	\$3,931,195	\$4,009,819	\$24,156,756
FTA 5310	\$1,209,290	\$421,275	\$429,701	\$438,295	\$447,061	\$2,945,622
FTA 5339	\$871,186	\$362,479	\$368,729	\$3,600,703	\$381,605	\$5,584,702
Transit MO HealthNet Contract	\$0	\$29,000	\$29,000	\$29,000	\$29,000	\$116,000
Transit State Operating Funding	\$247,527	\$143,500	\$143,500	\$143,500	\$43,500	\$721,527
CU Transit Utility Ratepayers	\$8,408,850	\$7,612,190	\$7,613,190	\$7,132,430	\$7,109,430	\$37,876,090
CU Transit Farebox, Ads, Rent	\$0	\$955,000	\$954,000	\$1,015,000	\$1,038,000	\$3,962,000
Human Service Agencies	\$302,323	\$57,925	\$59,084	\$60,266	\$61,471	\$541,069
<b>TOTAL</b>	<b>\$63,158,659</b>	<b>\$394,093,632</b>	<b>\$111,873,353</b>	<b>\$51,893,726</b>	<b>\$55,966,310</b>	<b>\$173,000,117</b>

## LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2025	2026	2027	2028	Total
CART All Jurisdictions (Projected)	\$19,495,870	\$19,495,870	\$19,495,870	\$19,495,870	\$77,983,480
O&M (634.73 miles * \$5,323/mile)	(\$3,823,687)	(\$3,926,927)	(\$4,032,954)	(\$4,141,844)	(\$15,925,412)
TIP Programmed Funds All Jurisdictions	(\$15,744,725)	(\$426,941)	(\$480,773)	(\$603,873)	(\$17,256,312)
Other Committed Funds All Jurisdictions	\$62,389,099	\$62,389,099	\$62,389,099	\$62,389,099	\$249,556,396
<b>TOTAL</b>	<b>\$62,316,557</b>	<b>\$77,531,101</b>	<b>\$77,371,242</b>	<b>\$77,139,252</b>	<b>\$294,358,152</b>

Transit Local Operations/Maint.	Carryover	2025	2026	2027	2028	Total
System Operations Local	\$8,008,970	\$7,708,899	\$7,708,899	\$7,708,899	\$7,708,899	\$38,844,566
System Maintenance Local	\$399,880	\$399,880	\$399,880	\$190,000	\$190,000	\$1,579,640
Local Programmed O&M	--	(\$16,517,629)	(\$8,108,779)	(\$7,898,899)	(\$7,898,899)	(\$40,424,206)
Carryover	\$8,408,850	\$8,408,850	\$0	\$0	\$0	\$0
<b>Additional O&amp;M Costs</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## FINANCIAL CONSTRAINT

### FHWA Sponsored Projects

Fund Type	Programmed (2025)	Programmed (2026)	Programmed (2027)	Programmed (2028)
<b>FEDERAL</b>				
BRO (FHWA)	\$3,443,357	\$36,000	\$0	\$0
CRP (FHWA)	\$4,007,189	\$444,580	\$0	\$0
I/M (FHWA)	\$135,000	\$135,000	\$0	\$0
NHPP (FHWA)	\$74,979,600	\$58,784,000	\$9,924,000	\$19,803,200
RAISE	\$24,822,313	\$0	\$0	\$0
SAFETY (FHWA)	\$3,556,500	\$680,400	\$262,800	\$64,800
STBG (FHWA)	\$26,891,903	\$1,053,600	\$150,400	\$72,000
STBG-U (FHWA)	\$31,022,207	\$844,019	\$1,653,419	\$2,415,491
TAP (FHWA)	\$6,130,406	\$383,160	\$134,836	\$0
Federal Subtotal	\$174,988,475	\$62,360,759	\$12,125,455	\$22,355,491
<b>STATE</b>				
MoDOT	\$41,936,549	\$182,129,800	\$4,127,382	\$5,984,200
MoDOT-AC	\$22,375,997	\$12,335,200	\$5,177,164	\$2,772,800
MoDOT O&M	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513
State Subtotal	\$70,538,511	\$200,834,163	\$15,820,199	\$15,422,513
<b>LOCAL/OTHER</b>	<b>\$64,312,546</b>	<b>\$194,465,000</b>	<b>\$9,304,546</b>	<b>\$8,757,000</b>
Local	\$15,744,725	\$426,941	\$480,773	\$603,873
Local-AC	\$635,484	\$0	\$0	\$0
MO-ARPA	\$1,299,646	\$0	\$0	\$0
Other	\$3,283,010	\$0	\$0	\$0
Local/Other Subtotal	\$20,962,865	\$426,941	\$480,773	\$603,873
<b>Total</b>	<b>\$266,489,851</b>	<b>\$263,621,863</b>	<b>\$28,426,427</b>	<b>\$38,381,877</b>

\$260,263,886      \$257,252,700      \$21,910,774      \$31,716,364      \$571,143,724

	Prior Year	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
Available State and Federal Funding	\$29,745,750	\$341,730,000	\$83,957,000	\$20,789,000	\$27,797,000	<b>\$504,018,750</b>
Federal Discretionary Funding	\$0	\$24,822,313	\$0	\$0	\$0	<b>\$24,822,313</b>
Available Operations and Maintenance Funding	\$0	\$6,225,965	\$6,369,163	\$6,515,653	\$6,665,513	<b>\$25,776,294</b>
Funds from Other Sources (inc. Local)	\$0	\$20,962,865	\$426,941	\$480,773	\$603,873	<b>\$22,474,452</b>
Available Suballocated Funding	\$13,790,647	\$10,690,695	\$10,904,509	\$11,122,599	\$11,345,051	<b>\$57,853,501</b>
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$43,536,397</b>	<b>\$404,431,838</b>	<b>\$101,657,613</b>	<b>\$38,908,025</b>	<b>\$46,411,437</b>	<b>\$634,945,310</b>
Carryover		\$43,536,397	\$181,478,384	\$19,514,134	\$29,995,732	--
Programmed State and Federal Funding		(\$266,489,851)	(\$263,621,863)	(\$28,426,427)	(\$38,381,877)	<b>(\$596,920,018)</b>
<b>TOTAL REMAINING</b>	<b>\$43,536,397</b>	<b>\$181,478,384</b>	<b>\$19,514,134</b>	<b>\$29,995,732</b>	<b>\$38,025,292</b>	<b>\$38,025,292</b>

# TAB 11

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.I.**

**Draft FY 2026-2029 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

The FY 2026-2029 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](http://www.GiveUsYourInput.org).

The draft TIP will be made available for public comment beginning on June 15, 2025. Any comments will be provided to the Board of Directors for consideration.

**TIP SUBCOMMITTEE ACTION TAKEN:**

At its meeting on June 11, 2025, the TIP Subcommittee recommended that the Technical Planning Committee recommend approval of the draft FY 2026-2029 Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on June 18, 2025, the Technical Planning Committee recommended the Board of Directors approve the FY 2026-2029 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

"Move to approve the FY 2026-2029 Transportation Improvement Program."

OR

"Move to ask staff to revisit the document to make these changes..."

**TAB 12**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.J.**

**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.”

**TAB 13**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.K.**

**2027-2031 Draft STIP Project Prioritization Criteria**

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

**AGENDA DESCRIPTION:**

The STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Staff would like the committee to review the criteria and recommend any changes.

Included for review is the draft Prioritization Glossary which includes the criteria to be used for the next round of prioritization. The 2027-2031 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee and the November Board of Directors.

Several updates were made to the criteria this year. Safety was updated to provide scores for both segments and intersections, as well as to consider the High Injury Network as included in the *Destination Safe Streets* Safety Action Plan. Removal of an At-Grade Railroad Crossing received an additional point for a total of 5. The Environmental Justice criterion was removed. Additional tiers were included for freight traffic. One additional point was provided for bridge condition.

CRITERIA	POINTS 2025	POINTS 2026
High Volume Corridors	15	15
Safety	25	25
RR Crossing	4	5
Congestion Current	14	14
Congestion Future	4	4
Environmental Justice	4	0
MultiModal	3	3
Percentage Freight	3	5
Travel Time	14	14
Bridge Condition	4	5
Economic Development	10	10
<b>TOTAL</b>	<b>100</b>	<b>100</b>
<b>Additional Regional Points</b>	<b>+25</b>	<b>+25</b>

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 2025 – OTO staff **Score Projects**
- July through September 2025 – Subcommittee meetings to **Review Scoring and Prioritize Projects**
- October through November 2025 – OTO Approval of **STIP Priorities**
- January through March 2026 – MoDOT updates on proposed project programming
- March through May 2026 – OTO **TIP Programming** of STIP Projects
- May 2026 – Missouri Highway and Transportation Commission publishes draft Statewide Transportation Improvement Program
- May 2026 – OTO Board requested to **Endorse the STIP**
- July 2026 – 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 meeting on June 18, 2025, the Technical Planning Committee reviewed the criteria and provided input to staff.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the STIP Project Prioritization Criteria as presented.”

OR

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

# FY 2027-2031 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 2020 – 2024 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.

*75<sup>th</sup> percentile and up = 15 points*  
*75<sup>th</sup> – 50<sup>th</sup> percentile = 10 points*  
*50<sup>th</sup> – 25<sup>th</sup> percentile = 5 points*  
*25<sup>th</sup> – 0<sup>th</sup> 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 2022 or 2023 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 2020. 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 = 0 points

Facilitates transfer or intermodal potential between 1 to 3 modes = 1 point x number of modes

*In this category, one point is awarded for each mode connected. A single-mode project receives no points 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 25<sup>th</sup> percentile speed during the AM or PM period. The 25<sup>th</sup> 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 2024-2028 adopted STIP.

Example: Project appeared in the STIP in 2024 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 2029 for programming in the 2030-2034 STIP.

# ***NOTE: FOR REFERENCE ONLY – PRIOR CRITERIA***

## FY 2026-2030 STIP Project Prioritization Glossary

1. **High Volume Corridors. (15 points possible)** *Corridors are scored based upon AADT that has been adjusted for passenger car equivalent. 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*

2. **Safety. (25 pts possible)**

- A. **Crash Rate Sum (15 points possible)** All crashes for the previous five-year period (2019 – 2023) were aggregated and summed for each roadway segment. The following formula was applied to create a crash rate using the crash sum and roadway attributes for each segment.

$$\text{Total crashes} \times 1,000,000$$

$$5 \text{ years} \times 365 \text{ days} \times \text{Roadway AADT} \times \text{Roadway Length}$$

The crash rate 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.

75<sup>th</sup> percentile and up = 15 points

75<sup>th</sup> – 50<sup>th</sup> percentile = 10 points

50<sup>th</sup> – 25<sup>th</sup> percentile = 5 points

25<sup>th</sup> – 0<sup>th</sup> percentile = 0 points

- B. **Identified Safety Project.** The project is an identified safety project. **(10 points possible)**. Project is either in the top tier of the MoDOT safety plan or the top tier of the OTO Regional Safety Plan.

Yes = 10

No = 0

3. **Improvement or Removal of At-Grade Railroad Crossing (4 points possible).** *If a project improves or removes an at-grade railroad crossing, it receives five points.*

Yes = 4

No = 0

4. **Congestion Management Current (14 points possible)**

*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 2022 or 2023 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. 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**

*Future (2045 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 4 Points.*

Future volume-to-capacity ratios were calculated for opposing directions. The volume from the 2050 model is used. The segment with the highest future v/c ratio intersecting the project area was used to determine the score.

#### **6. Environmental Justice**

In order to adequately identify minority and low-income populations in the OTO area, each of these demographics were mapped using occupied housing units for 2020 census blocks, local construction permits, and estimates from the 2016 – 2020 American Community Survey. Census block estimates were aggregated into a grid of hex bins covering the OTO area. Hexagons within a half mile of each proposed project were selected and the estimated number of low income and minority individuals were summed before percentages were calculated using the total population within the selected hexes. If the value for one of these selections was greater than the overall percentage for the MPO area, it is considered an environmental justice area for priority scoring.

Projects that have a higher percentage of minorities than the OTO area as a whole = 2 points

Project that have a higher percentage below the poverty level than the OTO area as a whole = 2 points

#### **7. Multi-Modal (maximum of 3 points)**

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

No intermodal potential = 0 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 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

## 9. Travel Time

The OTO employs Acyclica wifi sensors and INRIX/HERE travel time 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 95<sup>th</sup> percentile speed and the average speed is calculated using the 50<sup>th</sup> percentile speed during the worst hour long period. The average speed is then subtracted from the free flow speed.

### **Arterials**

*20.0 mph or more Below the Free Flow Speed = 14*

*10.0 to 19.9 mph Below the Free Flow Speed = 10*

*5.0 to 9.9 mph Below the Free Flow Speed = 4*

### **Freeways**

*10 mph or more Below the Free Flow Speed = 14*

*9.9 to 5 mph Below the Free Flow Speed = 10*

*4.9 to 0.1 mph Below the Free Flow Speed = 4*

## 10. Bridge Condition (4 points possible)

Project corridor addresses a structurally deficient bridge determined by using the number rating provided by MoDOT, projects will be scored as follows:

Bridge Rated as a Condition 3 or 4 = 4 points

Bridge rated as a Condition 5 = 2 points

## 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 2024-2028 adopted STIP.

Example: Project appeared in the STIP in 2024 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 2029 for programming in the 2030-2034 STIP.

**TAB 14**



**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM II.L.**

**FY 2027-2031 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 2027-2031 Draft STIP Prioritization Project List.

### FY 2027-2031 Proposed Projects for STIP Prioritization

Roadway	Project Description
Chestnut Expwy	Kansas to National (City of Springfield)
Chestnut Expwy & Glenstone/BU 65 & LP 44	Chestnut Expressway Phase II Intersection improvements
Chestnut Expwy/Main St.	Protected Left Turn Phasing, Check signal timing/MoDOT SW Safety Plan
Chestnut/LP 44 at CST Eldon	Hawk Signal outside of intersection limits /MoDOT SW Safety Plan
FR 115 & FR 140	Roundabout Greene County
Glenstone & Luster	(Public Comment)
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
Hughes Rd	Connect FR 103 from Beverly to US 160 Willard
Hunt Rd	Widening roadway Willard
Hwy 125	Roadway improvements from N. of I-44 to Rte DD - Strafford
Hwy 125	Roadway improvements from DD to FR 84 - Strafford
Hwy 125 & FR 186	Intersection improvements
Hwy 14 & 18th St	Outer Rd intersection improvements - Ozark
Hwy 14 & Rte JJ	Roundabout - Ozark
I-244	Interstate designation along US65 and JRF/360
I-44	Capacity/Operational Improvements from 125 to 65
I-44	widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)
I-44	Future Overpass by 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	Phase II interchange improvements at Route MM
I-44 & US 65	Phase II interchange improvements at Rte. 65
I-44 WB at Rte 125	High Friction Surface Treatment/MoDOT SW Safety Plan
MO 13 & FR 94	Add J-turn at FR 94.
MO 13 (Kansas Expressway)	Context Sensitve Solution from Mt. Vernon Street to Grand Street
MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)
MO 13 (Kansas Expressway)	Intersection improvements at Chesterfield Boulevard
MO 13 (Kansas Expressway)	Widen to six lanes, intersection improvements Battlefield Road to Rte. 60
MO 13 (Kansas Expressway)	Interchange ramp improvements at Route 60 (James River Freeway)
MO 13 (Kansas Expwy)	Context Sensitive Improvements Evergreen to Division - include hawk signal at Bolivar Rd
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Mt Vernon
MO 13 (Kansas Expwy)	Context sensitive solution Chestnut to Division
MO 13 (Kansas Expwy)	Capacity, Safety, and Operational improvements Norton to OTO boundary
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 413	Six Lane - JRF to West Bypass
MO 744	Kearney Street Phase II Safety and Intersection Improvements

Roadway	Project Description
Plainview & FR 141	(Public Comment)
RT D	Sunshine Street Phase II operational, pedestrian connectivity and intersection improvements
RT EE (Division St.)	Widen to three lanes and pedestrian connectivity on Division St. from I-44 to Rte 160
RT H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
Rte 125	Add shoulders, curve realignments and turn lanes from Route OO to Route 14
Rte 125	Safety Improvements FR 84 to OTO North Boundary
Rte 125 N. of JJ	Improve curve delineation
Rte 125/DD	(City of Strafford)
Rte 125/Evergreen	(City of Strafford)
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/YY	Intersection Improvements
Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
Rte 14	Capacity and Safety Improvements 14th Street to W
Rte 14	3rd Street in Ozark
Rte 14	Nicholas to OTO Western Limits
Rte 14	NN to 3rd Bridge widening
Rte 14	Capacity and Safety Improvements Cheyenne to 32nd
Rte 14	Capacity and Safety Improvements W to JJ
Rte 14 & 32nd	(Public Comment)
Rte 14/Church	(City of Ozark) - including pedestrian improvements
Rte 14/Fremont	Intersection improvements
Rte 14/Oak	Intersection Improvements
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 & Mulroy	Intersection improvements
Rte AA & Nicolas Rd	Intersection Improvement
Rte AA/Owen Rd	Intersection Safety Improvements
Rte AB	Capacity & Safety improvemnts Rte EE to Rte 266
Rte AB	Railroad grade separation
Rte AB	Safety Improvements from Rte 160 to EE
Rte AB & FR 84	(Public Comment/City of Willard)
Rte AB & FR 94	Widen and straighten S curve at FR 94 Willard

Roadway	Project Description
Rte AB & Hwy 160	Intersection improvements with pedestrian underpass
Rte AB & Rte EE	Intersection improvements
Rte B	Capacity improvements from 266 to I-44
Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
Rte CC	Widening from Fremont to US 65 - Ozark
Rte CC	Capacity and Safety Improvements Main to Cheyenne
Rte CC & 22nd St	Geometric improvements - Ozark
Rte CC & Fremont	(Public Comment)
Rte CC & US 65	Interchange improvements
Rte CC Extension	Extend Rte CC to 160 - Nixa
Rte D	Capacity improvements from SGF limit to Hwy 125
Rte D & Oak Grove	
Rte EE	Shoulders on Division - Haseltine to West Bypass Greene County Mark Webb
Rte EE	Safety improvements I-44 to Airport Blvd
Rte EE & Willard S. Elementary	(Public Comment)
Rte FF	Capacity Improvements through Battlefield
Rte FF & 3rd	Battlefield
Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing
Rte FF/ Weaver	Intersection Improvements
Rte J	Additional WB lane between Farmer Branch & 17th
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	Realignment and RR overpass from Haile St. to US 60
Rte MM	Capacity and Safety Improvements 360 to Haile St
Rte MM	Extension from new intersection at US 60 to Rte M
Rte MM	MO 360 to I-44
Rte MM & FR 168	Safety/Capacity Improvements
Rte MM/MO 360	Bridge Widening at MO 360 interchange
Rte MM/Sawyer	Intersection Improvements
Rte N & FR 168	Four way stop/Flashing light
Rte NN	Capacity and Safety Improvements Weaver to Jackson
Rte NN	Realign curve south of Route 60
Rte NN	Capacity and Safety Improvements J to Pheasant
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 (Willard)	(Public Comment)

Roadway	Project Description
Rte OO	Center turn lane from Rte 125 N to Rte 125 S
Rte OO & Washington	Signalization and safety improvements - Strafford
Rte P	Center turn lane from US 60 to Lombardy
Rte P/Miller Ave	Intersection Improvements
Rte YY	Intersection improvements at FR 193
Rte ZZ Corridor (FR 178 to Rte M)	(Public Comment)
Rte ZZ/FR 174	Signal/Roundabout
Rte ZZ/FR 178 (Hines)	Signal/Roundabout- Cost Share with Republic
Tracker & Nicholas	Intersection improvements
US 160	Capacity Improvements from Plainview to AA
US 160	Six-Lane from AA to CC
US 160	Safety and Capacity 14 to OTO Southern Boundary
US 160	4 lane to Pembroke/Rosedale
US 160	Widening from Jackson to Hwy 123
US 160 & Pembroke	Roundabout (Public Comment/City of Nixa)
US 160 & Plainview	(Public Comment)
US 160 (West Bypass)	Interchange ramp improvements at Route 60 (James River Freeway)
US 160 Intersection Safety Projects	Study and determine needed Intersection Safety Improvements from I-44 to Sunshine
US 160/ FR146	Intersection Improvements
US 160/Battlefield	Intersection improvements at Battlefield Road
US 160/Chestnut Expwy	Intersection improvements
US 160/Division	Intersection improvements
US 160/FR 123	Intersection Improvements
US 160/Grand	Intersection improvements
US 160/Mt Vernon	Intersection improvements
US 160/Nichols	Intersection improvements
US 160/Rte 413	Widen dual left turn lanes NB & WB (City of Springfield)
US 60	Intersection Improvements from P to MM including intersection at P and Bailey
US 60	Capacity Improvements from new Bailey Intesection to Relocated Rte MM
US 60	Capacity improvements Rte FF to MO 360
US 60	Upgrade to freeway from Routes NN/J to west of Route 125
US 60	Capacity and Safety Improvements west of Republic
US 60	JRF- Capacity Improvements Kansas to West Bypass
US 60	ITS from 65 to 125
US 60 & FR 189	New Interchange
US 60 & Fremont	Fremont bridge over JRF (City of Springfield)
US 60 (James River Freeway)	Northbound ramp improvement at Route 65
US 60/FR 103	Intersection improvements at relocated Rte MM

Roadway	Project Description
US 60/FR 193	Offset Lefts and Offset Rights/MoDOT SW Safety Plan
US 60/National Ave	Interchange/Operational improvements
US 60/US 65	Phase II interchange improvements at Rte. 65
US 65	Capacity from 14 to F
US 65	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)
US 65	Longview Interchange
US 65	6-lane 65 from F to EE
US 65 SB ramp to JRF	MoDOT
US 65/Division	Interchange (Public Comment) - Bridge Replacement may be needed by 2037 plus RR grade separation
US 65/Kearney	Interchange improvements and bridge replacement at Route 744 (add sidewalks) - Bridge Life at 2029
US 65/Rte AA	Intersection Improvements

**TAB 15**

**BOARD OF DIRECTORS AGENDA 07/17/2025; ITEM I.C.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Under Tab 15 of the agenda packet, for Board member review, are Public Comments for the time frame between May 15, 2025 and July 8, 2025. Any additional public comment received by July 16, 2025 will be shared before the meeting.

Additional Public Comments from the FF Extension Open House can be found under Tab 6.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.





## PUBLIC COMMENT



**Area of concern:** Chadwick Flyer Trail

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

**Date received:** 05/22/2025

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

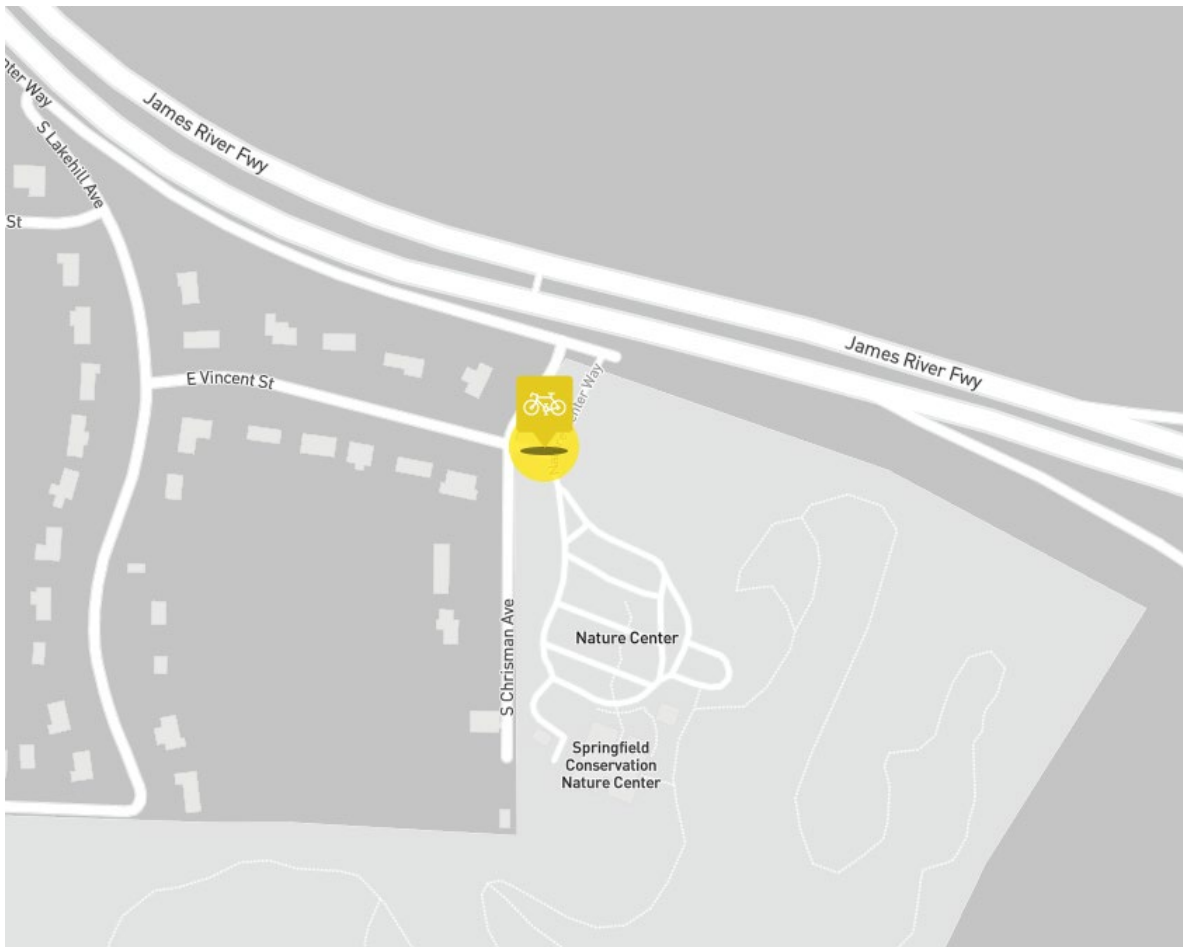
**Contact Name:** Wade T

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

**Comment:**

**Nice to see make a connection to Chadwick flyer trail**

**Map**



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



## PUBLIC COMMENT



**Area of concern:** MoDOT LRTP & SFRP Update

**City/County of concern:** Statewide

**Date received:** 05/21/2025

**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Shared Posting

Ozarks Transportation Organization  
May 21 at 12:10 PM · 🌐

**LRTP** **SFRP**  
Long Range Transportation Plan  
State Freight & Rail Plan  
Plan de Transporte a Largo Plazo  
Plan Estatal de Transporte de Carga y Ferrocarril

**Join Us**  
Virtual Public Meeting  
June 2 - June 30, 2025

**Únete a nosotros**  
Reunión virtual de información pública  
2 de junio - 30 de junio de 2025

**Drive the Future.**  
Share Your Voice.  
modot.org/lrtp-sfrp

**Conduce el futuro.**  
Comparte tu voz.  
modot.org/lrtp-sfrp

Missouri Department of Transportation  
May 21 at 9:03 AM · 🌐

JOIN US! MoDOT is hosting a Virtual Public Meeting for the LRTP and SFRP update from June 2, 2025, to June 30, 2025. Please share your transportation priorities to help determine the goals for the state's 25-year transportation vision. Your input will help shape the future of transportation in Missouri. Visit <https://www.modot.org/lrtp-sfrp> to get involved! Let's plan together!

¡ÚNETE! El Departamento de Transporte de Missouri (MoDOT) está organizando una Reunión Pública Virtual para la actualización del LRTP y el SFRP del 2 de junio de 2025 al 30 de junio de 2025. Comparte tus prioridades en transporte para ayudar a definir los objetivos de la visión de transporte a 25 años del estado. Tus comentarios contribuirán a definir el futuro del transporte en Missouri. Visita <https://www.modot.org/lrtp-sfrp> para participar. ¡Planifiquemos juntos!

#Missouri2050 #MoDOT #LRTP #SFRP

### Facebook Comments



Carolyn McGhee

Having the infrastructure is only part of it. Public acceptance of transportation methods for getting to work and other public places also needs to be considered as well as acceptable forms of state ID required for voting, nondriving jobs, etc. Drive thru public places are exclusive and useless in cases where people are utilizing transit, walking, or biking. I hope over time as we work on this transportation will cease to be the community barrier it is now and that eventually even those who can't drive we will have the freedom to choose whether to live in a city or small town.

2w Like Reply Hide



Author

**Ozarks Transportation Organization**

Carolyn McGhee Thank you, Carolyn. This is from MoDOT, please share this information with them, as well.

2w Like Reply Commented on by Ozarks Transportation Edited



Carolyn McGhee

**Ozarks Transportation Organization** did that too.

2w Like Reply Hide



Author

**Ozarks Transportation Organization**

Thank you! 😊



## PUBLIC COMMENT



**Area of concern:** Sunshine Corridor

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

**Date received:** 06/03/2025

**Received through:** Facebook

**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Shared Posting

### Facebook Comments



## PUBLIC COMMENT



**Area of concern:** Crosswalk – Boonville and Mill Street

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

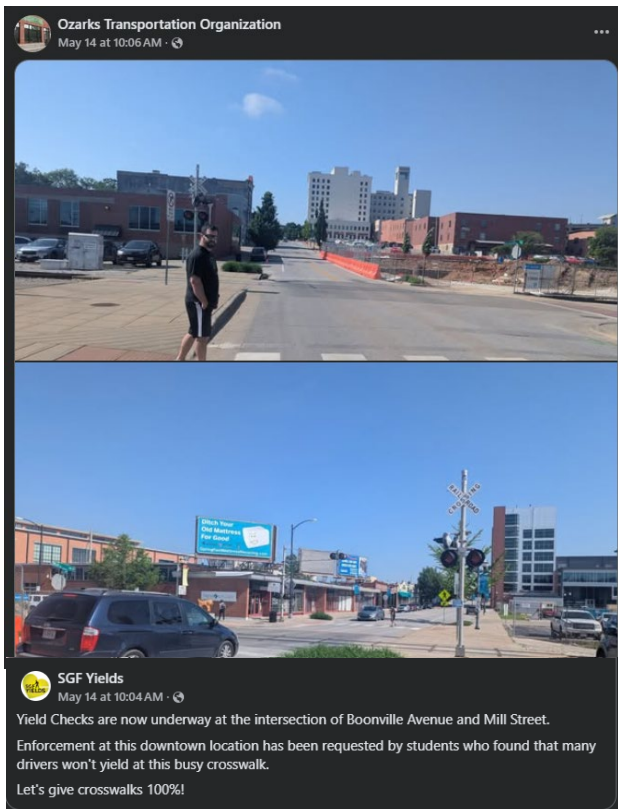
**Date received:** 06/15/2025

**Received through:** Facebook

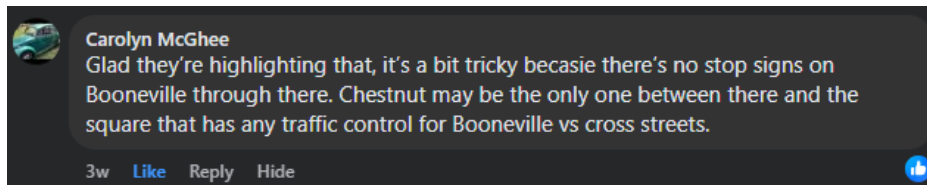
**Contact Name:** Carolyn McGhee

**Contact Email/Ph #:** not available

### OTO's Shared Posting



### Facebook Comments





## PUBLIC COMMENT



***Area of concern:*** Proposed Primary Arterial Realigning B to AB

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

***Date received:*** 06/02/2025

***Received through:*** Phone Call

***Contact Name:***

***Contact Email/Ph #:***

***Comment:***

Potential developer called concerned about the current alignment shown for this roadway and how it interacts with Elwood and the BNSF railroad at AB. The caller is looking at the possibility of developing land between Elwood and the BNSF Railroad, which would be impacted by this or possibly an adjusted alignment of the proposed railway.

***OTO Response:***

Staff explained that this is not an engineered alignment and that further design work would need to be done to accommodate the new roadway.



## PUBLIC COMMENT



***Area of concern:*** FF Extension and Nicolas/Cox Road

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

***Date received:*** 06/06/2025

***Received through:*** Email

***Contact Name:*** Jason [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

The proposed FF expressway expansion is unnecessary and a waste of money and resources at this time. Meanwhile the Nicolas/cox rd is already a straight shot, but does not have any passing lanes and is only a 35 zone, slowing traffic. It's even closer to the growth areas in your own data maps.

***OTO Response:***

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



## PUBLIC COMMENT



**Area of concern:** City Utilities Night Shelters Support

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

**Date received:** 06/09/2025

**Received through:** Facebook

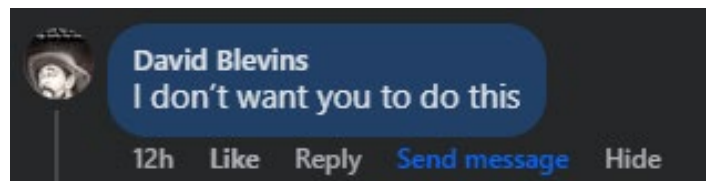
**Contact Name:** David Blevins

**Contact Email/Ph #:** not available

### OTO's Shared Posting



### Facebook Comments







## PUBLIC COMMENT



**Area of concern:** Roy Blunt Aviation Training Center Ribbon Cutting

**City/County of concern:** OTO Area

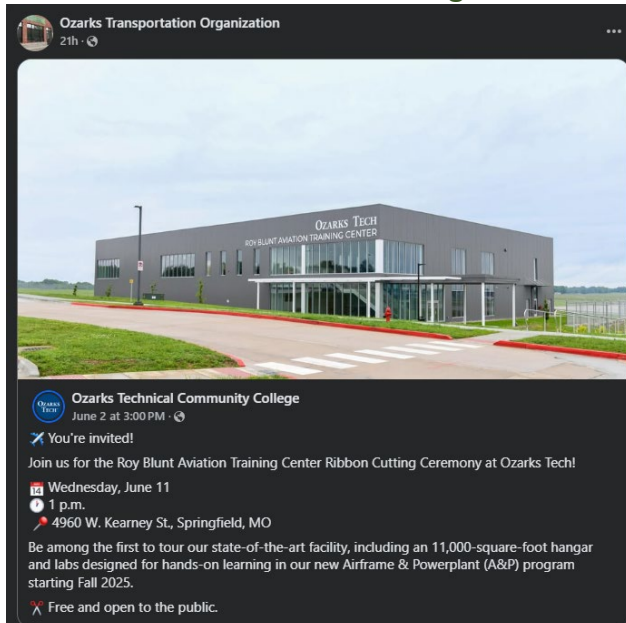
**Date received:** 06/11/2025

**Received through:** Facebook

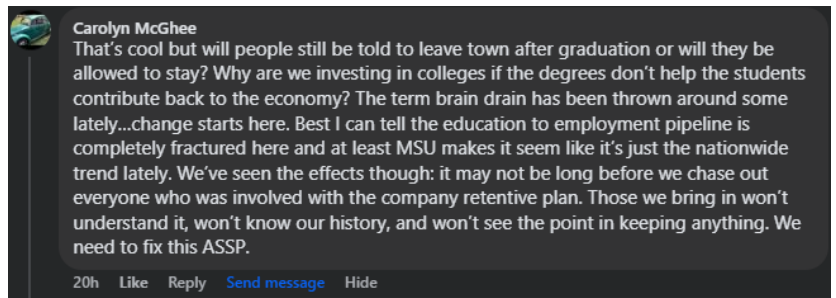
**Contact Name:** Carolyn McGee

**Contact Email/Ph #:** not available

### OTO's Shared Posting



### Facebook Comments







## PUBLIC COMMENT



***Area of concern:*** Fremont and Powell Street - Bradford Park Neighborhood

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

***Date received:*** 06/16/2025

***Received through:*** Email

***Contact Name:*** Dellene [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

I am [REDACTED] of the Bradford Park neighborhood; it is brought to my attention that a few neighbors on the corner of Powell Street and Fremont are concerned about noise and that a wider Fremont will be noisier. I do not see big (as the neighbor calls them 18 wheelers) trucks on Fremont, but I don't live on Fremont. I would like to know if it is legal to drive such a truck on Fremont. I know most of the neighborhood would like to see a wider Fremont as the street is so busy. The neighborhood is in communication with the city, and we are grateful for their support.  
dellene [REDACTED]

***OTO Response:***

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



## PUBLIC COMMENT



**Area of concern:** Plainview in front of Cherokee Middle School

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

**Date received:** 06/16/2025

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

**Contact Name:** None

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

**Comment:**

During the SPS school year, traffic backups on Plainview in front of Cherokee MS cause dangerous congestion. Parents waiting to pick up children from school line up in the west bound lane of Plainview, blocking cross streets (Holland) and imploding west bound travel on Plainview to the 160 intersection.

**Map**



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



## PUBLIC COMMENT



**Area of concern:** 160 and Plainview

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

**Date received:** 06/16/2025

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

**Contact Name:** None

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

**Comment:**

Two left turn lanes are needed at the Plainview/160 intersection. Following MODOT changes to 160 south, Plainview is the last west bound Springfield road that allows left (south bound) turns onto 160. As such, left turning traffic causes long lines of traffic on west bound Plainview during evening rush hour. These back ups impede west bound travel on Plainview.

**Map**



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



## PUBLIC COMMENT



***Area of concern:*** Walnut Lawn – Farm Road 164 - Sidewalks

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

***Date received:*** 06/16/2025

***Received through:*** Email

***Contact Name:*** Wesley [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

No sidewalks on FR. 164 aka walnut lawn. W of Golden. Lots of kids walking to school. Plus a lot of adults and bikes. Road is hilly so you can't always see what's over the hill. VERY Dangerous.

***OTO Response:***

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



## PUBLIC COMMENT



***Area of concern:*** Highway 125 & Hwy 60 and J Hwy/Sunshine and J Hwy/FR 164

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

***Date received:*** 06/16/2025

***Received through:*** Email

***Contact Name:*** Beverly [REDACTED]

***Contact Email/Ph #:*** [REDACTED]

***Comment:***

State Highway 125 north of Highway 60 beginning at the north end of the improvement paving for the new dogbone is in bad shape. Washboarded all the way passed the Logan Rogersville Middle School.

Also a pothole at J Highway & Sunshine needs repair AGAIN.

A pothole at the curve of J Highway where it intersects with Farm Road 164 needs filling again.

***OTO Response:***

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



## PUBLIC COMMENT



**Area of concern:** Kansas Expressway and the VA Clinic

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

**Date received:** 06/17/2025

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

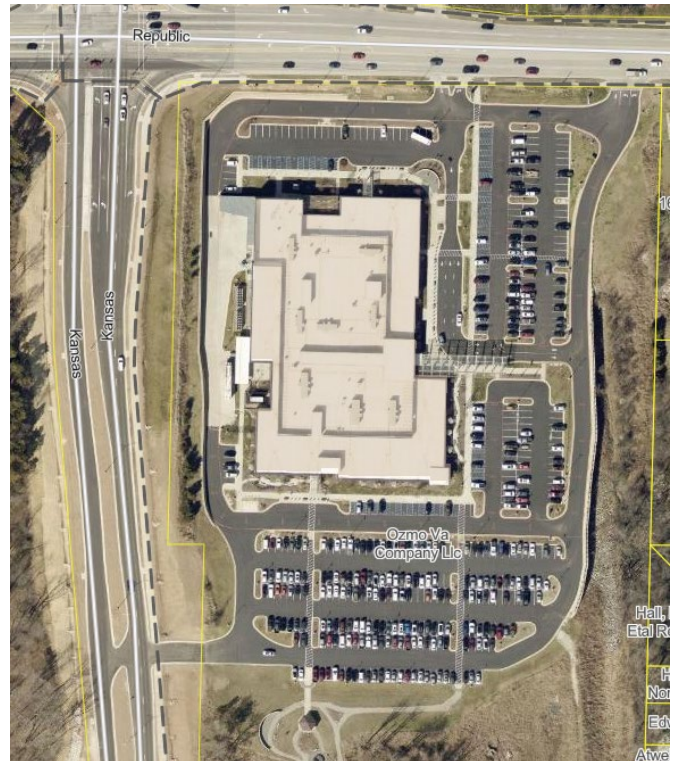
**Contact Name:** Allen

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

**Comment:**

This is so confusing turning into the VA hospital

**Map**



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





## PUBLIC COMMENT



**Area of concern:** Multiple Comments

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

**Date received:** 06/17/2025

**Received through:** Email

**Contact Name:** Not provided

**Contact Email/Ph #:** [REDACTED]

**Comment:**

- There needs to be a middle turn lane on S Glenstone between Seminole and Sunset for those turning east into neighborhoods.
- I'm glad they put a much-needed turn lane in heading north off 160 onto W Farm Rd 192, but it's still insufficient. It's short and people zoom up your derriere. Also, what's with the highly unnatural painted curve once you do turn? Nobody follows that, it's weird.
- E Greenwood St between Marlan and Lone Pine is awful. Many people have commented on how bumpy and bad it is to drive on. The entry off Lone Pine onto Greenwood would be nice if it was a smoother transition. I go slow not wanting to scrape my bumper in and out, but people zoom on Lone Pine and again zoom up your derriere and probably get mad because they don't understand why people go slower turning in there.
- Someone commented as follows: "*Brentwood Neighborhood - Glenwood St/Glenwood Terr/Sunset (Springfield, Greene) > Our neighborhood needs sidewalks. As a person that has trained over 100 miles in Brentwood, it's scary with the vehicles running 30+ MPH.*" It is true people can go fast in the neighborhood. On the other hand, in parts of the neighborhood that do have sidewalks I have wondered repeatedly why people are walking and jogging on the street, and NOT USING THE SIDEWALK?! There's no one else in the way, yet I've seen a lot of people in Brentwood using the street instead when there is actually a sidewalk! I'm a fan of sidewalks where needed, busy streets, dangerous streets, school routes...not all neighborhoods. That should be a low priority for funding.
- I don't understand the thrill it seems to be to put roundabouts in at every conceivable intersection. Enough already!
- I think it could be good to improve the northbound side of Fremont between Independence and Primrose. That intersection gets jammed up going that way.

**OTO Response:**

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



## PUBLIC COMMENT



**Area of concern:** Survey

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

**Date received:** 06/18/2025

**Received through:** Email

**Contact Name:** Gena [REDACTED]

**Contact Email/Ph #:** [REDACTED]

**Comment:**

I understand you have an input survey but even w the site I cannot find the survey. Also... why are local surveys not automatically sent by email to all residents so they are not skewed by only those in the loop taking them?

**OTO Response:**

Thank you for reaching out. We do not currently have a survey, but we do have a Draft FY 2026-2029 Transportation Improvement Plan that is out for review and public comment. I have included below a link to the press release, the actual plan, and how comments can be submitted. We do not have a database of emails of all residents within the OTO MPO Boundaries. If you would like, we can add you to our meeting/news notification list.

Press Release: <https://www.ozarkstransportation.org/uploads/media/OTO-FY-2026-2029-TIP-Public-Comment.pdf>

FY 2026-2029 Transportation Improvement

Plan: <https://www.ozarkstransportation.org/uploads/documents/DraftFY2026-2029TIP.pdf>

Comments can be submitted via:

- GiveUsYourInput.org - <https://www.ozarkstransportation.org/give-us-your-input>
- Email at [comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org)
- Mail at 2208 W Chesterfield Blvd., Suite 101, Springfield, MO 65807

The City of Springfield does have a survey out regarding the Sunshine Street Corridor Study: <https://www.sunshinecorridorsgf.com/engage>.

Please let us know if you have any other questions.





## PUBLIC COMMENT



**Area of concern:** Light Rail System

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

**Date received:** 07/08/2025

**Received through:** Comment Email

**Contact Name:** Dorothy [REDACTED]

**Contact Email#:** [REDACTED]

**Comment:**

With the growth we see year over year in Springfield, and the number of universities within this city, I feel like Springfield would really benefit from a light rail system! And since the city is already essentially a square, it would help our public transit system and propel us into the future!

I went to college at California State University, Sacramento, and the universities in the area had a decal on the University students identification cards showing they had paid their tuition. Within that tuition was included an annual fee for the light rail and bus system, so university students could ride as much as they needed. Of course, not all students utilized the public transit. And bus routes were based off the light rail system, so it ran incredibly efficiently. In the years I used public transportation there in Sacramento, CA, the light rail was only significantly late once.

**OTO Response:**

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

**TAB 16**

**RESOLUTION NO. 2025-6**  
**EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS**  
**REQUEST TO RECONSIDER LOCAL PROGRAM OBLIGATION TARGETS FOR**  
**TRANSPORTATION MANAGEMENT AREAS (TMAS)**

A resolution of East-West Gateway Council of Governments submitted to the Missouri Highways and Transportation Commission requesting reconsideration of the local program obligation target of 120% and trigger point of 100% of annual allocation for the St. Louis region (and Missouri's TMAs).

WHEREAS, the Federal-Aid Highway Program supports State highway systems by providing financial assistance for the construction, maintenance and operations of the Nation's 3.9-million-mile highway network, including the Interstate Highway System, primary highways and secondary local roads. The Federal Highway Administration (FHWA) is charged with implementing the Federal-aid Highway Program in cooperation with the States and local government.

WHEREAS, Local governments - primarily counties, cities and towns, or local public agencies (LPAs) - own and operate about 75 percent, or roughly 2.9 million miles, of the Nation's highway network. LPAs build and maintain this network using a variety of funding sources, including the Federal-aid Highway Program. An estimated 7,000 LPAs manage about \$7 billion annually in Federal-aid projects, or roughly 15 percent of the total program.

WHEREAS, the St. Louis region is the primary engine of Missouri's economy and is home to 31% or 1,928,238 of Missouri's citizens, 36% or 1,030,222 of Missouri's jobs, and 44% or \$187.5 million of Missouri's gross domestic product;

WHEREAS, 28.9% or 64.2 million daily vehicle miles traveled, and 23.4 billion annual vehicle miles traveled are in the St. Louis region;

WHEREAS, in Missouri, the St. Louis region includes four counties and the City of St. Louis, 132 municipalities, multiple public transportation providers, and multiple non-profits who promote non-motorized mobility, all who are eligible to apply for Federal-aid local program funding;

WHEREAS, East-West Gateway, as the Metropolitan Planning Organization (MPO), has a federally defined responsibility to PROGRAM local program funding for the St. Louis region in the annually produced Transportation Improvement Program (TIP) for inclusion in the Statewide Transportation Improvement Program (STIP);

WHEREAS, local project sponsors bear the responsibility to IMPLEMENT local projects according to the schedule within their program agreement;

WHEREAS, MoDOT administers local project implementation by making sure local project sponsors follow the policies in a timely manner and requests OBLIGATION of federal funds;

WHEREAS, the St. Louis region's Federal-aid local program includes 241 local projects in the 2025-2028 TIP, totaling \$676.9 million, and are attributed to more than 50 different project sponsors, all of whom EWG is charged with monitoring for project delivery;

WHEREAS, under 23 U.S.C. § 118 (U.S. Code - Unannotated Title 23. Highways § 118.) it states that “**(b) Period of availability**-- Except as otherwise specifically provided, funds apportioned or allocated pursuant to this title in a State shall remain available for obligation in that State for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Any amounts so apportioned or allocated that remain unobligated at the end of that period shall lapse;” and

WHEREAS, federal law clearly states that the period of availability for federal funds under the Federal-aid local programs including STP-S, CMAQ, CRP, and TAP is year of allocation plus three additional years;

WHEREAS, MoDOT's Central Office unofficially and abruptly changed the rules for local program obligation two years ago due to growing local program funding balances negatively affecting the August Redistribution portion that the state of Missouri is eligible to receive, and began requiring Federal-aid local program funds to be obligated at 100% or greater of each year's annual allocation, where these funds historically could be carried over into future years of the local program, as allowed by federal statute;

WHEREAS, the amount of federal funds available during August Redistribution continues to increase (amounts have grown from \$1.2 billion, or 3.1% of the total federal transportation dollars available, in 2007 to \$6.2 billion, or 10.7% of the total federal transportation dollars available, in 2022) putting growing pressure on all federal aid program funding sponsors;

WHEREAS, EWG is a bi-state (MO/IL) metropolitan region, and the Illinois Department of Transportation follows federal guidance and DOES allow carryover of local program funds; and

WHEREAS, the EWG region utilized every possible method to maximize obligations in the last two fiscal years, enabling the region to obligate 121.38% in FY 2023 and 130.23% in FY 2024, thereby exhausting many of the tools available for advancing projects and

reaching higher obligation targets, and this has made it nearly impossible to obligate the full 100% in FY 2025;

NOW, THEREFORE, BE IT RESOLVED BY the East-West Gateway Council of Governments Board of Directors:

1. We respectfully request that the Missouri Highways and Transportation Commission direct MoDOT to follow federal statutes and rescind the decision to set an overly aggressive obligation target for Federal-aid local program projects and to continue allowing EWG and other TMAs to roll a mutually agreed upon percentage of annual local program funding into future years, as federal statutes allow, due to the potential negative financial impacts to the St. Louis region and other Missouri TMAs.
2. We respectfully request that the Missouri Highways and Transportation Commission direct MoDOT leadership and staff to work diligently with EWG leadership and staff and Missouri's other TMAs, as well as with respective national organizations such as the Association of Metropolitan Planning Organizations and the American Association of Highway and Transportation Organizations, to seek a mutually agreed upon solution to this growing, nationwide issue regarding August Redistribution. All parties shall ensure that the solution works for everyone involved, minimizing the risk of any urban region losing federal transportation dollars while maximizing the amount of federal funding eligibility under August redistribution.

CERTIFICATION OF AUTHORIZING RESOLUTION NO. 2025-6

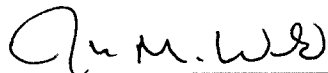
The undersigned duly qualified Executive Director of East-West Gateway Council of Governments, acting on behalf of East-West Gateway Council of Governments, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the East-West Gateway Council of Governments Board of Directors held on June 25, 2025.

James M. Wild

Name

Executive Director

Title



Signature

6-25-2025

Date

# U.S. Transportation Secretary Sean P. Duffy to Governors: Roads are for Safety, Not Politics

Tuesday, July 1, 2025

*Governors have 60 days to identify needed safety improvements*

Contact: [FHWA.PressOffice@dot.gov](mailto:FHWA.PressOffice@dot.gov)

**WASHINGTON, D.C.** – U.S. Transportation Secretary Sean P. Duffy today launched a nationwide roadway safety initiative to prioritize investments that improve mobility and safety on roadways.

In a letter to every governor, Secretary Duffy asked that their states participate in the Federal Highway Administration’s (FHWA) Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies —SAFE ROADS—initiative. The program targets non-freeway arterial roads where more than half of U.S. roadway deaths occur.

Secretary Duffy also noted in his letter that intersections and crosswalks need to be kept free from distractions. This includes political messages of any nature, artwork, or anything else that detracts from the core mission of driver and pedestrian safety.

*“Roads are for safety, not political messages or artwork. Today I am calling on governors in every state to ensure that roadways, intersections, and crosswalks are kept free of distractions,” said **U.S. Transportation Secretary Sean P. Duffy**. “Far too many Americans die each year to traffic fatalities to take our eye off the ball. USDOT stands ready to help communities across the country make their roads safer and easier to navigate.”*

[Click here to read the full letter.](#)

## Background

As part of the SAFE ROADS initiative, Governors have 60 days to direct their departments of transportation, in working with their metropolitan partners, to:

- Use available safety data, analysis and assessments to identify a list of arterial segments, including intersections, with potential or documented safety or operational concerns that will be addressed.
- Submit list of these segments to the Federal Highway Administration.

The SAFE ROADS Program Goals include:

- Get back to basics – use data-driven decisions and target safety and mobility investments.
- Empower states and local governments to simplify and improve roadway environments.
- Make roads safer and easier to navigate for pedestrians, vehicle operators, and automated vehicles alike.

FHWA will support state’s participation by

- Tracking nationwide progress of SAFE ROADS initiative.
- Assisting State DOTs with technical expertise and resources, including road safety audits and assessments.
- Helping select effective safety and operational countermeasures to accelerate improvements.
- Ensuring compliance with federal standards, such as those for traffic control devices and use of the roadway right-of-way.

In 2023, over half of all the roadway fatalities in the U.S. occurred on non-freeway/expressway arterials (functionally classified as ‘other principal arterial’ or ‘minor arterial’), based on data compiled by the National Highway Traffic Safety Administration (NHTSA). Nearly two-thirds of the fatalities that occurred on non-freeway/expressway arterials were pedestrians. FHWA provides information on [intersection safety](#), [arterial management operations strategies](#), [proven safety countermeasures](#), and [traffic control devices](#) to address common safety and mobility challenges. to address common safety and mobility challenges.

## Reminder:

Today’s letter to governors follows the Secretary’s March 6, 2025, letter to Washington, D.C. leaders [calling for safety and security improvements of the transportation systems in the Nation’s Capital](#).

## 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

**Email:**  
[FHWA.PressOffice@dot.gov](mailto:FHWA.PressOffice@dot.gov)

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

## AASHTO Issue Brief | June 2025

### Protect What Works: Direct Federal Highway Formula Dollars to State DOTs

#### THE ISSUE

- The next surface transportation bill should continue to prioritize highway formula dollars provided directly to the nation's state departments of transportation (state DOTs) and reject proposals to provide federal highway funds directly to local governments that do not have the capacity to administer these funds.
- Directing formula funds to state DOTs has a 101-year track record of success in quickly translating federal dollars into tangible safety and mobility benefits for states and local communities across the country—and enabling flexibility necessary for each state to best meet its unique investment needs.
- Most local governments do not have the technical capacity to navigate the complexities of the Federal-aid Highway Program or the permitting process for federal resource agencies such as the US Army Corps of Engineers, US Fish and Wildlife Service, and Environmental Protection Agency.
- Within the Federal Highway Administration's Surface Transportation Block Grant Program (STBGP), 45 percent of the funding is provided each year for state DOT use in "any area," while 55 percent of STBGP is "suballocated" for local governments.
  - At the end of FY 2024, 91.4 percent of unobligated (i.e., federal dollars yet to be committed) STBGP funding were in the local government-designated "suballocated" category, while 8.6 percent of the unobligated amounts were in the state DOT-designated "any area" category.
  - Urbanized areas with a population of 200,000 or higher (i.e., Transportation Management Areas or TMAs) contributed 94 percent of the unobligated "suballocated" dollars.
- Another example of slow spending is the Safe Streets for All (SS4A) program, where local governments are the sole eligible funding entities; state DOTs are prohibited from applying.
  - Out of the total of \$4 billion in SS4A funding provided between FY 2022 and FY 2025, only 2.5 percent or \$88 million of the funding has been obligated or put to work so far.

#### LEGISLATIVE RECOMMENDATION

Congress should **Protect What Works: Direct Federal Highway Formula Dollars to State DOTs** and reject proposals to provide highway funding directly to local governments. Providing federal highway funding directly to local governments or increasing the share of "suballocated" dollars will dramatically slow down spending from these programs, resulting in fewer jobs created and delaying urgently needed projects.



# Arkansas Federal Highway Administration office to merge with Mississippi, state highway commissioners told during meeting

Federal staffing cuts cited; state panel adopts ARDOT operating budget

June 19, 2025 by Amir Mahmoud



Arkansas is sharing a Federal Highway Administration office with Mississippi due to federal staffing cuts, the Arkansas Department of Transportation's chief of administration said Wednesday.

Wednesday's Arkansas Highway Commission meeting also included the proposal and adoption of the department's proposed operating budget for state fiscal 2026 and a performance evaluation of



Jared Wiley, director of the department. There were also updates on paused grant funds, which are now said to be "under review" by the federal government, and tariffs.

As for FHWA cuts, the Arkansas office was reduced to eight staff members from about 19. Now if the Arkansas Department of Transportation wants to speak with a FHWA representative, they may have to refer to the Jackson, Miss., office.

"Mississippi federal highways has teamed up with Arkansas federal highways and they're working together to deliver federal aid programs in those to states," Wiley said in response to a question from Arkansas Highway Commission Chairman Philip Taldo.

"Right now things are moving along. They are a little slower sometimes, but not overall," he said, responding to a question from Vice Chairman Keith Gibson. "I think things will pick back up as we get into our groove."

According to Wiley, the Mississippi office is helping Arkansas with things pertaining to the environment and their division administrator is overseeing Arkansas staff.

Kevin Thornton, chief of administration for the department and the one who announced the FHWA cuts during the meeting, said that the ability for individuals to communicate digitally will likely lessen any negative effects.

Thornton said in a presentation to commissioners that paused grant funds have been released for other states, which is good news for Arkansas -- one of the states that hasn't seen paused federal funding resume. Certain federal infrastructure funding, like the National Electric Vehicle Infrastructure Formula Program, has been paused since February.

Thornton also found that tariffs have not had a major effect on overall project costs for the department. According to him, the department's efficient procurement process and emphasis on domestic manufacturing has helped offset some of the effects of tariffs.

Furthermore, eight of nine bills in the Arkansas Department of Transportation's legislative package are now law, Thornton said. The one bill that did not pass wasn't submitted to the Arkansas Legislature and dealt with denatured ethanol. The bills that passed were the following:

Act 209, which implements green lights to protect Arkansas Department of Transportation and contractor employees;

Act 117, which adds information about driving safely through work zones in the Arkansas Driver's Manual;

Act 327, a law that doubles fines in work zones;

Act 256, which deregulates the movement of mobile classrooms or offices;

Act 217, which changes statutory language to match current bonding requirements on highway construction projects;

Act 328, a law that makes changes to the construction manager-general contractor program;

Act 210, a bill that reduced the number of appraisals on surplus property from three to two;

Act 699, which ensures that the transportation department and utility companies are on the same page when it comes to infrastructure projects.

Later in the meeting, Patrick Patton, chief fiscal officer at the Arkansas Department of Transportation, presented the department's proposed operating budget for Arkansas' fiscal 2026.

"I continue to say revenues are flat, expenses are somewhat flat," Patton said while showing information about the department's finances on a slide.

In his presentation, he showed a chart that displayed the total operating budget at \$556,877,580 for the transportation department split between salaries and operating expenses. Federal reimbursement will cover about \$96 million, leaving the state to cover \$460 million of the operating budget.

The proposed budget would include a 2.5% cost of living adjustment for Arkansas Department of Transportation, a 1.5% performance-based pay increase and an increase in the minimum salary to \$16 per hour. It would also include a 2.5% increase in funding for operations in the department's 10

districts, a 10% increase in the department's road and machinery budget, increases in information technology and highway police budgets and capital project commitments.

Highway commissioners approved the fiscal 2026 budget unanimously.

To close the meeting, commissioners met privately to evaluate Wiley's performance as director. Commissioners determined that he has been exemplary in his role and gave him a 4.75% raise. Wiley is currently paid \$225,992. The raise will increase his salary by over \$10,000.



### Amir Mahmoud

Amir Mahmoud is a general assignment and transportation beat reporter at the Arkansas Democrat-Gazette. He has worked at the newspaper since 2022, starting as a copy editor and designer before becoming a full-time reporter in March 2024. The Little Rock native attended the University of Miami, where he worked for its student newspaper, The Miami Hurricane.

# Speed cameras being planned for Connecticut highways

By **Jordan Nathaniel Fenster**, Staff Writer

July 1, 2025



Motorists travel on Interstate 91 north in Middletown, Conn., Thursday, October 17, 2024.

Dave Zajac/Hearst Connecticut Media

Speed cameras are slowly making their way to local roads across Connecticut. Now, state officials are taking steps toward the possibility of bringing them to highways.

The cameras were initially introduced in the state as a pilot program at work zones in 2021. The work zone cameras were installed in 2024. That paved the way for the permanent use of speed cameras at work zones. Then, this year, the first speed cameras were installed in the town of Washington.

Those cameras in the tiny town of Washington generated \$21,000 in fines in their first two weeks of operation. First-time offenders face a \$50 fine, while offenses after that cost \$75. The fines do not count against someone's driving record, but the idea is that the penalty will deter people from routinely speeding. There are also signs placed in the area of the cameras, warning them that vehicle speed is monitored by camera.

"It's been a slow, methodical process, in terms of implementing automated enforcement technology here in the state," state Department of Transportation spokesman Josh Morgan said.

Now, the legislature has passed a law that moves Connecticut closer to speed cameras on highways.

The first step is for the state DOT to develop a plan to "expand the use of speed safety cameras on state highways," the bill says, with a plan and proposed legislation submitted, "Not later than Feb. 1, 2026."

Then, once that proposed legislation has been submitted and discussed, the legislature could move forward a bill to allow the installation of those speed cameras.

"It's not like, 'speed cameras coming to I-95 tomorrow' type of legislation," Morgan said.

Connecticut officials have been looking at various ways to crack down on reckless driving-related issues that have plagued state roadways in recent years. Last year was the second-deadliest on record for car crashes in Connecticut. The state has installed wrong-way detection systems and, at times, ramped up enforcement on highways in an effort to make the roads safer. While systems have been installed alerting drivers to their speeds throughout the state, they come without enforcement. The hope is that these cameras could slow drivers down with a financial component involved.

One question that will be asked in the coming months is whether those cameras will be stationary. They could be set up at a specific mile marker on state highways, though that might allow drivers to slow down before the cameras and then speed up later.

"Are people just going to slam on the brakes, go 55 and then as soon as they pass the camera, step on it, and then go 95 right for the rest of their way?" Morgan asked.

Another strategy is what's called a corridor system, that tracks the time a vehicle passes through a section of roadway.

"If someone gets there in X amount of minutes, the system would know there's absolutely no way you could do that without driving 90 miles an hour," Morgan explained.

"There's some thought that maybe a corridor would be better at controlling speeds, but we have to research it," Morgan said. "We're going to put together that report, submit it to the legislature, which then hopefully will allow for future conversation in the upcoming sessions about ways to use technology to make our roads safer."

July 1, 2025



**Jordan Nathaniel Fenster**

SENIOR ENTERPRISE REPORTER

Jordan Nathaniel Fenster is a reporter with CT Insider. He's worked as a journalist covering politics, cannabis, public health, social justice and more for 25 years. Jordan's work has appeared in The New York Times and USA Today in addition to multiple regional and local newspapers. He is an award-winning reporter, podcaster and children's book author. He serves as senior enterprise reporter and lives in Stamford with his dog, cat and three daughters. He can be reached at [jordan.fenster@hearstmediact.com](mailto:jordan.fenster@hearstmediact.com).





## USDOT Issues Revisions to Key NEPA Procedures

The U.S. Department of Transportation issued three sets of revisions to its National Environmental Policy Act or NEPA implementation procedures for environmental review of infrastructure projects – changes aimed at fast-tracking the construction of roads and bridges, as well as broadband and energy installations.

*[Above photo by USDOT]*

The USDOT said in a [statement](#) that its NEPA reforms combine six separate sets of procedures into one unified USDOT Order; providing a one stop shop for NEPA reviews for most of USDOT's modal administrations.

Two other sets of revisions include the NEPA procedures for the Federal Aviation Administration as well as those used by the Federal Highway Administration, the Federal Railroad Administration, and Federal Transit Administration.

Specifically, USDOT released three specific updates to its NEPA implementing procedures, which were last revised in 1985: (1) [Department-wide Order 5610.1D](#); (2) Joint [FHWA, FRA, and FTA procedures](#), 23 CFR Part 771; and, (3) [FAA's Order 1050.1G](#).

USDOT noted that it issued those updates in coordination with the White House Council on Environmental Quality or CEQ as part of the Trump administration's [broad strategy](#) to simplify the environmental review and permitting process and to ensure efficient and timely environmental reviews.



- Implementing deadlines and page limits on environmental reviews required under recent NEPA amendments to expedite infrastructure development and reduce costs.
- Provide clarification that NEPA does not apply to every action that a federal agency takes, but only to federal actions where the agency has sufficient control and discretion to take environmental effects into account.
- Ensure simple and expeditious processes to create categorical exclusions – which USDOT described as “the least burdensome” class of action – as well as to adopt those developed by other federal agencies to help minimize repetitive NEPA analyses; focusing federal agency attention on actions with “truly significant” environmental effects.

USDOT added that its reform of NEPA implementing procedures follows what the agency described as “clear guidance” set forth in President Trump’s [Unleashing American Energy](#) Executive Order; Congress’ [BUILDER Act amendments](#), as part of the 2023 Fiscal Responsibility Act; and the Supreme Court’s recent landmark decision in [Seven County Infrastructure Coalition v. Eagle County](#).



# DOT Advisory Board to meet at the White House

First meeting advising on upgrading freight infrastructure will be livestreamed on July 16



John Gallagher • Wednesday, July 02, 2025



Panel will advise on how to upgrade U.S. infrastructure. (Photo: Jim Allen/FreightWaves)

### Key Takeaways:



- A new federal advisory board will hold its first meeting on July 16th at the White House to discuss modernizing U.S. transportation infrastructure.
- The 10-member board, whose members haven't been announced yet, received over 80 nominations from various transportation industry stakeholders.
- The board's tasks include recommending infrastructure improvements, identifying investment opportunities in transportation technology, suggesting regulatory and policy enhancements, and advising on public-private partnerships.
- The meeting will be livestreamed and the public can submit comments before July 9th.

---

*Key takeaways sponsored by [SONAR](#)*

WASHINGTON — The first meeting of a new federal advisory board created to overhaul the nation's freight and passenger transportation infrastructure has been set for July 16 at the White House.

The meeting is scheduled to 2:00 p.m. EDT and the public will be able to attend virtually, according to [an agenda](#) published this week.

Members of the 10-member board have yet to be announced. DOT received [over 50 nominations](#) in its initial call for nominees, including officials from the American Trucking Associations, the Association of American Railroads and the Intermodal Association of North America, and Amazon.

After extending the deadline the department received approximately 30 more nominations, including officials from C.H. Robinson, UPS, and Tucker Company Worldwide.

"The purpose of the U.S. DOT Advisory Board is to provide strategic vision and high-level guidance to modernize and enhance the United States transportation systems," according to DOT, which [announced the creation of the board](#) in May.

According to DOT, board members will be tasked with providing guidance on:

- Developing strategic recommendations for infrastructure modernization and expansion.
- Identifying key investment opportunities in transportation technology and innovation.

- Providing insights into regulatory and policy improvements to enhance efficiency and reduce bureaucratic obstacles.
- Advising on public-private partnerships to maximize funding and impact.

Members of the public can access the livestream accessible [here](#). The public can submit written materials, questions, and comments to the committee in advance of the meeting no later than July 9.



## John Gallagher

Based in Washington, D.C., John specializes in regulation and legislation affecting all sectors of freight transportation. He has covered rail, trucking and maritime issues since 1993 for a variety of publications based in the U.S. and the U.K. John began business reporting in 1993 at Broadcasting & Cable Magazine. He graduated from Florida State University majoring in English and business.

